

Agenda

Planning and Environment Committee

The 17th Meeting of the Planning and Environment Committee

November 2, 2020, 4:30 PM

Virtual Meeting - during the COVID-19 Emergency

City Hall is open to the public, with reduced capacity and physical distancing requirements.

Meetings can be viewed via live-streaming on YouTube and the City website.

Members

Councillors M. Cassidy (Chair), J. Helmer, A. Hopkins, S. Turner, A. Kayabaga, Mayor E. Holder

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To make a request specific to this meeting, please contact PEC@london.ca

The Committee will recess at approximately 6:30 PM for dinner, as required.

	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1. Application - Exemption from Part-Lot Control - 2805 Asima Drive (33M-699, Block 49) (P-9220)	2
2.2. Application - 3493 Colonel Talbot Road - Removal of Holding Provision (H-9218)	9
2.3. Application - 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earlston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street - Removal of Holding Provision (H-9270)	20
2.4. Application - 1600-1622 Hyde Park Road and 1069 Gainsborough Road (H-9256)	31
2.5. Application - 1258 and 1388 Sunningdale Road West - Removal of Holding Provisions (H-9259)	42
2.6. Building Division Monthly Report for September 2020	52
3. Scheduled Items	
3.1. Public Participation Meeting - Not to be heard before 4:30 PM - Application - 1150 Fanshawe Park Road East (OZ-9215)	61
4. Items for Direction	
4.1. Brendon Samuels - Request for Delegation Status - Bird Friendly Skies By-law	143
5. Deferred Matters/Additional Business	
6. Adjournment	

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng.
Managing Director, Development & Compliance Services
and Chief Building Official

Subject: Exemption from Part-Lot Control
Application By: Rockwood Homes c/o Al Allendorf
2805 Asima Drive

Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application by Rockwood Homes, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 to exempt Block 49, Plan 33M-699 from the Part-Lot Control provisions of Subsection 50(5) of the *Planning Act*, for a period not exceeding three (3) years.

Executive Summary

Summary of Request

This report is a request for approval to exempt Block 49 in Registered Plan 33M-699 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will allow for the creation of seven (7) street townhouse units, with access provided by way of Asima Drive.

Rationale for Recommended Action

The conditions for passing the Part-Lot Control By-law have been satisfied and it is appropriate to allow the exemption from Part-Lot Control. The applicant has acknowledged that they are responsible for the cost of registration of the by-law.

1.0 Analysis

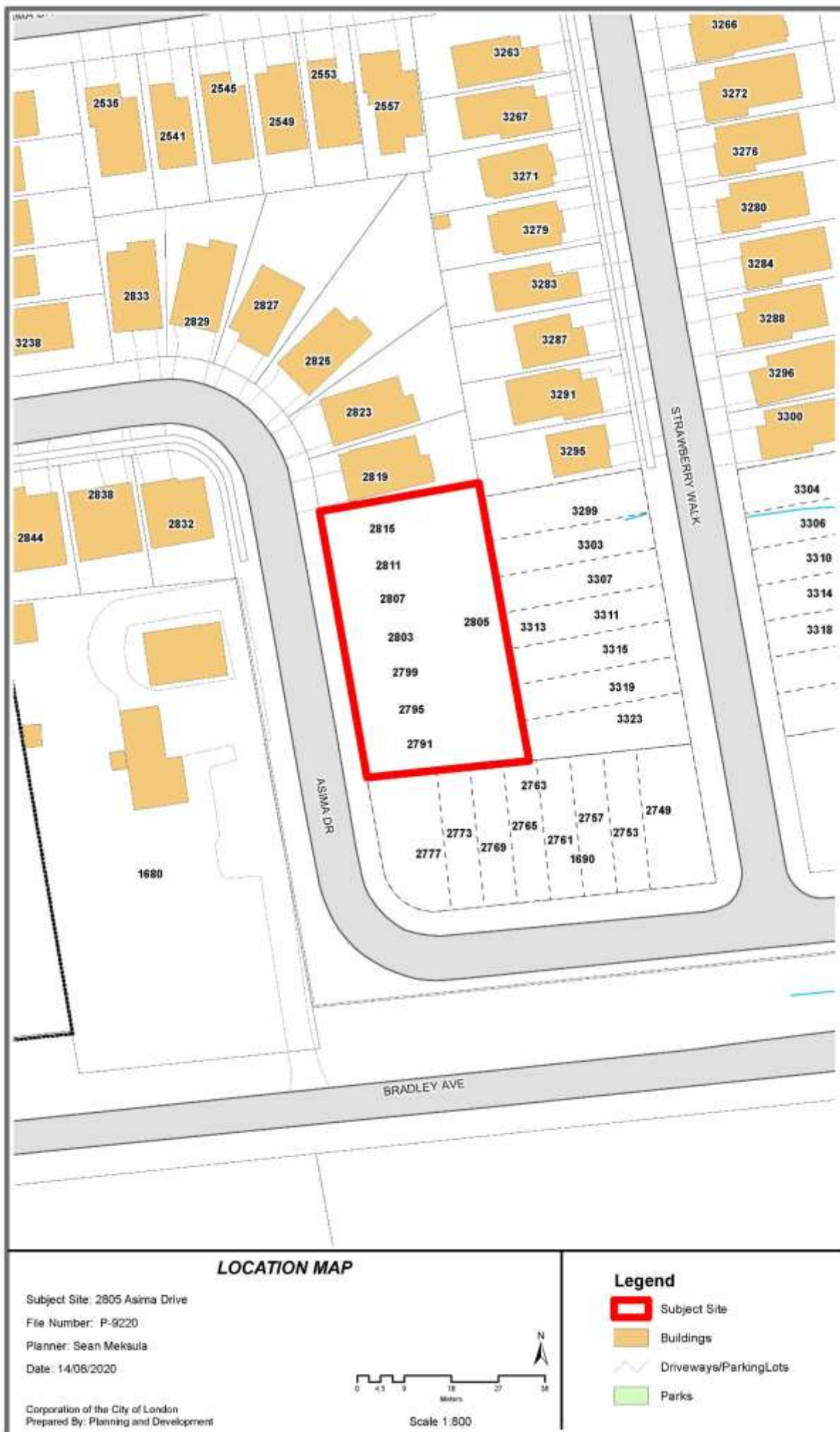
At its meeting held on September 15, 2020, Municipal Council resolved:

“That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application by Rockwood Homes, to exempt Block 49, Plan 33M-699 from Part-Lot Control:

- (a) Pursuant to subsection 50(7) of the *Planning Act*, R.S.O. 1990, c. P.13, the attached proposed by-law **BE INTRODUCED** at a future Council meeting, to exempt Block 49, Plan 33M-699 from the Part-Lot Control provisions of subsection 50(5) of the said Act, **IT BEING NOTED** that these lands are subject to registered subdivision agreements and are zoned Residential R4 Special Provision (R4-5(2)) in Zoning By-law No. Z.-1, which permits street townhouse dwellings with a minimum garage front yard depth of 5.5m, a minimum exterior side yard main building depth of 3.0m and a minimum interior side yard depth of 1.5m;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Block 49, Plan 33M-699 as noted in clause (a) above:

- i. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
- ii. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
- iii. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
- iv. The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
- v. The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
- vi. The applicant shall enter into any amending subdivision agreement with the City, if necessary;
- vii. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- viii. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
- ix. The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;
- x. The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- xi. The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- xii. The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 2, 5, 7, 9, and 11 by parts 1, 3, 4, 6, 8 and 10; and,
- xiii. That on notice from the applicant that a reference plan has been registered on a Block, and that Part-Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

Location Map



The exemption from Part-Lot Control will allow for lot lines for individual units (lots) to be established on the registered block in a registered plan of subdivision. The conditions noted above have been satisfied as follows:

- i. *The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;*

Acknowledged by the applicant on September 24, 2020.

- ii. *The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;*

Satisfied by registration of reference plan 33R-20708.

- iii. *The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;*

Satisfied by submission on September 24, 2020 and City staff (GIS Data Technician) confirmed by email on October 1, 2020 that a digital file has been submitted in a format acceptable to the City of London.

- iv. *The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;*

Satisfied by installation of Hydro Services on May 17, 2019 and London Hydro Lot billing on September 20, 2020.

- v. *The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;*

Satisfied by the acceptance of Lot Grading and Servicing Plans submitted as per Site Plan Application SPA18-074.

- vi. *The applicant shall enter into any amending subdivision agreement with the City, if necessary;*

Satisfied as the subdivision agreement was registered by instrument ER1237718 and no further amendment was required.

- vii. *The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;*

Satisfied by service installation and approved by City conditional assumption on October 13, 2017 for Block 49.

- viii. *The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;*

Satisfied by municipal numbering assigned on October 22, 2018. *The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;*

Satisfied by reference plan 33R-20708

- ix. *The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;*

Satisfied by reference plan 33R-20708

- x. *The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;*

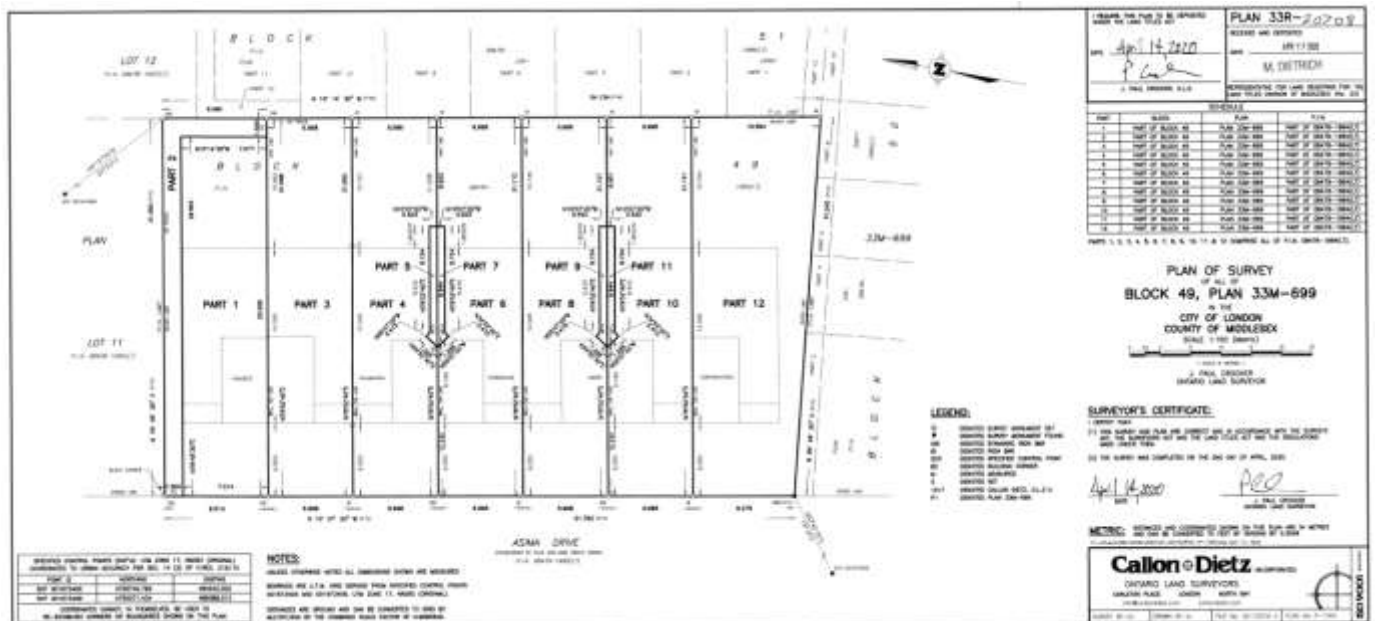
Satisfied as per issuance of building permit number 19-038733 issued for Block49.

- xiv. *The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 2, 5, 7, 9, and 11 by parts 1, 3, 4, 6, 8 and 10; and,*

Satisfied as easements will be same as the Block 52 transfers that were registered as Instrument Number ER1298110 dated April 20, 2020.

- xi. *That on notice from the applicant that a reference plan has been registered on a Block, and that Part-Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.”*

Acknowledged by applicant on September 24, 2020.



Plan 33R-20708

2.0 Description of Proposal

2.1 Development Proposal

The Applicant, Rockwood Homes, has requested exemption from part-lot control to create a total of seven (7) freehold street townhouse dwelling units on a local street (Asima Drive). The plan of subdivision was registered on July 14, 2016 as 48 single detached dwelling lots and nine (9) multi-family medium density residential blocks, all served by three (3) new local streets (Turner Crescent, Strawberry Walk and Asima Drive). The dwellings will be freehold street townhouse units, approximately two storeys in height, and accessed from Asima Drive.

3.0 Relevant Background

3.1 Planning History

The draft plan of subdivision (39T-07508) was approved by the Approval Authority as one (1) phase, consisting of 48 single family detached lots, and nine (9) multi-family medium density residential blocks, and was registered on July 4, 2016 as plan 33M-699.

A Site Plan Application was submitted in 2018 (SPA18-074) for Block 49 of Plan 33M-699. The Site Plan was approved and a Development Agreement was entered into with the City of London, which was registered as ER1237718 on June 5, 2019.

The application for exemption from Part-Lot Control was considered by the Planning and Environment Committee on September 8, 2020, and Municipal Council on September 15, 2020. The attached recommended by-law implements Council's September 15, 2020 resolution and allows for the conveyance of individual lots within Block 49, Plan 33M-699.

Conclusion

The recommended exemption from Part-Lot Control is considered appropriate and in keeping with the planned intent of the Summerside Subdivision. The conditions have been satisfied and the exemption from Part-Lot Control is recommended to allow for the creation of individual units.

Prepared by:	Sean Meksula, MCIP, RPP Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

cc: Lou Pompili, Manager, Development Services (Subdivisions)
cc: Matt Feldberg, Manager, Development Services (Subdivisions)
cc: Ted Koza, Manager, Development Services (Subdivisions)

/sm

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Nov 2 By-law\2805 Asima Dr P-9220 SM.docx

Appendix A

Bill No. (*Number inserted by Clerk's Office*)
2020

By-law No. C.P.- (*Number inserted by Clerk's Office*)

A by-law to exempt from Part-Lot Control, lands located at 2805 Asima Drive, legally described as Block 49 in Registered Plan 33M-699.

WHEREAS pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, and pursuant to the request from Rockwood Homes, it is expedient to exempt lands located at 2805 Asima Drive, legally described as Block 49 in Registered Plan 33M-699, from Part Lot Control;

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

1. Block 49 in Registered Plan 33M-699, located at 2805 Asima Drive, west of Jackson Road, are hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended, for a period not to exceed three (3) years; it being noted that these lands are zoned to permit street townhouse dwellings in conformity with the Residential R4 Special Provision (R4-5(2)) Zone of the City of London Zoning By-law No. Z-1.
3. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng.
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Application By: 2219008 Ontario Ltd. (York Developments)
3493 Colonel Talbot Road
Removal of Holding Provision

Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, Development Services, based on the application by 2219008 Ontario Ltd. c/o York Developments, relating to lands located at 3493 Colonel Talbot Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on November 10, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Residential R6 Special Provision/Residential R8 Special Provision/Convenience Commercial /Service Station Special Provision (h*h-100*h-198*R6-5(46)/R8-4(30)/CC6(10)/SS2(2)) Zone **TO** Residential R6/R8 Special Provision/Convince Commercial Special Provision/Service Station Special Provision (R6-5(46)/R8-4(30)/CC6(10)/SS2(2)) Zone to remove the h, h-100 and h-198 holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the holding (h, h-100 and h-198) symbols to allow the development of convenience store, restaurant with drive thru, gas bar and car wash permitted under the Service Station Special Provision (SS2(2)) Zone.

Rationale of Recommended Action

1. The conditions for removing the holding (h, h-100 and h-198) provisions have been met and the recommended amendment will allow development of a proposed convenience store, restaurant with drive thru, gas bar and car wash development in compliance with the Zoning By-law.
2. A Development Agreement has been entered into and securities have been posted as required by City Policy.
3. Performance security has been posted in accordance with City policy, and a Development Agreement has been executed by the applicant and the City.
4. Provisions have been made for a looped watermain system to ensure adequate water service, and provision of a temporary emergency access to the satisfaction of the City.
5. The proposed convenience store, restaurant with drive thru, gas bar and car wash provides a street-oriented development which has been reviewed by urban design staff through the site plan approval process. The "h-198" is no longer required on this portion of the property.

Analysis

1.0 Site at a Glance

1.1 Location Map



1.2 Property Description

The subject site is located at the Pack Road and Colonel Talbot Road intersection and forms a portion of lands within the Silverleaf Subdivision. Part of the plan has been registered as plan 33M-742 which is currently under construction, and part of the plan, including the subject lands, have been draft approved but not yet registered. The subdivision provides for a range of dwellings types and sizes with some convenience commercial uses planned. The property is within the City of London's Southwest Area Secondary Plan and forms part of the North Lambeth Residential Neighbourhood.

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

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Holding Residential R6 Special Provision/Residential R8 Special Provision/Convenience Commercial /Service Station Special Provision (h*h-100*h-198*R6-5(46)/R8-4(30)/CC6(10)/SS2(2)) Zone

1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 71.44 m (234.38 ft.) along Colonel Talbot Road
- Area – 6293m² (67,737 sq. ft.)
- Depth – 99.77m (327.33 ft.)
- Shape – irregular

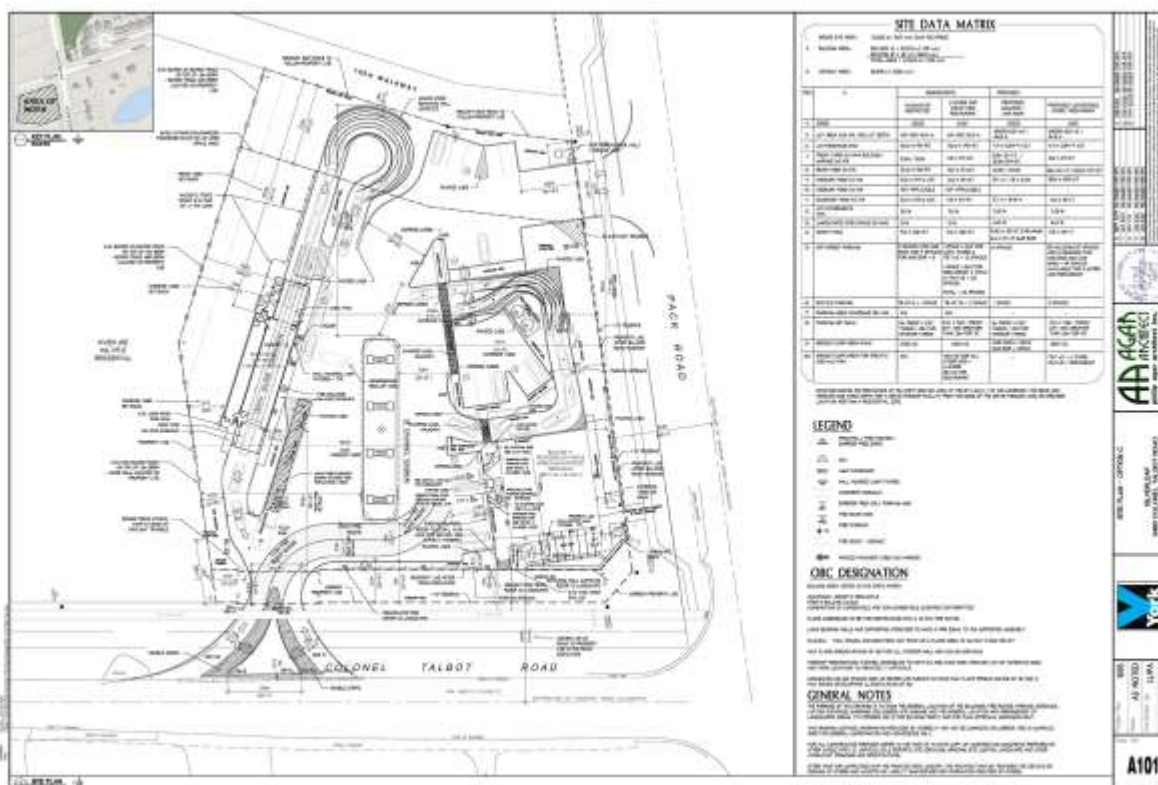
1.4 Surrounding Land Uses

- North – existing open space and agricultural lands
- East – existing and future low density residential
- South – future medium density residential or convenience commercial uses
- West – low density residential

2.0 Description of Proposal

This proposal is to remove the holding provisions to permit the proposed site plan development ((SPA20-021) for a convenience store, restaurant with a drive thru, gas bar and car wash.

2.1 Site Plan



Conceptual Site Plan

3.0 Revelant Background

3.1 Planning History

The subject site is part of the Silverleaf Subdivision (39T-14504) which is situated in the southwest quadrant of the City, and at the southwest corner of Colonel Talbot Road and Pack Road. The total subdivision area is approximately 40.5 ha (100ac) in size and is situated entirely within the City's Urban Growth Boundary with frontage along Colonel Talbot Road and Pack Road (both identified as arterial roads).

The application for Draft Plan of Subdivision was received on September 15, 2014, and was granted draft approval on March 24, 2016. The draft approval included: 172 single detached dwellings lots, three (3) medium density residential blocks, one (1) mixed use block, five (5) walkway blocks, one (1) future development block, two (2) park blocks, two (2) open space blocks, and a stormwater management block; serviced by Pack Road, and six (6) local public streets (including the extension of Isaac Drive to the north).

Phase 1 of the subdivision has been registered as plan 33M-742, which consists of 108 single family detached lots, the Stormwater Management Facility Dingman Tributary B4, six (6) park blocks, one (1) medium density block and several road widening's and 0.3 m (one foot) reserve blocks. Future phase(s) will include the balance of the lands which are draft approved but have not yet received final approval.

Most recently, an Official Plan, and Zoning By-law (OZ-9049) application was approved by Planning and Environment Committee and Municipal Council in September of 2019. The application permitted the proposed development of the service station uses to the site to be used for a car wash and gas bar and to expand the convenience commercial uses to allow for restaurants, take-out use, within the plan of subdivision. This site is also the subject of an application for Site Plan Approval by 2219008 Ontario Ltd. (York Developments) for a restaurant and service station development (File No. SPA20-021).

4.0 Key Issues and Considerations

4.1 Have the conditions for removal of the holding (h) provision been met?

The purpose of the holding ("h") provision in the zoning by-law is as follows:

Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development." Permitted Interim Uses: Model homes are permitted in accordance with Section 4.5(2) of the By-law.

An application for Site Plan Approval has been submitted by 2219008 Ontario Ltd. (York Developments) (SPA20-021). The proposed development consists of a convenience store, restaurant with a drive thru, gas bar and car wash. The Owner has provided the necessary security and has entered into a development agreement with the City. This satisfies the requirement for removal of the "h" holding provision.

The purpose of the holding ("h-100") provision in the Zoning By-law is as follows:

Purpose: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Permitted Interim Uses: A maximum of 80 residential units.

Water looping for this site is not required since it is connected directly to looped municipal mains and the fact that it is a standalone commercial development.

The purpose of the holding (“h-198”) provision in the Zoning By-law is as follows:

The purpose of the “h-198” provision is to encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement has been entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan.

The proposed convenience store, restaurant with a drive thru, gas bar and car wash buildings provide a street-oriented development which has been reviewed by Urban Design Staff through the site plan approval process. A development agreement has been entered into to ensure that the new development is designed and approved consistent with the Southwest Area Secondary Plan. This satisfies the requirements for removal of the “h-198” holding provision.

5.0 Conclusion

The applicant has addressed the various requirements of the “h, h-100 and h-198” holding provisions for the orderly development of land; water looping, access to the lands and a development design which is consistent with the Southwest Area Secondary Plan. The requirements of the holding provisions has been satisfied and the removal of the holding provisions is appropriate and recommended to Council for approval.

Prepared by:	Sean Meksula, MCIP, RPP Planner, Development Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P. Eng. Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

- CC: Matt Feldberg, Manager, Development Services (Subdivisions)
 Lou Pompillii, Manager, Development Services (Subdivisions)
 Ted Koza, Manager, Development Services (Subdivisions)
 Michael Pease, Manager, Development Services (Site Plan)

GK/PY/SM/sm

Appendix A

Bill No. (Number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 3493 Colonel Talbot Road.

WHEREAS Sifton Properties Limited has applied to remove the holding provisions from the zoning on lands located at 3493 Colonel Talbot Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provisions from the zoning of the said lands;

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 3493 Colonel Talbot Road, as shown on the attached map, to remove the h, h-100 and h-198 holding provisions so that the zoning of the lands as a Residential R6/R8 Special Provision/Convince Commercial Special Provision/Service Station Special Provision (R6-5(46)/R8-4(30)/CC6(10)/SS2(2))Zone comes into effect.
2. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on November 10, 2020.




Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

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



<p>File Number: H-9218 Planner: SM Date Prepared: 2020/06/25 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40  Meters</p> <p></p>
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Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: Notice of the application was published in the *Public Notices and Bidding Opportunities* section of The Londoner on July 2, 2020.

0 replies were received

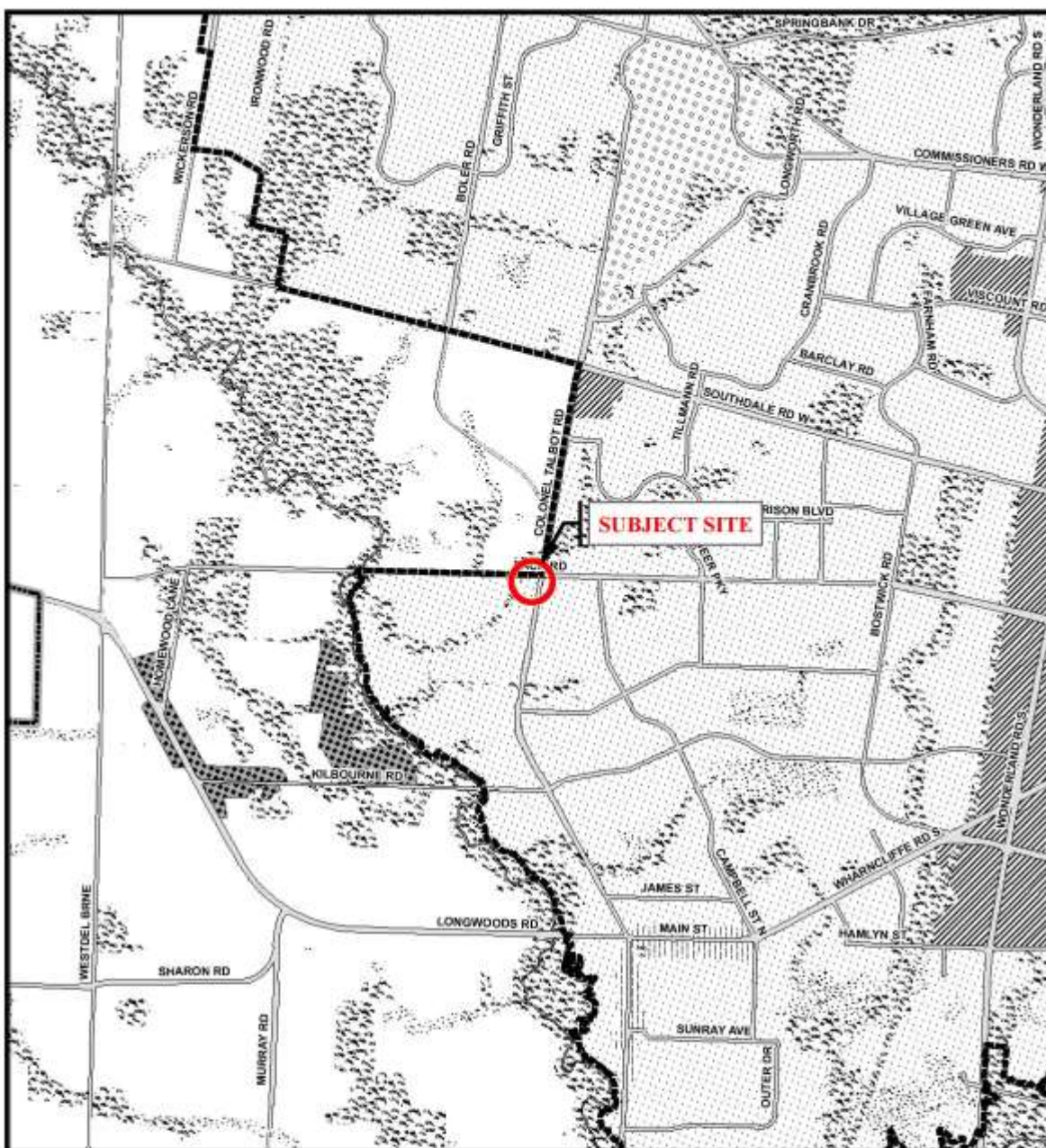
3493 Colonel Talbot Road (Block 173A Draft Plan 39T-14504) – City Council intends to consider removing the “h”, “h-100”, and “h-198”, Holding Provision’s from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbols to permit the future commercial development of the subject lands. The purpose of the “h” provision is to ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development. The purpose of the “h-100” provision is to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. The purpose of the “h-198” provision is encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan. Council will consider removing the holding provisions as it applies to these lands no earlier than August 10, 2020.

Agency/Departmental Comments:

None

Appendix C – Relevant Background

London Plan Excerpt



Legend

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

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

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

CITY OF LONDON

Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



Scale 1:30,000



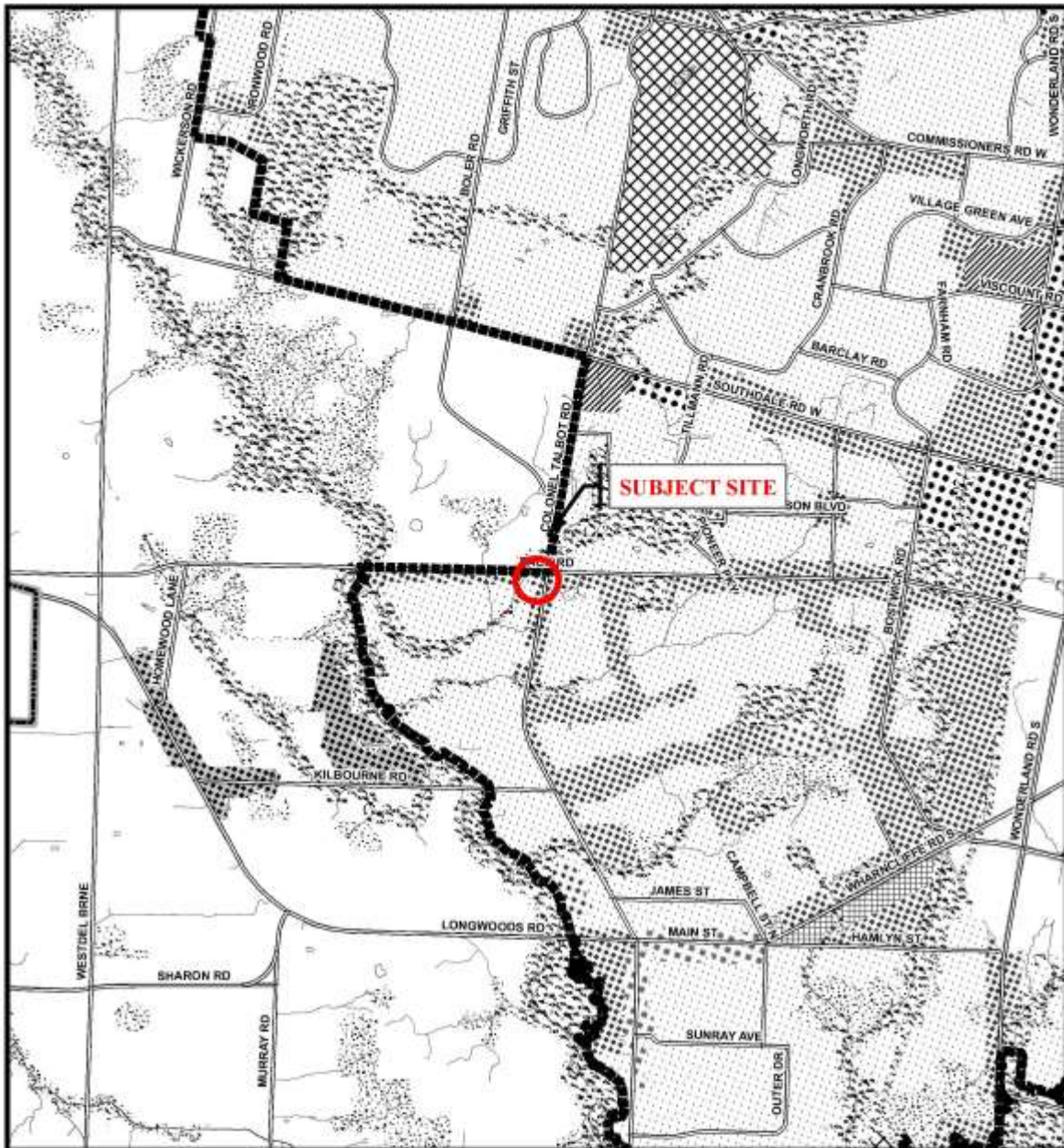
File Number: H-9218

Planner: SM

Technician: RC

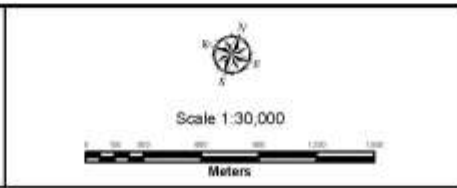
Date: June 25, 2020

1989 Official Plan Excerpt



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

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: H-9218
 PLANNER: SM
 TECHNICIAN: RC
 DATE: 2020/06/25

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\conso\00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

Existing Zoning Map



Zoning as of June 16, 2020



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

H-9218 SM

MAP PREPARED:

2020/06/25 RC

1:2,500

0 12.525 50 75 100
Meters

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

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng.
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Application By: Sifton Properties Limited c/o Lindsay Clark
49 to 153 Middleton Avenue, 3695 to 3848 Somerston
Crescent, 3582 to 3642 Earliston Cross, 84 to 150 Knott Drive
and 3583 to 3617 Lynds Street
Removal of Holding Provision

Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, Development Services, based on the application by Sifton Properties Limited, relating to lands located at 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earliston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street (Registered Plan 33M-785), the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on November 10, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Residential R1 Special Provision (h*h-100*R1-3(18)/h*h-100*R1-4(29)/ h*h-100*R1-13(7)) Zone **TO** a Residential R1 Special Provision (R1-3(18)/R1-4(29)/R1-13(7)) Zone to remove the h and h-100 holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the holding (h and h-100) symbols to allow the development of phase 2 of this subdivision, including 123 single family dwellings permitted under the Residential R1 Special Provision (R1-3(18)/R1-4(29)/R1-13(7)) Zones.

Rationale of Recommended Action

1. The conditions for removing the holding (h and h-100) provisions have been met and the recommended amendment will allow development of a proposed 16 unit townhouse development in compliance with the Zoning By-law.
2. A Subdivision Agreement has been entered into and securities have been posted as required by City Policy and the Subdivision Agreement.
3. Performance security has been posted in accordance with City policy, and a Development Agreement has been executed by the applicant and the City.
4. Provisions have been made for a looped watermain system to ensure adequate water service, and provision of a temporary emergency access to the satisfaction of the City.

Analysis

1.1 Current Planning Information (see more detail in Appendix C)

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Low Density Residential
- Existing Zoning – Holding Residential R1 Special Provision (h*h-100*R1-3(18)/h*h-100*R1-4(29)/ h*h-100*R1-13(7)) Zone

1.2 Location Map



1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – Varies
- Area – Varies
- Depth – Varies
- Shape – Irregular

1.4 Surrounding Land Uses

- North – future medium density residential
- East – low density residential
- South – low density residential
- West – future medium density residential /existing environmental reserve

2.0 Description of Proposal

This proposal is to remove the holding provisions to allow a residential development of 123 single family dwellings within registered plan of subdivision 33M-785.

2.1 Registered Plan of Subdivision (33M-785)



3.0 Relevant Background

3.1 Planning History

On June 2, 2020 the Approval Authority for the City of London granted Final Approval for the second phase of the Richardson Subdivision lands located at 132, 146 and 184 Exeter Road. Phase 2 consists of 116 single detached lots, two (2) street townhouse blocks, four (4) medium density blocks, one (1) park block, one (1) open space block, three (3) multi-use pathway blocks, one (1) servicing/multi-use pathway block, and several road widening's and 0.3 metre reserves, all served by the extension of Middleton Avenue and

five (5) new local roads/neighbourhood streets. The plan was subsequently registered on June 8, 2020 as Plan 33M-785. The 123 single family lots within the second phase of the Richardson Subdivision lands, Plan 33M-785 are the subject of this application for future development.

4.0 Key Issues and Considerations

4.1 Have the conditions for removal of the holding (h) provision been met?

The purpose of the holding (“h”) provision in the zoning by-law is as follows:

“Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.” Permitted Interim Uses: Model homes are permitted in accordance with Section 4.5(2) of the By-law.

The proposed development consists of 123 single family lots. The Subdivision Agreement between Sifton Properties Limited and the City of London for Phase 2 of the Richardson Subdivision was entered into on March 26, 2020 and registered as Instrument No. ER1307410 on June 18, 2020. Sifton Properties Limited have also posted security as required by City Policy and the Subdivision Agreement. As such, the condition has been satisfied for removal of the “h” provision. The h. holding provision will be retained for the balance of the lands that are not part of Plan 33M-785 southeast of Knott Drive and Lynds Street.

The purpose of the holding (“h-100”) provision in the Zoning By-law is as follows:

Purpose: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Permitted Interim Uses: A maximum of 80 residential units.

The subdivision servicing drawings were previously reviewed and have been accepted by the City of London. An approved looped watermain system from the installed 250 mm diameter municipal watermain on Middleton Road with 200 mm connections to Somerston Crescent, Earlston Cross, Knott Drive and Lynds Street. Public road access to the subject lands will be provided from Middleton Avenue to Wharncliffe Road South. A second public access by means of Middleton Avenue to Exeter Road is also accessible. The h100 holding provision will be retained for the balance of the lands that are not part of Plan 33M-785 southeast of Knott Drive and Lynds Street.

5.0 Conclusion

The applicant has addressed the various requirements of the “h and h-100” holding provisions for the orderly development of land; water looping and access for the development of the land. The requirements of the holding provisions has been satisfied and the removal of the holding provisions is appropriate and recommended to Council for approval.

Prepared by:	Sean Meksula, MCIP, RPP Senior Planner, Development Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P. Eng. Managing Director, Development and Compliance Services and Chief Building Official
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Ted Koza, Manager, Development Services (Subdivisions)
Michael Pease, Manager, Development Services (Site Plan)

GK/PY/SM/sm

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2020\H-9270 - Middleton Ave, Somerston Cres, Earlston Cross, Knott Drive and Lynds St (SM)\PEC\DRAFT_Middleton Ave, Somerston Cre_ Application by - H-9270_SM.docx

Appendix A

Bill No. (Number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earlston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street; legally described as Plan 33M-785.

WHEREAS Sifton Properties Limited has applied to remove the holding provisions from the zoning on lands located at 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earlston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street; legally described as Plan 33M-785, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provisions from the zoning of the said lands;

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 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earlston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street; legally described as Plan 33M-785, as shown on the attached map comprising part of Key Map No. 111, to remove the h and h-100 holding provisions so that the zoning of the lands as a Residential R1 Special Provision (R1-3(18)/R1-4(29)/R1-13(7)) Zones comes into effect.
2. This By-law shall come into force and effect on the date of passage.

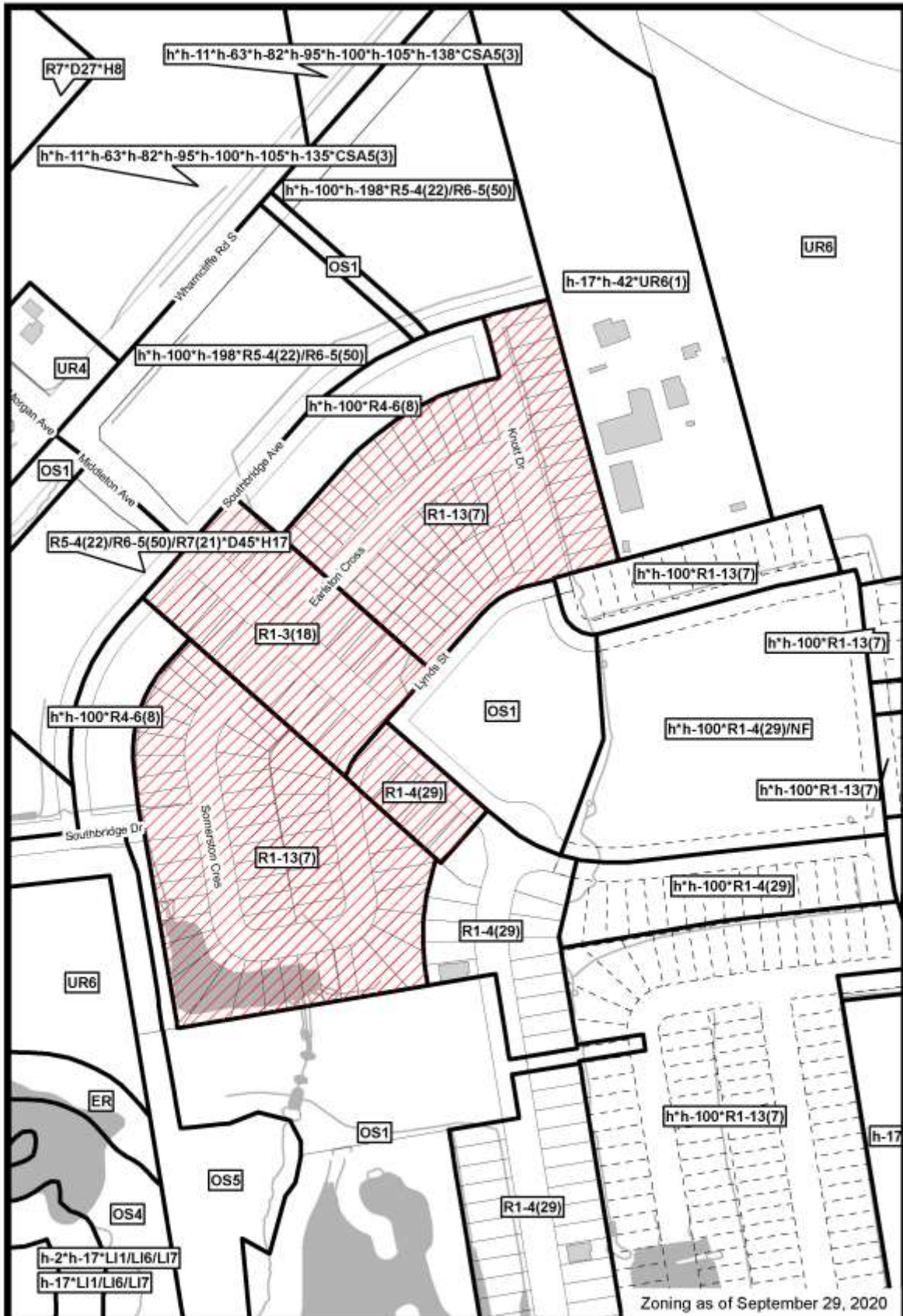
PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

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



File Number: H-9270
 Planner: SM
 Date Prepared: 2020/10/13
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: Notice of the application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 22, 2020.

0 replies were received

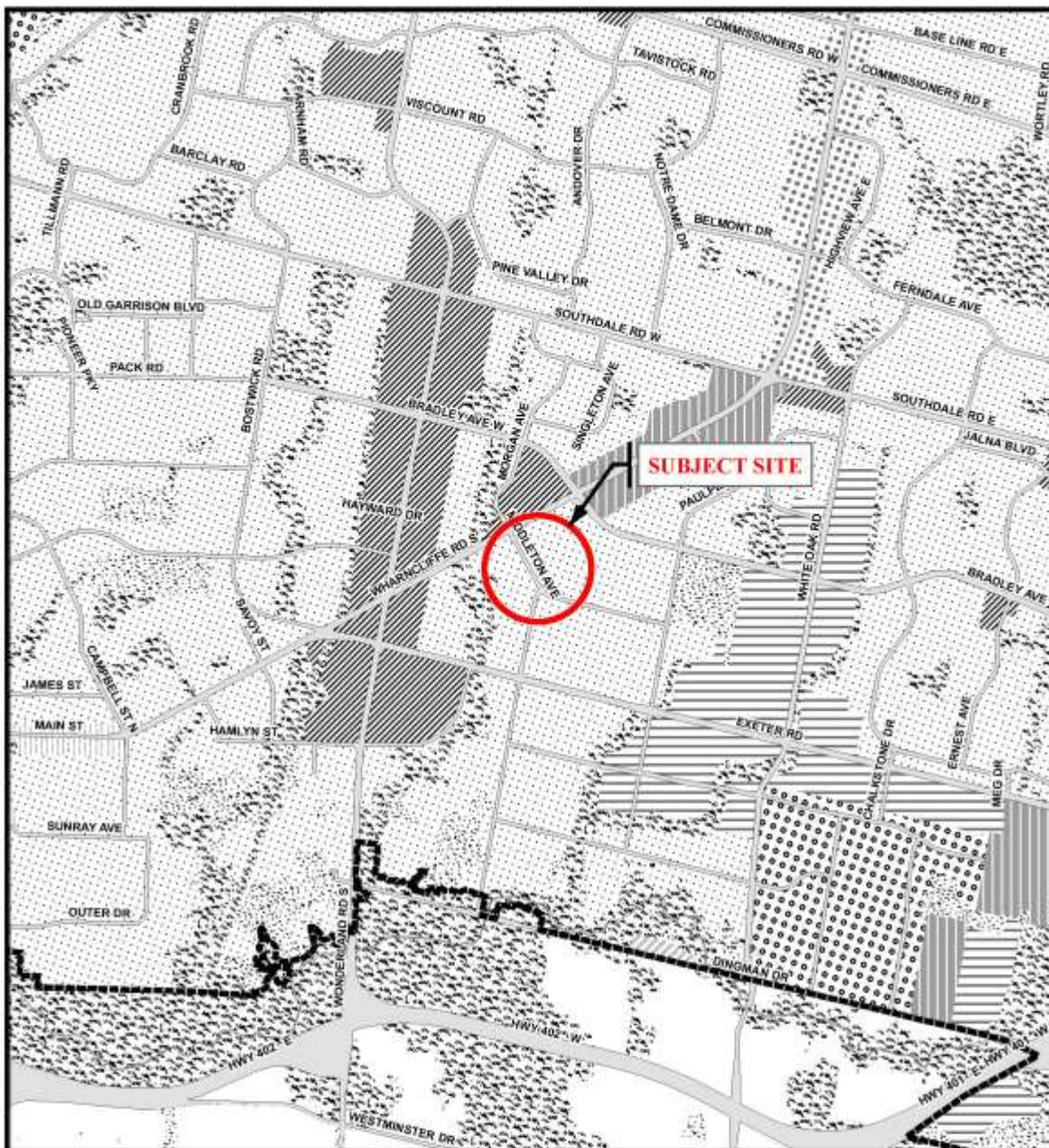
Nature of Liaison: 49 to 153 Middleton Avenue, 3695 to 3848 Somerston Crescent, 3582 to 3642 Earlston Cross, 84 to 150 Knott Drive and 3583 to 3617 Lynds Street (Registered Plan 33M-785) – City Council intends to consider removing the “h” and “h-100”, Holding Provision’s from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbol to permit future residential development of the subject lands. The purpose of the “h” provision is to ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development. The purpose of the “h-100” provision is to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Council will consider removing the holding provisions as it applies to these lands no earlier than November 2, 2020.

Agency/Departmental Comments:

None

Appendix C – Relevant Background

London Plan Excerpt



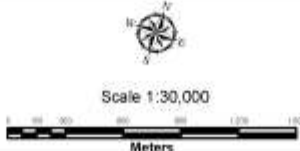
Legend

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

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

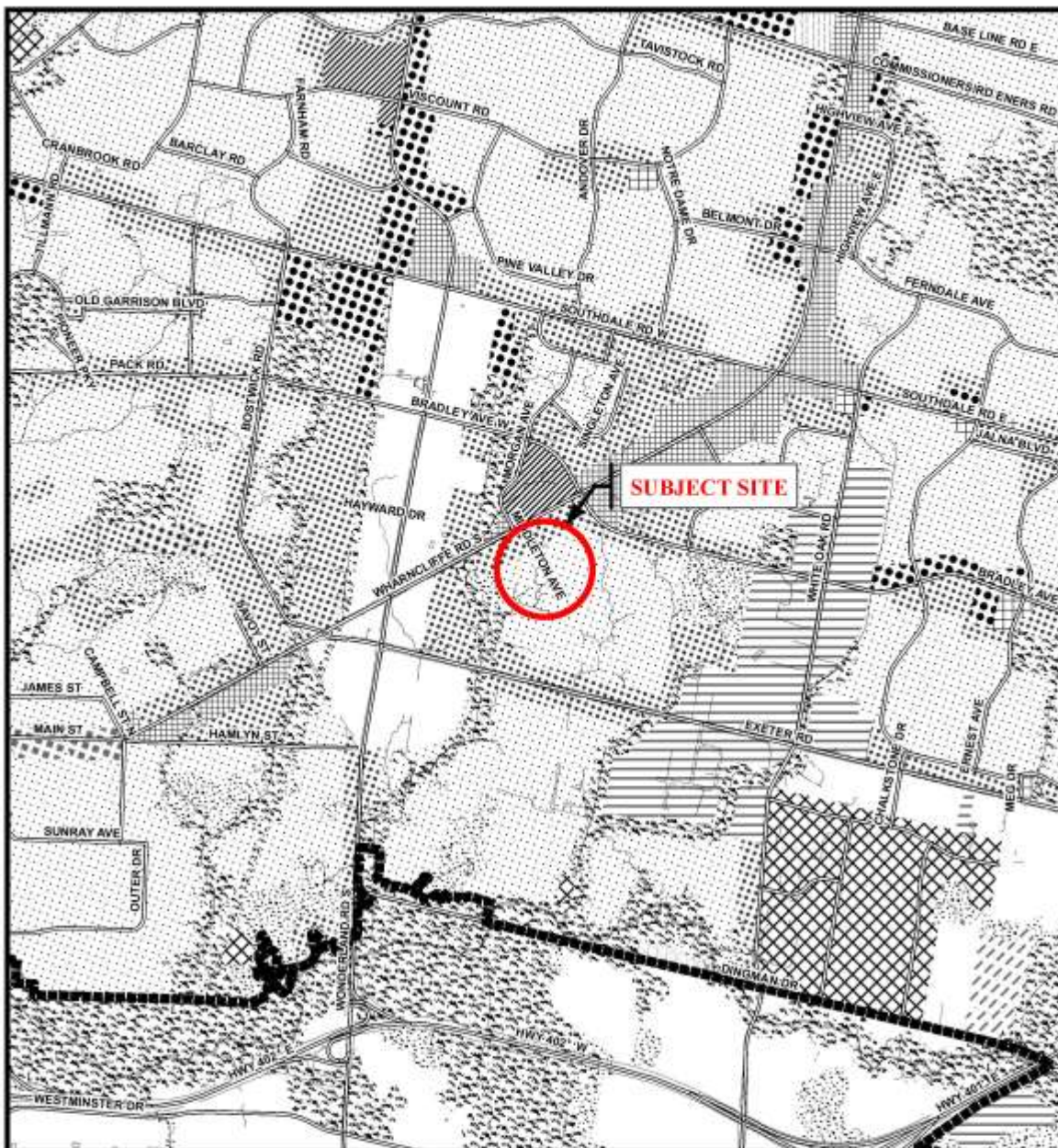
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

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



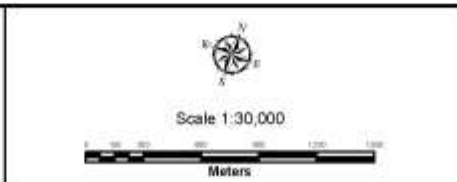
File Number: H-9270
Planner: SM
Technician: RC
Date: October 13, 2020

1989 Official Plan Excerpt



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

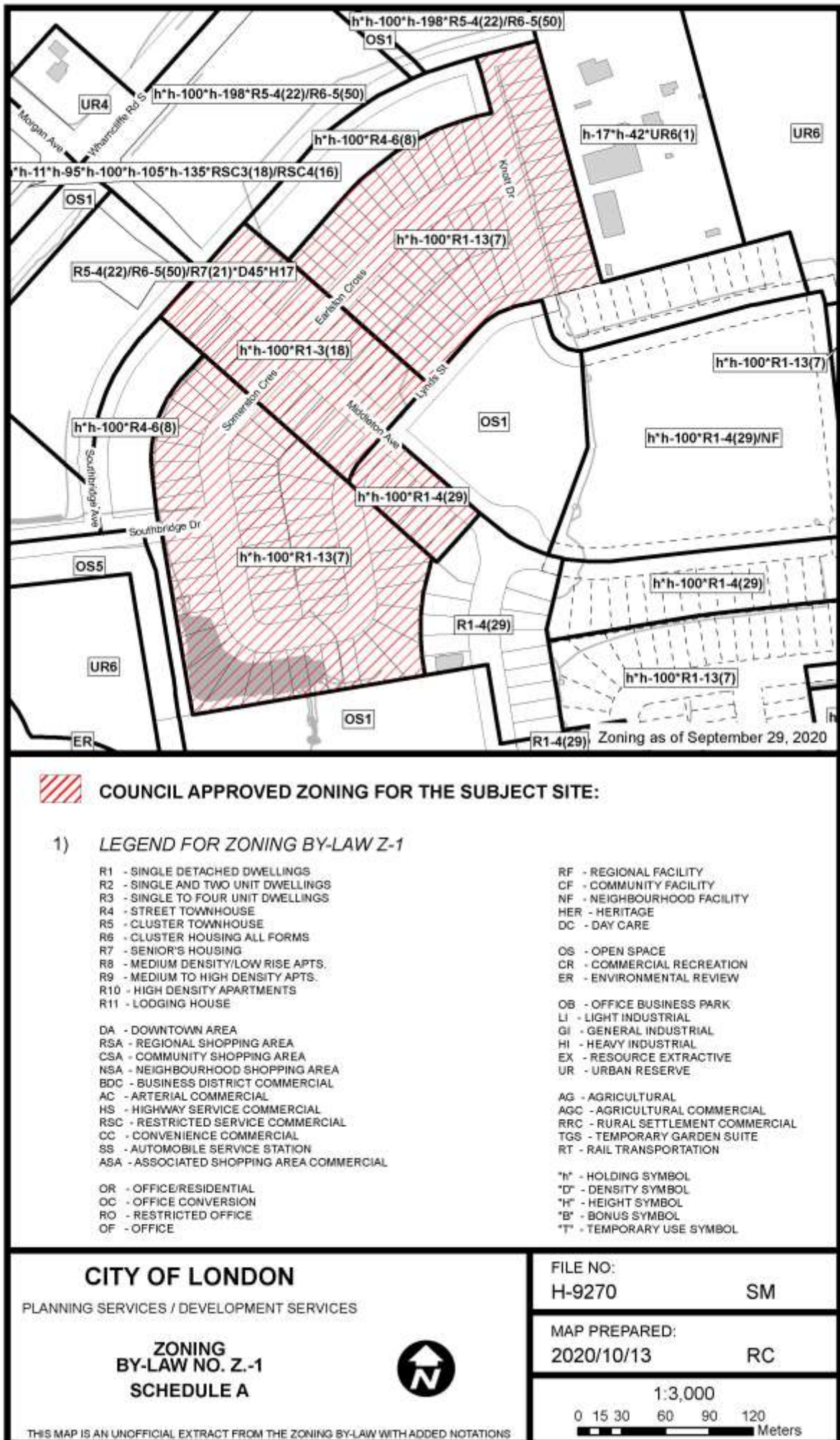
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: H-9270
 PLANNER: SM
 TECHNICIAN: RC
 DATE: 2020/10/13

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolidated\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

Existing Zoning Map



Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: G. Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Application by: Hyde Park Investments 2012 Inc.
1600-1622 Hyde Park Road & 1069 Gainsborough Road

Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following action be taken with respect to the application of Hyde Park Investments 2012 Inc., relating to the property located at 1600-1622 Hyde Park Road & 1069 Gainsborough Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the lands **FROM** a holding Business District Special Provision (h-18*BDC(39)) Zone **TO** a Business District Special Provision (BDC(39)) Zone to remove the "h-18" holding provision.

Executive Summary

Summary of Request

The applicant has requested the removal of the "h-18" holding provision from 1600-1622 Hyde Park Road & 1069 Gainsborough Road, which is in place to ensure that an adequate archaeological assessment be undertaken to ensure there is no archaeological significance, to the satisfaction of the City.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the h-18 holding symbol from the zoning to permit the proposed development of the lands for residential and commercial purposes permitted under the Business District Commercial Special Provision (BDC(39)) Zone.

Rationale of Recommended Action

The requirement for removing the holding provision has been met, as the required stage 1-2 archaeological assessment has been completed, and the Approval Authority has confirmed that no further work is required. It is appropriate to remove the holding provision as it is no longer required.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located at the northwest corner of Hyde Park Road and Gainsborough Road. The lands are currently vacant, generally flat, have very little vegetation and being used to park school buses. Hyde Park Road and Gainsborough Road are both classified as Arterial Roads and carry a traffic volume of 27,500 and 10,500 vehicles per day respectively. Pedestrian sidewalks are provided along both sides of Hyde Park and Gainsborough Roads, and along the south side of North Routledge Park. Bike lanes are also provided on both sides of Hyde Park Road.

- 1.3 Current Planning Information (see more detail in Appendix C)**
- Official Plan Designation – Main Street Commercial Corridor
 - The London Plan Place Type – Main Street
 - Existing Zoning – Holding Business District Special Provision (h-18*BDC(39))
- 1.4 Site Characteristics**
- Current Land Use – vacant, bus parking
 - Frontage – 83.8 metres along Gainsborough Road
 - Depth – variable
 - Area – 1.1ha
 - Shape – irregular
- 1.5 Surrounding Land Uses**
- North – commercial/light industrial
 - East – Hyde Park Village Green, Hyde Park North Stormwater Management Facility, medium and low density residential
 - South – commercial, low density residential
 - West – commercial/light industrial

2.0 Description of Proposal

2.1 Development Proposal

The applicant has applied for site plan approval (SPA20-043) in June 2020. The development for consideration is mixed-use development consisting of six (6) buildings comprised of two (2) new, 12-storey residential apartment buildings, and 4 new 1 – 2 storey commercial/office buildings. The buildings create a commercial retail complex along Hyde Park Road and Gainsborough Road (save and except for 1634 Hyde Park Road). The commercial buildings will contain a range of retail, restaurant, personal service and office uses.

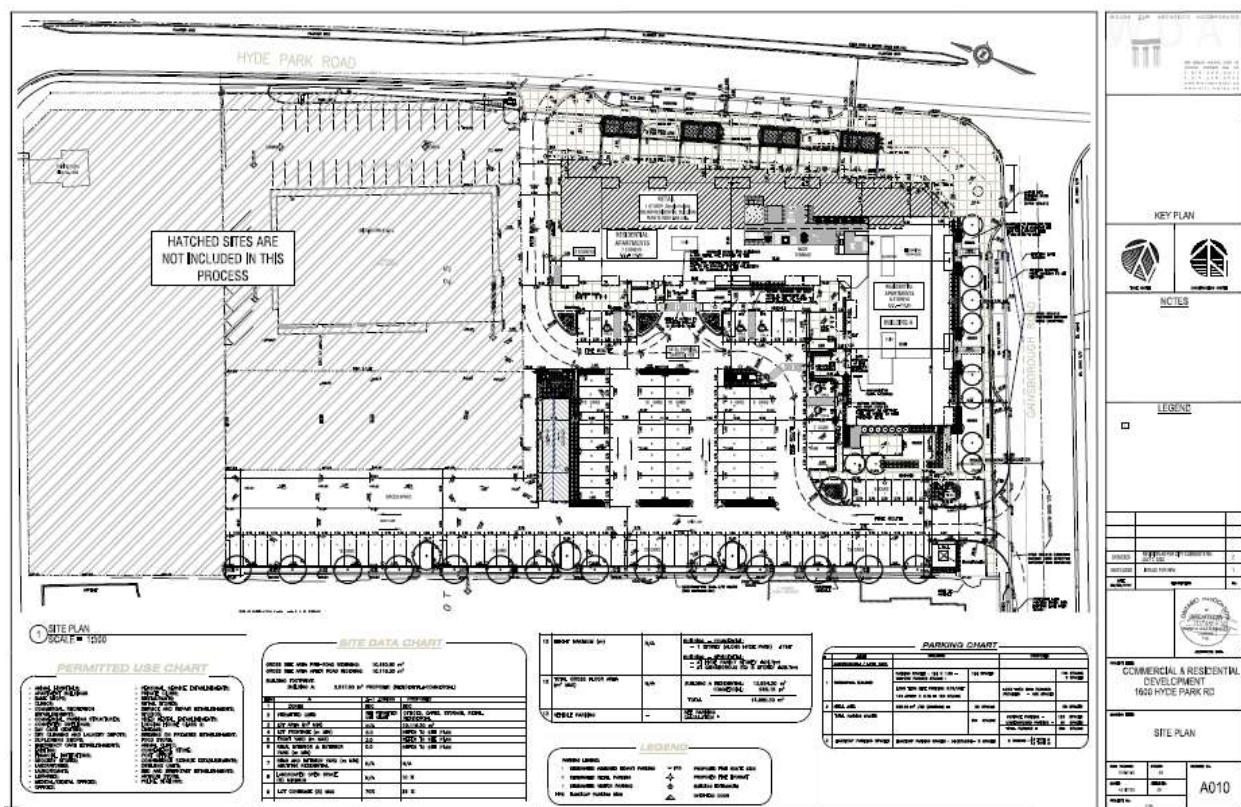


Figure 1: Conceptual Site Plan

The site plan submission, including servicing, grading, landscaping, and building elevation plans, are approaching acceptance by the City. Staff have worked with applicant to address matters raised through public engagement.

3.0 Relevant Background

3.1 Planning History

On March 2, 2020 Municipal Council approved a Zoning By-law amendment to rezone the subject lands to the Holding Business District Special Provision (h-18*BDC(39)) Zone which currently applies to the site. This decision was in response to a request from the applicant to rezone the lands from a Business District Commercial (BDC) Zone. The site is currently zoned to permit the proposed development.

In June of 2020, the subject application of this report, was received by the City of London for a Site Plan Control Application (file no. SPA20-043) comprising the proposed consisting of six (6) buildings comprised of two (2) new, 12-storey residential apartment buildings, and 4 new 1 – 2 storey commercial/office buildings. Throughout the planning review process, comments from staff included concerns around the quality of the private amenity spaces provided, the need for articulation of the building façade, request for improvements to perimeter landscaping, request for details on the functioning of the building separation. The h-18 holding provision relates only to archaeological potential on the subject lands and is required to be removed prior to any development of the lands.

3.2 Requested Amendment

The applicant is requesting the removal of the “h-18” holding provision from the site to allow for the development of the mixed-use apartment buildings.

3.3 Community Engagement

No comments were received in response to the Notice of Application.

3.4 Policy Context

The Planning Act permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use, a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 150 days to remove the holding provision(s). The London Plan and the 1989 Official Plan contain policies with respect to holding provisions including the process, and notification and removal procedures.

4.0 Key Issues and Considerations

4.1 What is the purpose of the holding provisions and is it appropriate to consider their removal?

The “h-18” holding provision states:

“The proponent shall retain an archaeologist, licensed by the Ministry of Tourism, Culture and Sport under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a Stage 1 (or Stage 1-2) archaeological assessment of the entire property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4). The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.

All archaeological assessment reports, in both hard copy format and as a PDF, will be submitted to the City of London once the Ministry of Tourism, Culture and Sport has accepted them into the Public Registry.

Significant archaeological resources will be incorporated into the proposed development

through either in situ preservation or interpretation where feasible, or may be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.

No demolition, construction, or grading or other soil disturbance shall take place on the subject property prior to the City's Planning Services receiving the Ministry of Tourism, Culture and Sport compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied."

A Stage 1 and 2 Archaeological Assessment was prepared by Lincoln Environmental Group Corporation in April of 2019. The assessment concluded that no archaeological resources were encountered and that the study area is not considered to retain further heritage value or interest and does not retain archaeological potential, and that no further archaeological assessment of the property is recommended. City Heritage Staff have reviewed the assessment, and confirmed no further work is required.

5.0 Conclusion

The Applicant has undertaken sufficient Archaeological Assessment with the completion of the stage 1-2 assessment that there is no archaeological significance of the site. The requirement of the h-18 holding provision has been satisfied and the removal of the holding provision is recommended to Council for approval.

Prepared by:	Sean Meksula, MCIP, RPP Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

October 26, 2020

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompili, Manager, Development Services (Subdivisions)
Ted Koza, Manager, Development Services (Subdivisions)
Michael Pease, Manager, (Subdivisions) (Site Plan)

SM/sm

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2020\H-9256 - 1600 Hyde Park Road (SM)\PEC\DRAFT_1600 Hyde Park Road - H-9256_PEC_(SM).docx

Appendix A

Bill No.(number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to remove holding provision from the zoning for lands located at 1600-1622 Hyde Park Road & 1069 Gainsborough Road

WHEREAS 2492222 Ontario Inc. has applied to remove the holding provision from the zoning for the lands located at 1600-1622 Hyde Park Road & 1069 Gainsborough Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provision from the zoning of the said lands;

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 1600-1622 Hyde Park Road & 1069 Gainsborough Road, as shown on the the attached map comprising part of Key Map No. 101, to remove the holding provision so that the zoning of the lands as a Business District Special Provision (BDC(39)) Zone comes into effect.
2. This by-law shall come into force and effect on the day it is passed.

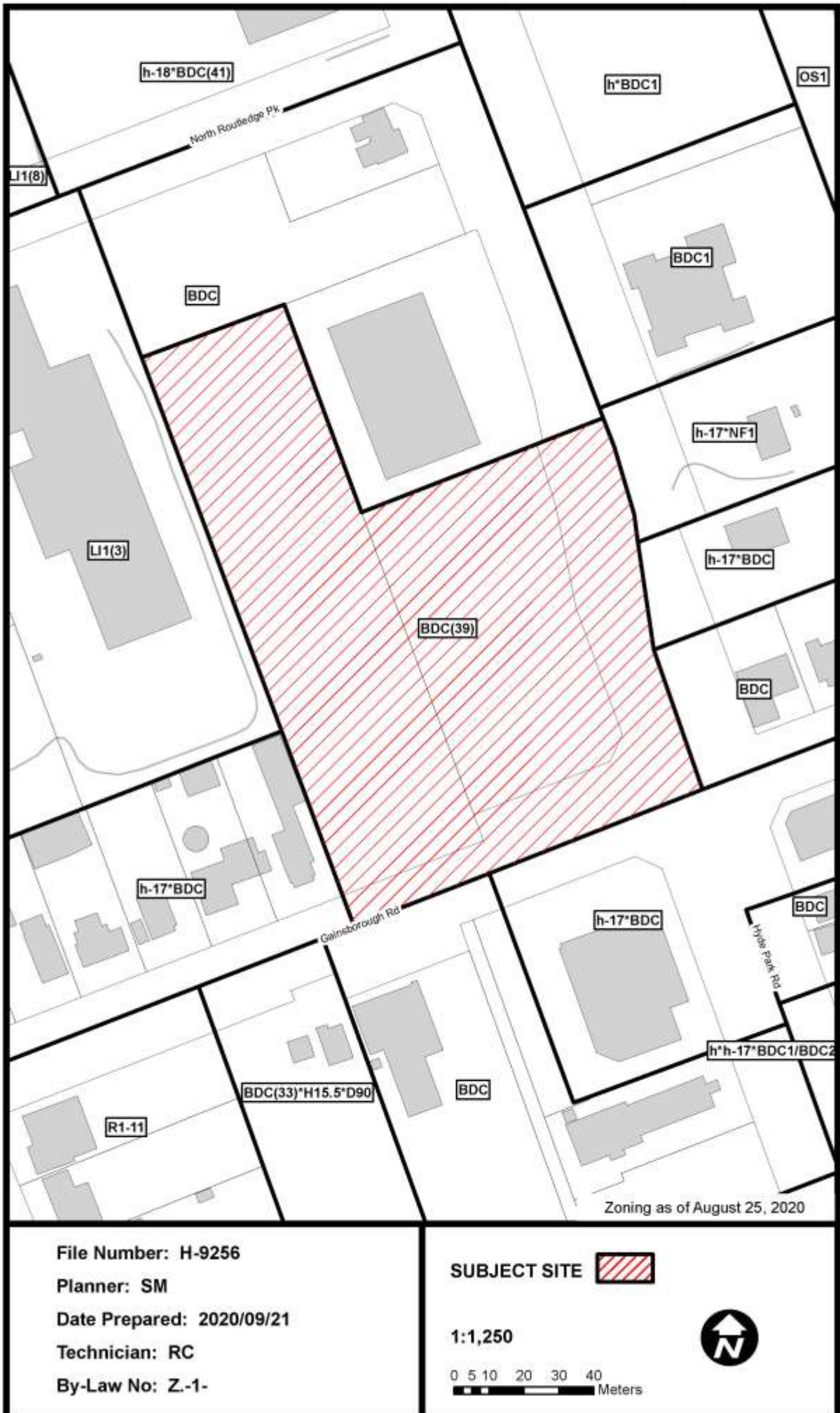
PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

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



Appendix B – Public Engagement

Community Engagement

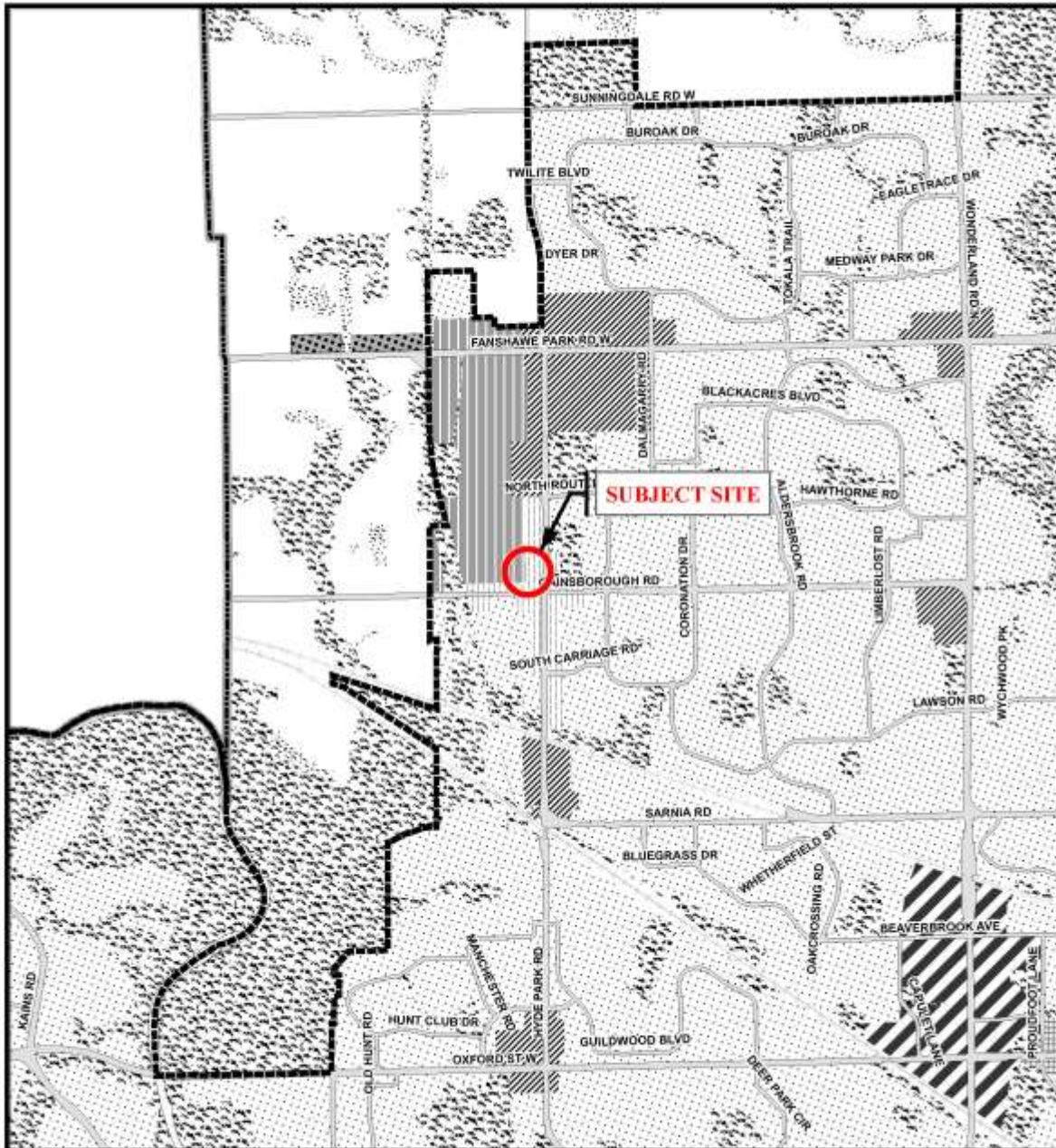
Public liaison: Notice of the application was published in the Londoner on September 24, 2020.

0 replies were received

Nature of Liaison: City Council intends to consider removing the Holding (h-18), Provision(s) from the zoning of the subject lands to allow a mixed use development permitted under the Business District Special Provision (BDC(39)) Zone. The holding h-18 symbol shall not be deleted until sufficient archaeological assessment has been completed to the satisfaction of the City. Council will consider removing the holding provision as it applies to these lands no earlier than November 2, 2020.

Appendix C– Relevant Background

London Plan Excerpt



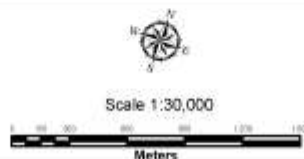
Legend

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

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

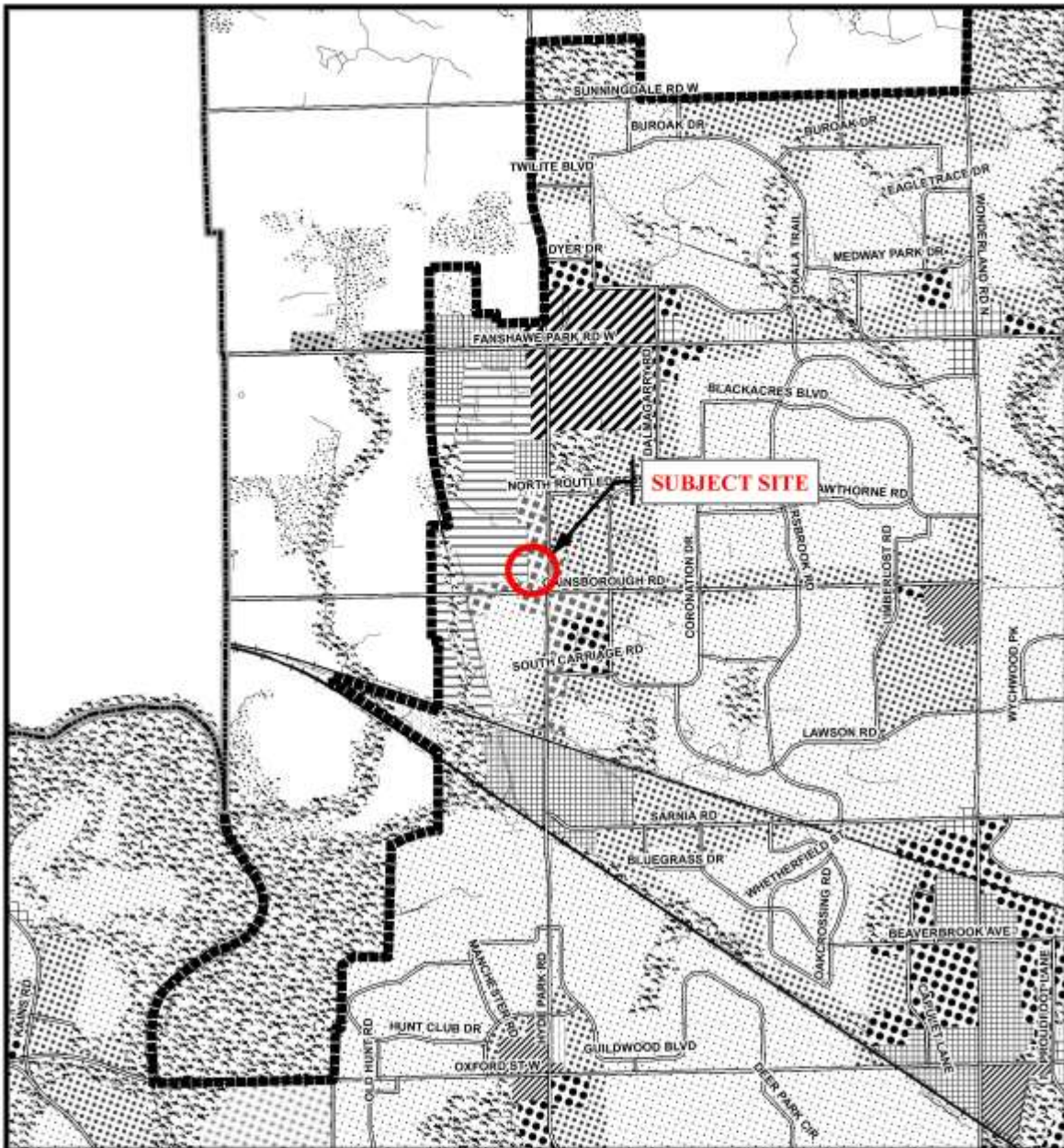
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

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



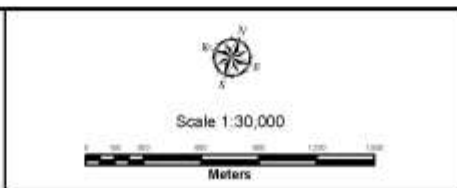
File Number: H-9256
Planner: SM
Technician: RC
Date: September 21, 2020

1989 Official Plan Excerpt



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

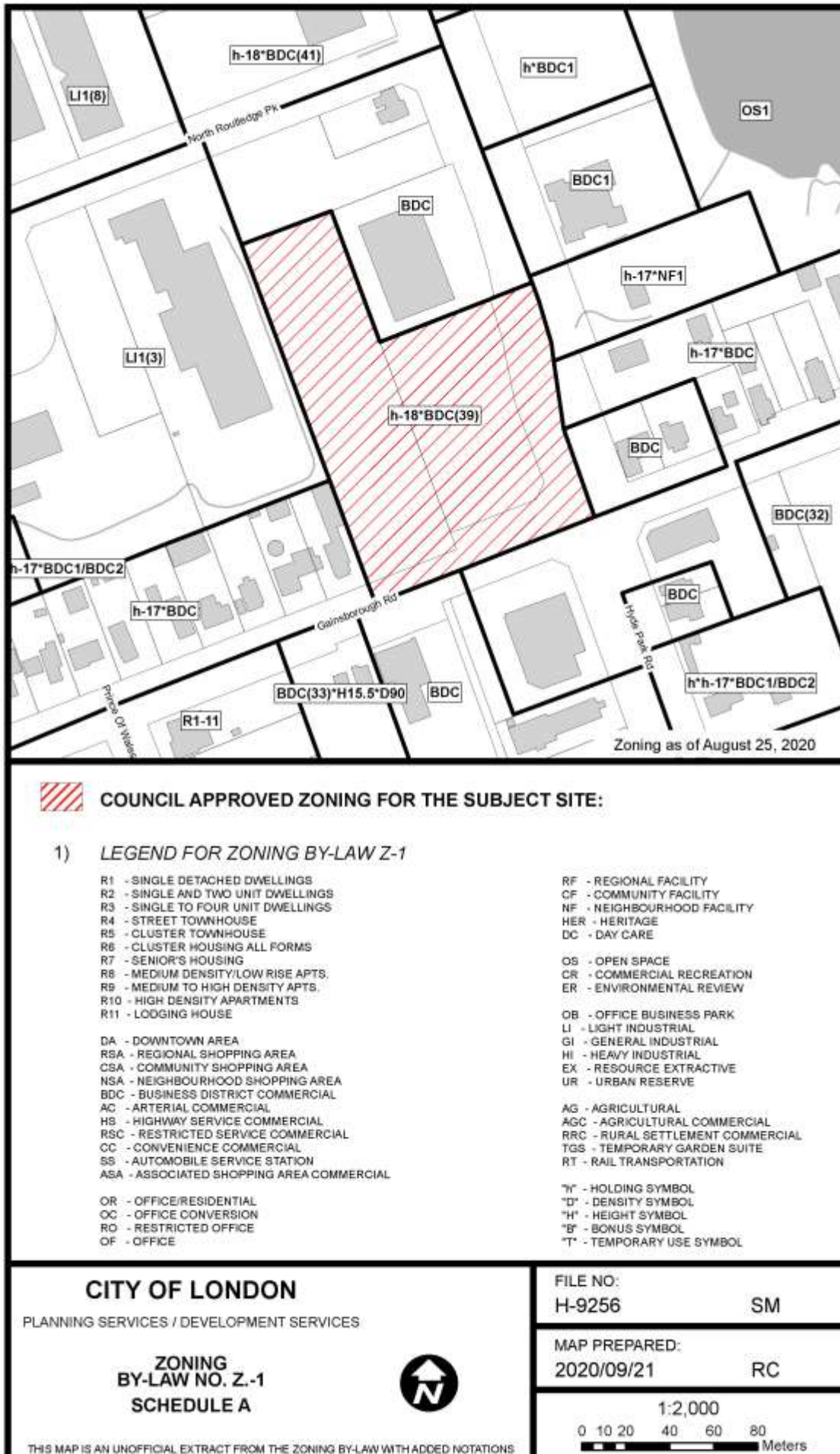
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: H-9256
 PLANNER: SM
 TECHNICIAN: RC
 DATE: 2020/09/21

PROJECT LOCATION: c:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

Zoning Excerpt



Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P.ENG
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Foxhollow North Developments Inc.
1258 and 1388 Sunningdale Road West
Removal of Holding Provisions

Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, Development Services, based on the application of Foxhollow North Developments Inc. relating to the properties located at 1258 and 1388 Sunningdale Road West, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning **FROM** a Holding Residential R1 (h*h-100*R1-3) Zone and Holding Residential Special Provision R1 (h*h-100*R1-3(8)) Zone **TO** Residential R1 (R1-3) Zone to remove the “h” and h-100” holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the “h” and h-100” holding provisions to permit the development of 53 single detached dwellings.

Rationale of Recommended Action

The conditions for removing the holding provisions have been met, as the required security has been submitted, the development agreement has been signed and adequate water servicing and appropriate access has been provided.

1.0 Site at a Glance

The subject lands are located in the northwest quadrant of the City and are included in the Foxhollow Community Plan. The lands are on the south side of Sunningdale Road West along the edge of the Urban Growth Boundary. Phase 3B of the subdivision is located just north of Headcreek Trail, west of Saddlerock Ave and south of the future Buroak Drive extension. The phase will consist of 53 single detached lots with approximately 11m frontages.

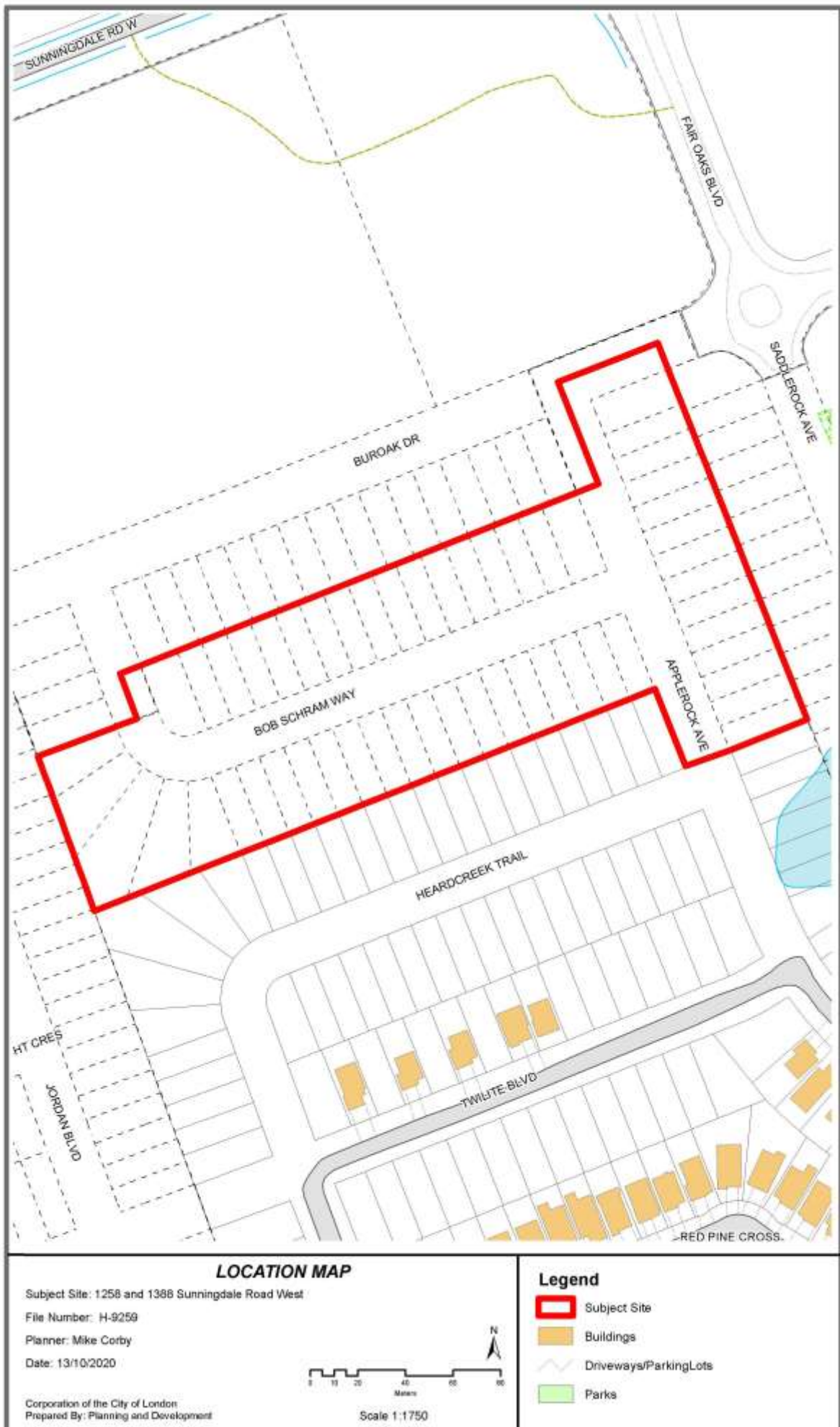
1.1 Current Planning Information (see more detail in Appendix C)

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Low Density Residential
- Existing Zoning – h*h-100*R1-3 and h*h-100*R1-3(*) Zone

1.2 Surrounding Land Uses

- North – future medium density residential
- East – low density residential/open space
- South – low density residential
- West – low density residential

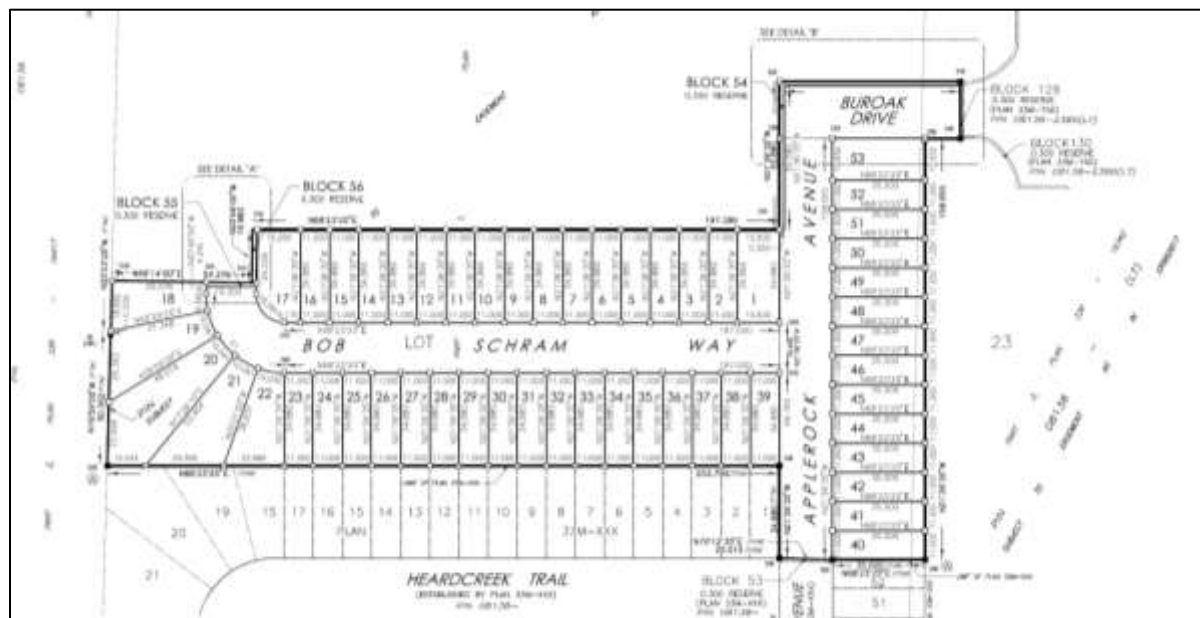
1.3 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The requested amendment will allow for the future development of 53 lots for single detached dwellings.



3.0 Relevant Background

3.1 Planning History

The application for Draft Plan of Subdivision Approval was originally accepted on November 17, 2004. After a number of modified versions of the plan it was approved by the Approval Authority on October 14, 2009. The first and second phase of this subdivision have been registered (33M-703). Phase 3a was registered on June 2nd, 2020 as 33M-784.

This application is to remove the holding provisions from Phase 3b of this subdivision. On September 28, 2020 Council endorsed the special provisions and recommended that a subdivision agreement be entered into with the City of London. The Owner has signed the subdivision agreement and securities have been posted. Final registration for Phase 3B of the subdivision is imminent.

This application is to remove the holding provisions from Phase 3 of this subdivision. On November 17, 2018 Council endorsed the special provisions and recommended that a subdivision agreement be entered into with the City of London. The Owner and the City have signed the subdivision agreement and securities have been posted. Final registration for phase 3 of the subdivision is imminent.

3.2 Requested Amendment

The applicant is requesting the removal of the “h” and h-100” “h” holding provisions from the lands to permit development.

3.3 Community Engagement

In response to the Notice of Application, no comments were received.

3.4 Policy Context

The Planning Act permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use, a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 150 days to remove the holding provision(s).

The London Plan and the (1989) Official Plan contain policies with respect to holding provisions, the process, and notification and removal procedures.

4.0 Key Issues and Considerations

4.1 What is the purpose of the “h and h-100, holding provisions and is appropriate to consider their removal?

The “h” holding provision states:

“To ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.”

The Applicant has provided the necessary securities to the City of London and the subdivision agreement has been executed. This satisfies the requirement for removal of the “h” holding provision.

The “h-100” holding provision states:

“To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.”

Permitted Interim Uses: A maximum of 80 residential units

Development Engineering Staff have confirmed that adequate water servicing can be provided to the subject site through a looped watermain system and that at least two public access points are available.

This satisfies the requirement for removal of the “h-100” holding provision.

5.0 Conclusion

It is appropriate to remove the “h” and “h-100” holding provisions from the subject lands at this time as full municipal services are available, the required security has been submitted, and the subdivision agreement has been executed by both the applicant and the City of London. Water engineering confirmed that the development has incorporated water servicing through the development agreement. Final registration for the subdivision is imminent.

Prepared by:	Mike Corby, MCIP, RPP Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompili, Manager, Development Planning
Ted Koza, Manager, Development Engineering

October 26, 2020
MC/mc

\\FILE1\users-x\pdda\Shared\ADMIN\1- PEC Reports\2020 PEC Reports\19 - Nov 2\1284 and 1388 Sunningdale Road West (Phase3B) - H-9259 (MC).docx

Appendix A

Bill No. (Number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove holding provision from the zoning for lands located at 1258 and 1388 Sunningdale Road West.

WHEREAS Foxhollow North Kent Developments Inc. have applied to remove the holding provisions from the zoning for the lands located at 1258 and 1388 Sunningdale Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provision from the zoning of the said land;

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 the lands located at 1258 and 1388 Sunningdale Road West, as shown on the attached map, to remove the h and h-100 holding provisions so that the zoning of the lands as a Residential R1 (R1-3) Zone and Residential Special provision (R1-3(8)) come into effect.
2. This By-law shall come into force and effect on the date of passage.

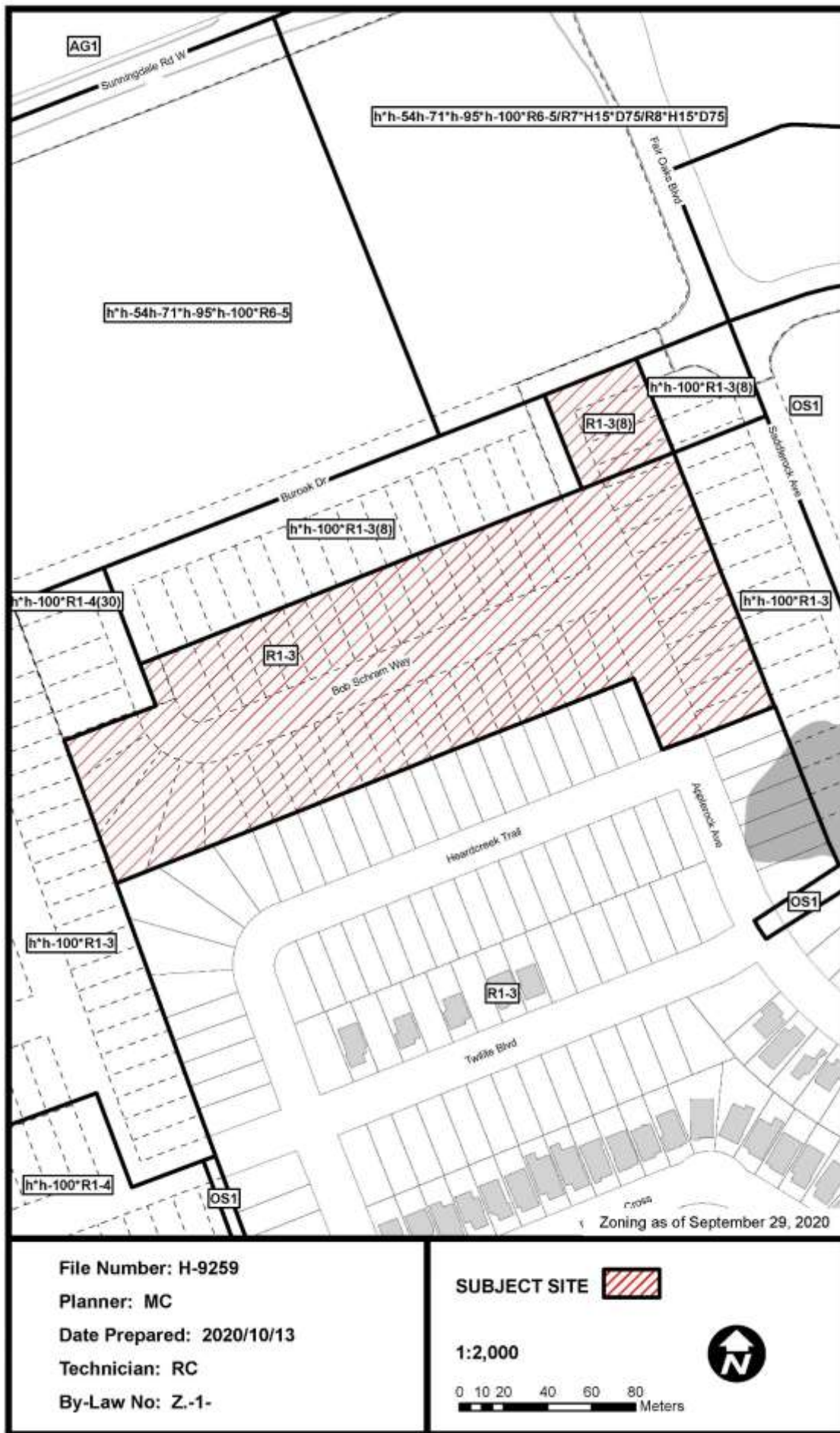
PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

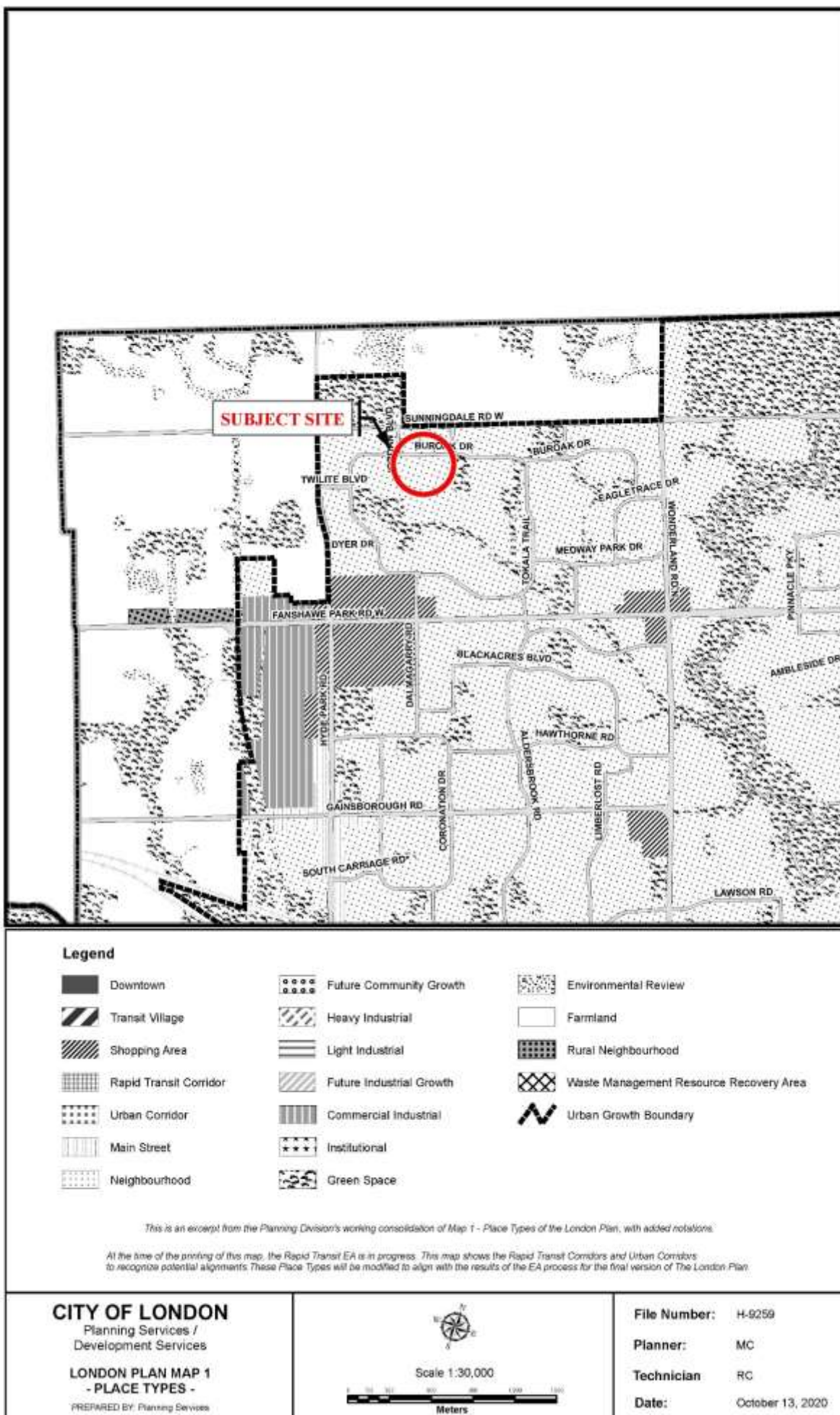
First Reading - November 10, 2020
Second Reading – November 10, 2020
Third Reading - November 10, 2020

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

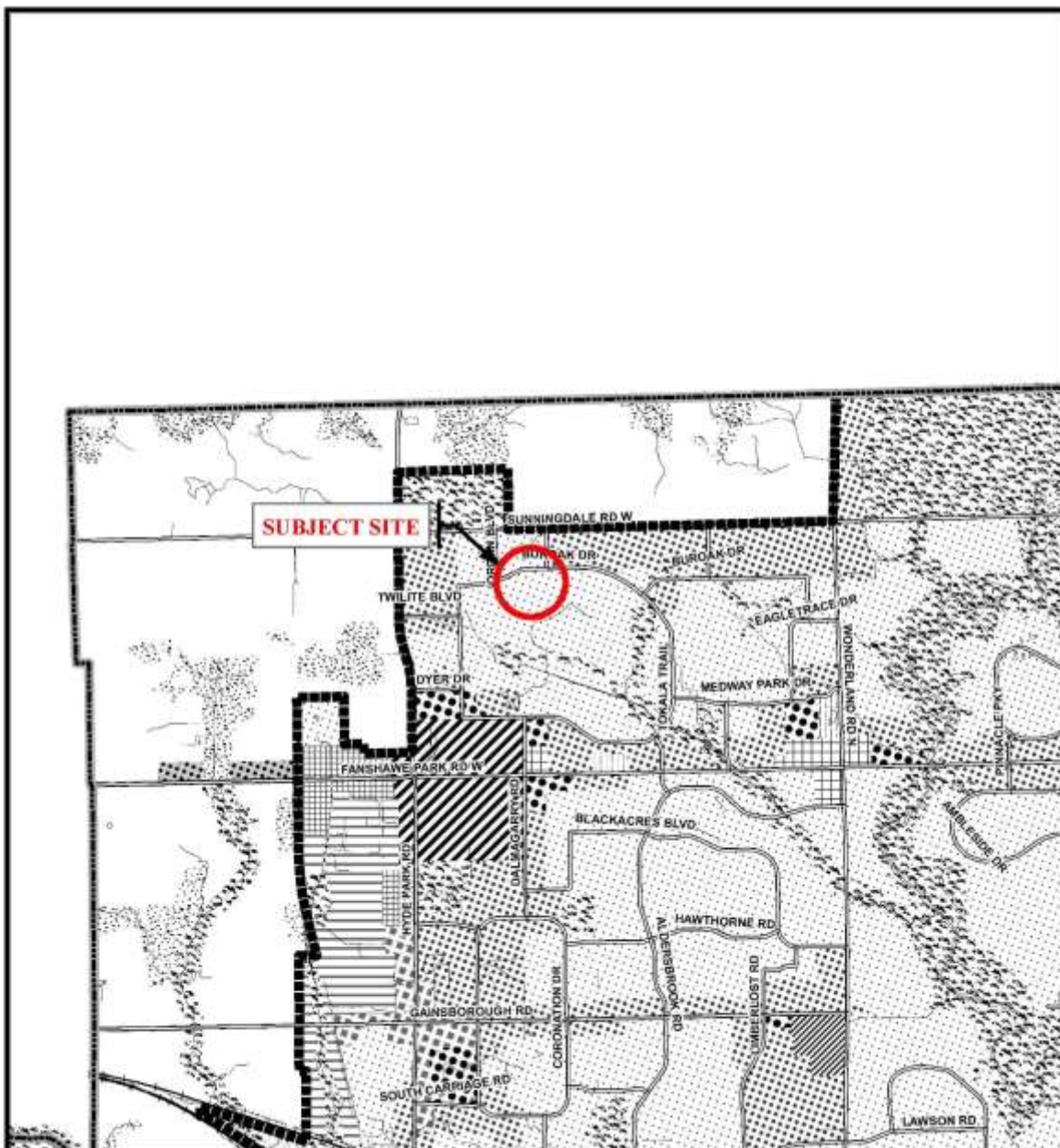


Appendix B – Relevant Background

London Plan Excerpt



Project Location: E:\Planning\Projects\p_officialplan\work\conso\00\excerpts_LondonPlan\mxds\H-9259-Map1-PlaceTypes.mxd

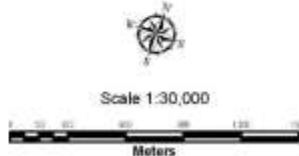


Legend

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

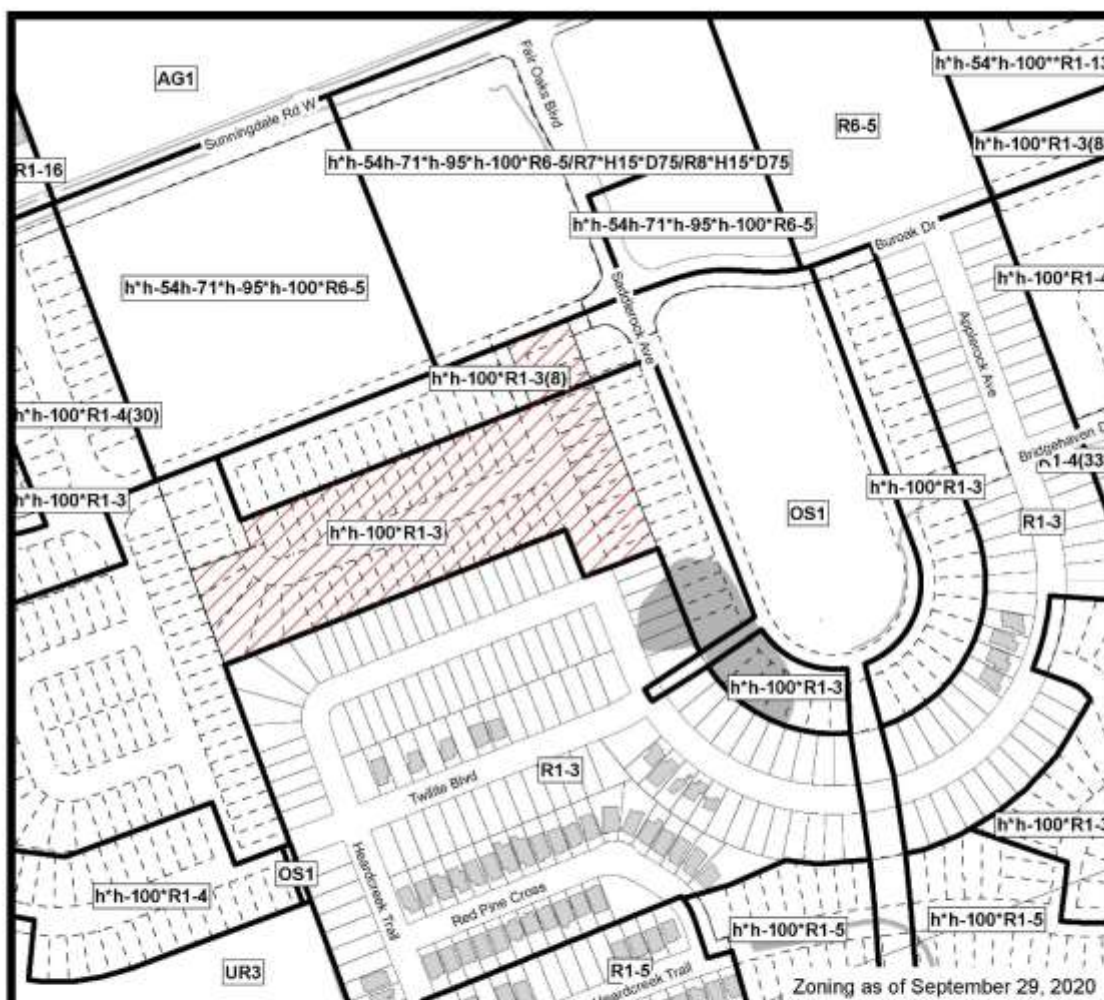
CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LAND USE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: H-9259
PLANNER: MC
TECHNICIAN: RC
DATE: 2020/10/13

PROJECT LOCATION: c:\planning\projects\p_officialplan\work\consolid\excerpts\med_templates\scheduleA_NEW_b&w_8x14.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

H-9259

MC

MAP PREPARED:

2020/10/13

RC

1:4,000

0 20 40 80 120 160
Meters



Development and Compliance Services Building Division

To: G. Kotsifas, P. Eng.
Managing Director, Development & Compliance Services
& Chief Building Official

From: P. Kokkoros, P. Eng.
Deputy Chief Building Official

Date: October 13, 2020

RE: Monthly Report for September 2020

Attached are the Building Division's monthly report for September 2020 and copies of the Summary of the Inspectors' Workload reports.

Permit Issuance

By the end of September, 2,977 permits had been issued with a construction value of \$1.06 billion, representing 2,457 new dwelling units. Compared to last year, this represents a 16.5% decrease in the number of permits, a 1.1% increase in the construction value and a 25.2% increase in the number of dwelling units.

To the end of September, the number of single and semi-detached dwelling units issued were 662, which was a 28.8% increase over last year.

At the end of September, there were 928 applications in process, representing approximately \$646 million in construction value and an additional 1,352 dwelling units, compared with 766 applications having a construction value of \$567 million and an additional 882 dwelling units for the same period last year.

The rate of incoming applications for the month of September averaged out to 22.5 applications a day for a total of 474 in 21 working days. There were 99 permit applications to build 99 new single detached dwellings, 5 townhouse applications to build 17 units, of which 1 was cluster single dwelling units.

There were 478 permits issued in September totalling \$143.6 million including 302 new dwelling units.

Monthly Report for September 2020

Page -2-

Inspections

BUILDING

Building Inspectors received 2,698 inspection requests and conducted 3,261 building related inspections. An additional 26 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 2,698 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

CODE COMPLIANCE

Building Inspectors received 541 inspection requests and conducted 750 building related inspections. An additional 116 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 541 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

PLUMBING

Plumbing Inspectors received 1,305 inspection requests and conducted 1,580 plumbing related inspections. An additional 14 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 1,305 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

NOTE:

Conducted inspections can be higher than the requested inspections. In some cases, one interior Final inspection on a Single Detached Dwelling or any final inspection may require several open processes to be closed prior to completing the interior or building final inspection. One booked Inspection could result in multiple inspections (4-8) being conducted and reported.

AD:cm
Attach.

c.c.: A. DiCicco, T. Groeneweg, C. DeForest, O. Katolyk, D. Macar, M. Henderson, S. McHugh

CITY OF LONDON

SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF

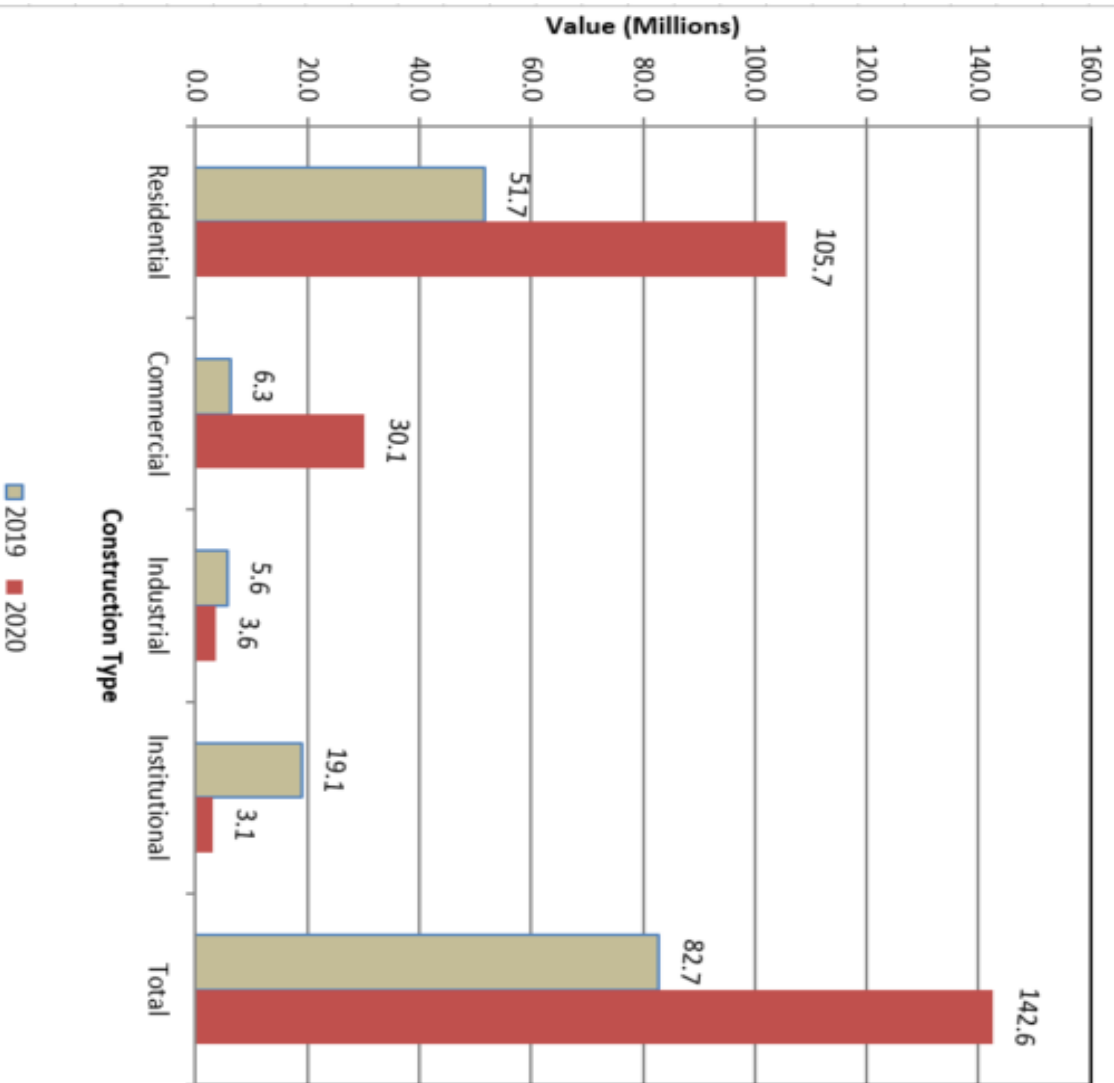
CLASSIFICATION	September 2020				to the end of September 2020				September 2019				to the end of September 2019			
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	
SINGLE DETACHED DWELLINGS	112	46,697,350	112	658	278,888,354	658	62	24,838,835	62	508	215,644,431	508				
SEMI DETACHED DWELLINGS	1	669,000	2	2	1,023,000	4	3	884,400	6	3	884,400	6				
TOWNHOUSES	17	21,226,500	75	97	93,520,185	341	20	20,297,380	98	125	112,411,610	516				
DUPLEX, TRIPLEX, QUAD, APT BLDG	2	30,000,000	104	12	430,878,800	1,414	1	639,000	4	18	192,486,852	875				
RES-ALTER & ADDITIONS	191	7,118,000	9	1,087	41,414,009	40	146	5,036,160	3	1,425	44,287,817	56				
COMMERCIAL - ERECT	0	0	0	9	7,160,300	0	3	2,264,330	0	14	20,662,080	0				
COMMERCIAL - ADDITION	1	5,000	0	3	796,800	0	3	927,000	0	15	9,554,000	0				
COMMERCIAL - OTHER	44	30,126,500	0	279	81,939,327	0	33	3,111,000	0	397	51,560,410	2				
INDUSTRIAL - ERECT	1	100,000	0	5	8,286,700	0	3	3,986,000	0	11	312,766,000	0				
INDUSTRIAL - ADDITION	0	0	0	4	7,918,800	0	3	1,064,100	0	8	6,313,100	0				
INDUSTRIAL - OTHER	7	3,536,500	0	32	5,814,407	0	5	578,800	0	61	7,047,320	0				
INSTITUTIONAL - ERECT	0	0	0	3	32,825,000	0	1	17,640,000	0	2	27,456,800	0				
INSTITUTIONAL - ADDITION	0	0	0	8	15,178,000	0	1	180,000	0	7	5,333,800	0				
INSTITUTIONAL - OTHER	14	3,083,000	0	132	48,539,001	0	7	1,245,000	0	151	23,988,960	0				
AGRICULTURAL	0	0	0	1	100,000	0	1	60,000	0	6	15,700,000	0				
SWIMMING POOL FENCES	39	1,042,321	0	317	7,766,891	0	22	454,600	0	193	4,139,267	0				
ADMINISTRATIVE	7	6,000	0	41	106,000	0	12	13,000	0	124	320,000	0				
DEMOLITION	5	0	4	57	0	43	10	0	4	71	0	39				
SIGNS/CANOPY - CITY PROPERTY	0	0	0	2	0	0	1	0	0	27	0	0				
SIGNS/CANOPY - PRIVATE PROPERTY	37	0	0	228	0	0	51	0	0	397	0	0				
TOTALS	478	143,610,171	302	2,977	1,062,155,574	2,457	388	83,219,605	173	3,563	1,050,556,847	1,963				

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.

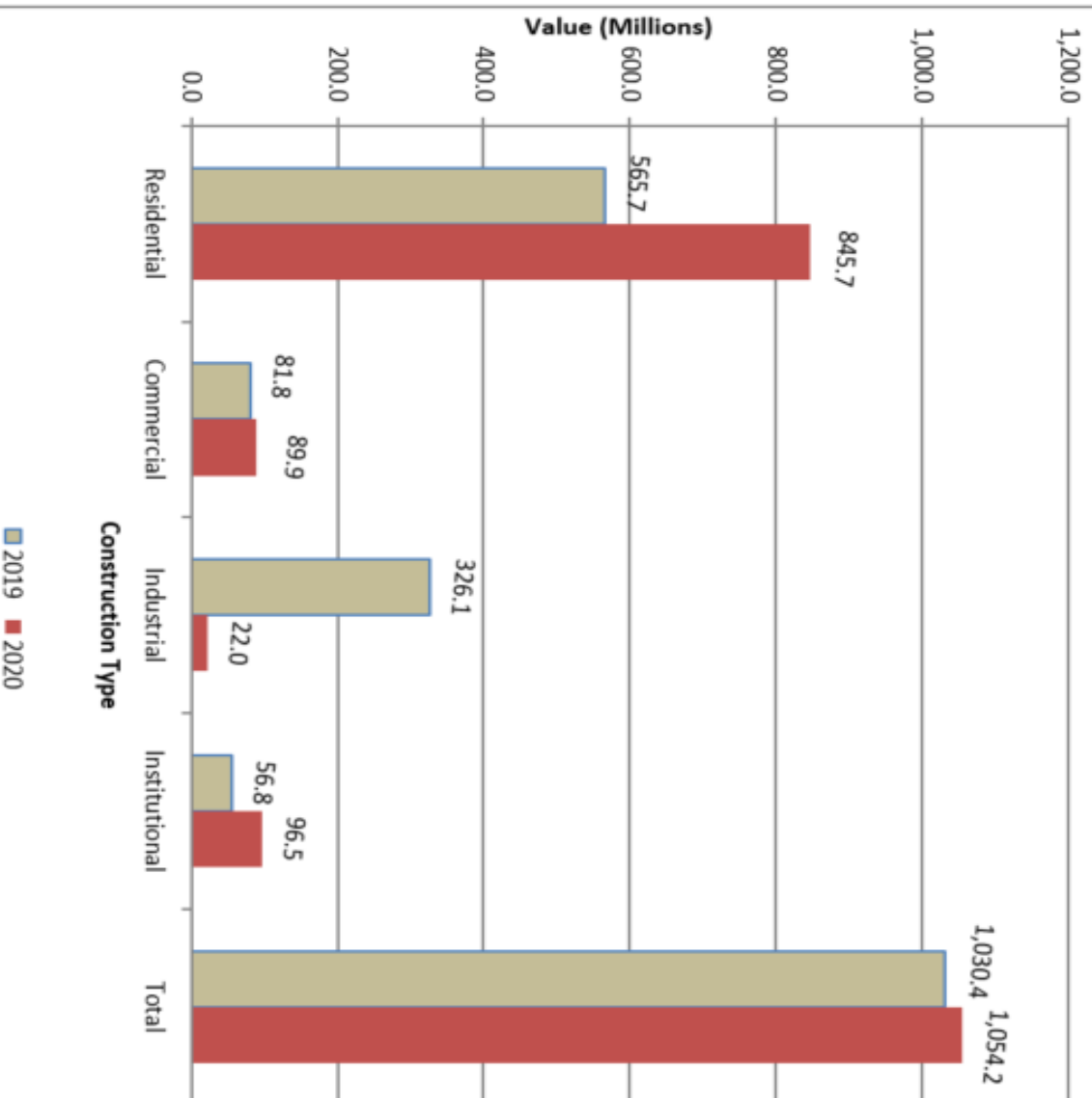
2) Mobile Signs are no longer reported.

3) Construction Values have been rounded up.

**Construction Value of Building Permits
September**



**Construction Value of Building Permits
January to September**



City of London - Building Division

Principal Permits Issued from September 1, 2020 to September 30, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
1803299 ONTARIO INC. 1803299 ONTARIO INC.	100 Kellogg Lane	Alter Amusement Games Establishment CM - INTERIOR ALTER FOR MINI GOLF AREA (SECOND FLOOR)	0	2,000,000
FANSHAWE COLLEGE OF APPLIED ARTS & TECHNOLOGY FANSHAWE COLLEGE OF APPLIED ARTS & TECHNOLOGY	1001 Fanshawe College Blvd	Alter Community College RFI PARTIAL RENOVATION OF E BUILDING, LEVEL+SECURITY SERVICES RENOVATION	0	990,500
Gis Metals Group Inc	1010 Clarke Rd	Alter Factories UPDATING THE FIRE ALARM SYSTEM, REPLACING IT WITH NEW FIRE ALARM SYSTEM AND DEVICES. Pza Complete - Zoning not required for fire alarm.	0	217,000
Claybar Developments Inc	1055 Fanshawe Park Rd W	Alter Medical Offices SECOND FLOOR TENANT FIT-UP. SHELL PERMIT Submit the sprinkler design, which shows the new room layouts. Calculations would NOT be needed for this fit-up.	0	200,000
STORMFISHER ENVIRONMENTAL LTD STORMFISHER ENVIRONMENTAL LTD	1087 Green Valley Rd	Install-Plant for Manufacturing D - INSTALL NEW TANK		1,400,000
6763332 CANADA INC. REALTY ADVISORS INC. 6763332 CANADA INC., C/O TRIOVEST REALTY ADVISORS INC.	1230 Wellington Rd 101	Alter Retail Store CM - INTERIOR ALTERATION FOR NEW UNDER ARMOUR STORE	0	450,000
Desjardins Financial Security First Capital (Byron Village)	1240 Commissioners Rd W	Alter Retail Store Alter Interior for retail smoke shop. Shell Permit only - submit sprinkler shop drawings and GRCC.	0	150,000
6763332 CANADA INC. REALTY ADVISORS INC. 6763332 CANADA INC., C/O TRIOVEST REALTY ADVISORS INC.	1250 Wellington Rd B	Alter Retail Store CM - INTERIOR ALTERATION FOR HOMESENSE AND NEW DEMISING WALL PROVIDE SPRINKLER SHOP DRAWING AND GRCC.	0	300,000
Timbercreek Whitehall Inc	1265 Richmond St	Alter Apartment Building EXTERIOR GUARD REPLACEMENT AND BALCONY REPAIRS TO 105 UNITS	0	310,000
LONDON SUMMERSIDE CORP. LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	Alter Daycare Centres CM - Interior Alteration of a Vacant Unit into a Daycare Centre. UNIT 101	0	150,000
LONDON SUMMERSIDE CORP. LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	Alter Gymnasia CM - INTERIOR ALTERATION TO FINISH UNIT 201. Sprinkler shop drawings must be submitted; calculations may not be required if the base building SPR design is approved.	0	173,400

City of London - Building Division

Principal Permits Issued from September 1, 2020 to September 30, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
LONDON SCHOOL BOARD LONDON DISTRICT CATHOLIC SCHOOL BOARD	140 Sherwood Forest Sq B	Erect-Apartment Building RA - ERECT 4 STOREY APARTMENT BUILDING B Shell Permit Only -Provide sealed Misc. Metals for the stair guards, window well grates, roof access ladder and load bearing structural steel stud walls shop drawings to the Building Division for review prior to work in these areas	32	14,000,000
The Board Of Governors The University Of Western Ontario	1465 Richmond St	Alter University INTERIOR RENOVATIONS TO THIRD FLOOR CLASSROOM AND OFFICE SPACE	0	1,745,000
LOCO HOLDINGS (ALDERSBROOK) LTD. LOCO HOLDINGS (ALDERSBROOK) LTD.	1800 Aldersbrook Gate	Install-Townhouse - Condo INSTALL SITE SERVICES		150,000
Z- Group	1820 Canvas Way 6	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, NO DECK, A/C INCLUDED, SB-12 A1, DPN 6 UNIT 61 MVLCP 927, HRV & DWHR REQUIRED	1	336,000
PATRICK HAZZARD CUSTOM HOMES PATRICK HAZZARD CUSTOM HOMES (2584857 Ont Inc)	1820 Canvas Way 78	Erect-Townhouse - Cluster SDD ERECT NEW RT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, A/C INCLUDED, NO DECK, SB-12 A1, MVLCP 927 LEVEL 1 UNIT 11.	1	302,000
Sunningdale Developments Inc	231 Callaway Rd B	Erect-Townhouse - Condo ERECT TOWNHOUSE CONDO - BLDG B - DPN 14 (UNIT 7); DPN 16 (UNIT 8); DPN 18 (UNIT 9); DPN 20 (UNIT 10); DPN 22 (UNIT 11); DPN 24 (UNIT 12) - 3 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 4 BEDROOMS, NO DECK, NO A/C, SB-12 A1 DWHR & HRV REQUIRED.	6	1,532,400
STATION PARK (LONDON) INC C/O DAVPART INC	244 Pall Mall St	Alter Offices BDC(1) - Offices as per 2007 permit Comm-Alter for offices for Third Floor tenant. FRR	0	280,000
The Canada Life Assurance Company	255 Dufferin Ave	Alter Offices DA2 - OFFICE RENOVATIONS. Submit sprinkler sys shop drawings, calculations and GRCC for this 4th Floor area.	0	1,551,000
GREAT-WEST LIFE C/O GWL REALTY GREAT-WEST LIFE ASSURANCE CO. C/O GWL REALTY	255 Dufferin Ave	Alter Offices LONDON LIFE - REPLACE AIR HANDLING UNITS WITH ALTERATIONS TO THE MECHANICAL PENTHOUSE	0	6,000,000
SIFTON PROPERTIES LIMITED	2610 Kettering Pl F	Erect-Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG F, UNITS 47, 49, 51, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, NO BASEMENT, NO A/C, UNCOVERED REAR DECK, SB-12 A1, HRV & DWHR REQUIRED	3	700,000
FOXHOLLOW KENT DEVELOPMENTS INC.	2650 Buroak Dr B	Erect-Townhouse - Condo RT - ERECT - NEW TOWNHOUSE CONDO BLOCK B, 5 UNITS	5	1,500,000
FOXHOLLOW KENT DEVELOPMENTS INC.	2650 Buroak Dr C	Erect-Townhouse - Condo RT - ERECT - NEW TOWNHOUSE CONDO BLOCK C, 5 UNITS	5	1,500,000

City of London - Building Division
Principal Permits Issued from September 1, 2020 to September 30, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
FOXHOLLOW KENT DEVELOPMENTS INC. FOXHOLLOW NORTH KENT DEVELOPMENTS INC.	2650 Buroak Dr D	Erect-Townhouse - Condo RT - ERECT - NEW TOWNHOUSE CONDO BLOCK D, 4 UNITS	4	1,500,000
Wmji (Lcc) Holdings Inc	275 Dundas St	Alter Offices Interior alteration for tenant fit-out, 18th, 19th 20th and 21th floor. Provide sprinkler shop drawing.	0	17,000,000
2290874 Ontario Inc	3260 Singleton Ave DD	Erect-Townhouse - Condo ERECT 7 UNITS, TOWNHOUSE BLOCK DD, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED, SB12-A5, HRV & DWHR REQUIRED, DPN 75,77,79,81,83,85,87	7	1,677,200
1967172 Ontario Inc.	3380 Singleton Ave A	Erect-Townhouse - Condo ERECT 3 STOREY, 4 UNIT TOWNHOUSE BUILDING A DPN 2, 4, 6, 8. 2 CAR GARAGE, 3 BEDROOM, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED. SB-12 PERFORMANCE PACKAGE. SOILS REPORT REQUIRED. DWHR REQUIRED. NO HRV.	4	1,472,000
1967172 Ontario Inc.	3380 Singleton Ave B	Erect-Townhouse - Condo ERECT 3 STOREY, 4 UNIT TOWNHOUSE BUILDING B DPN 10,12,14,16. 2 CAR GARAGE, 3 BEDROOM, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED. SB-12 PERFORMANCE PACKAGE. SOILS REPORT REQUIRED. DWHR REQUIRED. NO HRV.	4	1,472,000
1967172 Ontario Inc.	3380 Singleton Ave C	Erect-Townhouse - Condo ERECT 3 STOREY, 4 UNIT TOWNHOUSE BUILDING C DPN 18,20,22,24. 2 CAR GARAGE, 3 BEDROOM, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED. SB-12 PERFORMANCE PACKAGE. SOILS REPORT REQUIRED. DWHR REQUIRED. NO HRV.	4	1,472,000
1967172 Ontario Inc.	3380 Singleton Ave I	Erect-Townhouse - Condo ERECT 2 STOREY, 4 UNIT TOWNHOUSE BLOCK	4	889,300
1967172 Ontario Inc.	3380 Singleton Ave J	3380 SINGLETON AVE BUILDING I DPN 80 82 84 86 Erect-Townhouse - Condo ERECT 2 STOREY, 6 UNIT TOWNHOUSE BLOCK	6	1,670,000
SIFTON PROPERTIES LIMITED	3575 Southbridge Ave	3380 SINGLETON AVE BUILDING J DPN 88 90 92 94 96 98 Install-Site Services Install site services, no connect permit		800,000
SIFTON PROPERTIES LIMITED	3635 Southbridge Ave	Install-Townhouse - Condo Install site services- No Connect Permit		800,000

City of London - Building Division

Principal Permits Issued from September 1, 2020 to September 30, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd A	Erect-Street Townhouse - Condo ERECT TOWNHOUSE CONDO BLOCK - BLDG A, 5 UNIT 429, 425, 421, 417 AND 413, 3 STOREY, 3 BEDROOMS, 2 CAR GARAGE, NO BASEMENT, NO DECK, A/C INCLUDED, SB-12 A5, HRV & DWHR REQUIRED.	5	1,408,000
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd S	Erect-Townhouse - Condo ERECT TOWNHOUSE CONDO BLOCK - BLDG S, 5 UNIT 90, 91, 92, 93, 94, 3 STOREY, 3 BEDROOMS, 2 CAR GARAGE, NO BASEMENT, DECK INCLUDED, A/C INCLUDED, SB-12 A5, HRV & DWHR REQUIRED.	5	1,342,800
WHARNCLIFFE SHOPPING PLAZA INC.	467 Wharncliffe Rd S	Alter Retail Store ALTER INTERIOR FOR RETAIL STORE IN UNIT 3. SHELL PERMIT ONLY - SUBMIT SPRINKLER SHOP DRAWINGS FOR REVIEW. ASAI(16) - RETAIL - PARKING RATE IS PERMITTED AS PER ZONE.	0	200,000
LONDON CITY	501 Southdale Rd W	Alter Arenas ALTER INTERIOR FOR MINOR ARENA UPGRADES	0	150,000
CHRIS TSIROPOULOS 2492222 ONTARIO INC.	536 Windermere Rd	Install-Townhouse - Condo INSTALL SITE SERVICES	0	200,000
Desjardins Financial Security First Capital Holdings (Ontario) Corporation	645 Commissioners Rd E	Alter Retail Store Interior alter for new tenant Tokyo Smoke Unit #103	0	150,000
MANAGEMENT SECRETARIAT MANAGEMENT BOARD SECRETARIAT	667 Exeter Rd	Alter Offices CM - REMOVAL AND ALTERATION OF EXISTING WOOD ROOF TRUSSES.	0	240,000
TALU INC TALU PROPERTIES INC	667 Talbot St	Install-Apartment Building INSTALL SITE SERVICES FOR 16 STOREY APARTMENT BUILDING	0	300,000
Barvest Realty Inc	725 Baransway Dr	Alter Industrial Laboratory UPGRADING OF THE SPRINKLER SYSTEM AND INSTALL A PUMP Sep. 30, 2020 – Alternative Solution to design to FM Global data sheet 2-0 versus designing to the requirements outlined in NFPA 13-13 approved. Provide Integrated Testing Plan.	0	200,000
INDWELL COMMUNITY HOMES INDWELL COMMUNITY HOMES	744 Dundas St	Erect-Apartment Building ERECT 72 UNIT 3 STOREY APARTMENT FOUNDATION PERMIT ONLY. Provide sealed precast slabs and delta beams shop drawings to the Building Division for review prior to work in these areas. Alternative Solution Submitted on June 17, 2020 for Kitchen Range Exhaust Hood, with Sam	72	16,000,000
The Ironstone Building Company Inc	745 Chelton Rd H	Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG H, 5 UNITS, DPN 15, 17, 19, 21, 23, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, A/C INCLUDED, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED.	5	1,050,000

**City of London - Building Division
Principal Permits Issued from September 1, 2020 to September 30, 2020**

Owner	Project Location	Proposed Work	No. of	
			Units	Construction Value
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals Repair water service.	0	200,000
London Sigma Chi Properties	837 Talbot St	Alter Four-Plex RA - CONVERT CARE FACILITY TO A FOURPLEX	4	314,000
847 HIGHBURY INC. 847 HIGHBURY INC.	847 Highbury Ave N	Install-Factories Industrial Building - Plumbing Installation - Factories - DCVA-Double Check Valve Assembly.	0	1,599,500
SIFTON PROPERTIES LIMITED	915 Upperpoint Ave D	Erect-Street Townhouse - Condo ERECT NEW 6 UNIT TOWNHOUSE BLOCK B - 2 STOREY, 3 BEDROOMS & 4 BEDROOMS, 2 CAR GARAGE, UNFINISHED BASEMENT, NO DECK, WITH A/C, SB-12 A1, UNITS 931, 929, 927, 925, 923, 921, DWHR & HRV REQUIRED. SOILS REPORT REQUIRED.	6	1,402,800

Total Permits 48 Units 183 Value 89,446,900

** Includes all permits over \$100,000, except for single and semi-detached dwellings.*

Commercial building permits issued - subject to Development Charges under By-law C.P. -1535-144

OWNER

Commercial Permits regardless of construction value

Report to Planning and Environment Committee

**To: Chair and Members
Planning & Environment Committee**

**From: Gregg Barrett
Director, City Planning and City Planner**

**Subject: Stackhouse Developments Inc.
1150 Fanshawe Park Road East**

Public Participation Meeting on: November 2, 2020

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Stackhouse Developments Inc. relating to the property located at 1150 Fanshawe Park Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 to amend the Official Plan by **ADDING** a specific policy to Chapter 10 to permit an increased density of 133 units per hectare;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type **AND AMENDING** Map 7 – Specific Policy Areas – of The London Plan by adding the subject site to the list of Specific Policy Areas;
- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on November 10, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in parts (a) and (b) above, to change the zoning of the subject property **FROM** a holding Restricted Office/Convenience Commercial Special Provision (h-27*RO2/CC5(1)) Zone to a holding Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (h-18*RO2/CC5(1)/R8-4()*B-()) Zone.

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality development comprised of stacked townhouses and an apartment building, with a maximum height of 6 storeys (21m), and a maximum density of 133 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

1) Exceptional Building Design

The buildings shown in Schedule "1" to the amending by-law are bonused for features which deliver a high standard of design including:

- i. An apartment building located and oriented along the street edge to provide for a continuous street wall along Stackhouse Avenue;
- ii. Stacked townhouses located along and oriented towards the street edge to provide for a continuous street wall along Fanshawe Park Road East;
- iii. Incorporating a minimum of 35% of the required parking spaces as underground parking;
- iv. Provision of an enhanced landscape open space setback along the west property boundary to facilitate retention of the mature spruce trees;
- v. Incorporate a variety of materials and textures to highlight different architectural elements;
- vi. Provision of individual entrances to ground floor units with operable front doors on the east façade of the apartment building with direct walkways

- vii. to the public sidewalk;
Provision of the main building entrance at the northeast corner of the building;

2) Provision of Affordable Housing

The provision of affordable housing shall consist of:

- A total of six (6) stacked townhouse affordable rental units;
- Rents not exceeding 90% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability shall be set at 20 years from the point of initial occupancy of all affordable units.

- (d) **IT BEING NOTED** that the following site plan matters were raised during the public participation process:
- i) Garbage storage shall be located internally within the building;
 - ii) Fencing along the west property boundary shall be installed or enhanced to provide adequate screening, minimize the impact of headlights and enhance privacy;
 - iii) Enhanced provision of landscaping along the southwest property boundary to provide screening for the stacked townhouse dwellings; and
 - iv) Minimal or no windows to habitable rooms for the west façade of the stacked townhouses.

Executive Summary

Summary of Request

The requested amendment is to permit the development of six (6) stacked townhouse units along Fanshawe Park Road East and a six (6) storey, residential apartment building with a total of 81 units along Stackhouse Avenue. Vehicular access is proposed from Stackhouse Avenue and parking is provided as surface and underground spaces. The existing zoning that permits commercial and office uses are proposed to form part of the requested zoning to allow for future flexibility of uses.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to amend the zoning for the site to a holding Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (h-18*RO2/CC5(1)/R8-4()*B-()) Zone. The bonus zone will permit the greater height and density in exchange for the provision of bonusable features such as affordable housing and enhanced urban design. The holding provision will ensure that a stage 3 archaeological assessment will be required to be submitted and accepted prior to any development or site alteration.

Rationale of Recommended Action

1. The recommended amendment is consistent with, and will serve to implement the policies of the Provincial Policy Statement, 2020 which encourage infill and intensification, the provision of a range of housing types, and efficient use of existing or planned infrastructure;
2. The recommended amendment generally conforms to the in-force policies of The London Plan including, but not limited to the policies of the Neighbourhoods Place Type which contemplate low-rise apartment buildings up to 6 storeys with frontage on an Urban Thoroughfare;
3. The recommended amendment to The London Plan will allow for the existing commercial and office uses to be permitted to allow for a mix of uses;
4. The recommended amendment generally conforms to the in-force policies of the 1989 Official Plan including, but not limited to the Policies for Specific Residential Areas which allow Council to address developments through specific policies that

provide additional guidance to the general Multi-family, Medium Density Residential policies; and

5. The subject lands are of a suitable size and shape to accommodate the development proposed, which is a sensitive and compatible form within the existing and planned surrounding neighbourhood.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure and the regeneration of existing neighbourhoods. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encouragement of active transportation options.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is an 'L' shaped parcel with frontage on both Fanshawe Park Road East and Stackhouse Avenue. There is an established low-rise residential subdivision to the northwest and west (Howlett Circle), remnant residential dwellings to the east, and future development lands to the northeast. A park is located directly south of the subject site across Fanshawe Park Road East, and the Stoney Creek Valley is located to the north of the site.

The site is occupied by one single detached dwelling currently. A large accessory structure (barn) was located towards the north of the site when the application was submitted, and has since burned down during the application review period. The site does not have identified heritage significance and is not a heritage listed or designated property. There site is highly vegetated, including a number of mature trees with a notable line of mature spruce trees located along the west boundary of the property.



Figure 1: View from Fanshawe Park Road East (left) and Stackhouse Avenue (right)

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

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – h-27*RO2/CC5(1) Zone

1.3 Site Characteristics

- Current Land Use – single detached dwelling
- Frontage – 30.4m (99.7 feet) along Fanshawe Park Road East
- Depth – 94.7m - 131.8m (310 - 432 feet) along Stackhouse Avenue

2.0 Description of Proposal

2.1 Development Proposal

The requested amendment is to permit the development of six (6) stacked townhouse units along Fanshawe Park Road East, and a six (6) storey apartment building along Stackhouse Avenue. There are a total of 87 residential units with a total density of 133 units per hectare. There are 81 units in the apartment building consisting of 10 townhouse style units along the base and 71 apartment style units in the rest of the building. Vehicular access is proposed from the north of the site from Stackhouse Avenue with 110 parking spaces provided as surface and underground spaces.



Figure 2: Rendering of initial proposed design – Stackhouse Avenue view

3.0 Relevant Background

3.1 Planning History

The lands were in the former Township of London and were annexed into the City of London on January 1, 1993. The single detached dwelling on site was constructed circa 1920.

The subject site is within the Stoney Creek Community Plan which was prepared by area land owners to provide more detailed guidance for future development and serve as a basis for Official Plan designations. In 1998, Council adopted the Multi-Family, Medium Density Residential Designation for the lands. A specific policy to allow for Convenience Commercial uses on the subject site was added in 1999 to section 3.6.5.vii) of the 1989 Official Plan. The existing zoning was also applied in 1999 through application Z-5705.

In 2003 the corner property at 1152 Fanshawe Park Road East was severed from the retained subject lands through consent application B.024/03. A minor variance application A.042/03 was also submitted to facilitate the requested severance to allow for a reduced lot frontage. The corner property at 1152 Fanshawe Park Road East continues to be used as a small retail clothing store.

3.2 Requested Amendment

The requested amendment is for a holding Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (h-18*RO2/CC5(1)/R8-4()*B-()) Zone to allow for the proposed development, and allow for future flexibility with the retention of the existing commercial and office zones.

3.3 Community Engagement (see more detail in Appendix B)

There were 43 comments received through the public consultation process. A summary of the comments received are as follows:

Use

Object to zoning amendment (x24), maintain commercial zoning (x4), do not want residential uses of apartments or townhouses (x4), purchased with expectation of commercial uses (x9), purchased with expectation of townhouse or singles (x1), negatively impact home value (x5), proposed development not suited to this location (x4), increased height and population will affect Howlett Circle (x1), should be mixed use instead (x2), hoping to see a day care instead (x1), want more commercial amenities in area (x1)

Intensity

Substantial change in special provisions (x2), more concessions for number of stories and size are needed (x6), loss of privacy (x8), impact of shadows (x4), impact on backyards (x4), enough high density in the area (x2), overburden schools (x4)

Form

Grateful for retention of spruce trees (x2), would take land away from Stackhouse Avenue (x2), Overdevelopment of site with only single detached dwellings surrounding (x8), disrupts neighbourhood character (x7), concern with garbage storage (x2), concern with fencing (x2), relocate access to south of site from the north (x1), access is located on a curve with poor visibility (x1), concern with headlights shining into backyards (x1), height should be capped at 13m (x1), height should be capped at 8m-12m (x1), doubling height is not reasonable/too high (x2), negative impacts on visibility of corner commercial property (x2), townhouses along Fanshawe will look better than a fence (x1), do not allow pedestrian access from Fanshawe (x1)

Traffic

Will increase traffic and congestion (x12), concern for safety of children (x5), Stackhouse Avenue already very busy (x5), Stackhouse Avenue not banked correctly and needs improvement (x1), vacant land in area will also add traffic when it develops (x2), no sidewalks on Stackhouse creating safety hazard (x2), reconsider traffic lights at intersection (x5), Fanshawe is already very noisy (x3), Fanshawe is already very busy (x3), unsafe for people to get to park (x3), should have pedestrian crossing at Stackhouse (x1)

Environmental

Negative impacts on wildlife using trees (x2), black walnut trees are valuable (x1), developers removing green space (x1), concern with conclusions of the tree report (x1), tree retention should occur in the north of the site as well (x1), Coyotes are a concern in the area (x1)

Neutral/Miscellaneous

Request for unbiased opinion of impacts on neighbouring property (x1), request to be kept informed of any Community Information Meeting (CIM) or Public Participation

Meeting (PPM) (x5), interest in purchasing a townhouse unit (x1), request for information previously available on website (x2)

Petition: [change.org](https://www.change.org) – 203 signatures on date of Submission July 20, 2020

Content of petition: “We are opposed to the Zoning By-law changes for 1150 Fanshawe Park Road East, London, Ontario, from commercial to residential property”

Community Information Meeting

A virtual Community Information Meeting (CIM) was organized by the applicant and held on September 16, 2020. There were 23 participants, including: members of the public, the applicant, the local councillor and municipal staff.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement (PPS) 2020

The Provincial Policy Statement (PPS) 2020, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located within the Neighbourhoods Place Type with frontage on an Urban Thoroughfare and a Neighbourhood Connector, as identified on *Map 1 – Place Types and *Map 3 – Street Classifications. Permitted uses within this Place Type include a range of low rise residential uses, including low rise apartments (*Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The maximum permitted height is 4 storeys, with the ability to bonus up to 6 storeys. (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

1989 Official Plan

The subject site is designated Multi-Family, Medium Density Residential in the 1989 Official Plan. The primary permitted uses in this designation include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged (3.3.1). Height and density limitations in the Multi-Family, Medium Density Residential designation is normally 4 storeys and 75 units per hectare (3.3.3.i) and 3.3.3.ii).

Stoney Creek Community Plan

The site is within the Stoney Creek Community Plan which was approved in 1998 to guide development in the area for the 20 years following. The Community Plan provided a basis for the Official Plan Amendments to provide more detailed guidance for the development of the Stoney Creek area. The site is contemplated as Multi-Family Medium Density Residential through the community plan with primary and secondary uses permitted.

4.0 Key Issues and Considerations

4.1 Location

Provincial Policy Statement, 2020 (PPS)

The PPS encourages settlement areas to be the main focus of growth and development, and directs municipalities to establish land use patterns within settlement areas that are based on efficient use of land and resources that are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2.b). The proposed development is located within a settlement area and promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. Further, the PPS encourages municipalities to provide for all forms of housing to meet projected requirements by permitting and facilitating all forms of residential intensification in locations where appropriate levels of infrastructure and public service facilities are or will be available (1.4.3.d). The site is an under-utilized property with municipal services available, direct access to transit services on Stackhouse Avenue, and access to nearby existing and planned commercial amenities.

The London Plan

The London Plan directs infill and intensification to strategic locations to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in the city (92_2). The Built-Area Boundary includes the subject site and both sides of Fanshawe Park Road East in this location. The Primary Transit Area includes properties on both sides of Fanshawe Park Road East and does include the site. The subject site also has direct access to public transit along both Stackhouse Avenue and Fanshawe Park Road East which provides convenient transportation alternatives to private vehicle trips.

The site is within the Neighbourhoods Place Type which is intended to provide a diversity of housing choices and affordability (918_2&3). The range of uses and intensity that may be permitted in The London Plan is directly related to the classification of street onto which the property has frontage (919_2). The site is within the Neighbourhoods Place Type with frontage along an Urban Thoroughfare (Fanshawe Park Road East) and a Neighbourhood Connector (Stackhouse Avenue). Properties like the subject site that front onto major streets allow for a broader range of uses and more intense forms of development than those that front onto minor streets (919_3). Where development is being considered at the intersection of two streets of different classifications, the higher-order street onto which the property has frontage, is used to establish the permitted uses and intensity of development in *Tables 10 to 12 (920_4a*). Though the site has frontage on an Urban Thoroughfare and a Neighbourhood Connector, it is not considered to be located at the intersection as there is a separate property occupying that space with a small scale retail store.

The London Plan policies address sites that have frontage on two or more streets of different classifications, (but not located at an intersection), that generally the lower-order street would be used to establish the permitted uses and intensity (920_6.a*). This provision is typically intended to address sites that are configured as 'through lots' where the different road classifications are located parallel and not perpendicular to one another. Through lots can be found in existing neighbourhoods and the policies are intended to better address compatibility with different development forms and avoid rear-lotted development. The subject site is not a through lot and although it is also not located at the intersection, it has frontage on two intersecting roads which is more similar to an intersection lot than a through lot. As such, the higher order Urban Thoroughfare – Fanshawe Park Road East is interpreted to determine the range of uses and intensity permitted for the site.

1989 Official Plan

The site is designated Multi-Family, Medium Density Residential (MFMDR) which includes preferred locations as: lands in close proximity to shopping areas, lands in close proximity to designated open spaces, lands adjacent to the Multi-Family, High Density Residential designation; and lands abutting an arterial, primary collector, or secondary collector street (3.3.2). The site has frontage on arterial and secondary collector streets with convenient access to the designated open space corridor of the Stoney Creek Valley and the future Community Commercial Node to the east at Highbury and Fanshawe Park Road East. The site is appropriately located to support medium density residential uses as permitted by the existing Multi-Family, Medium Density Residential designation.

Stoney Creek Community Plan

Similar to The London Plan direction to afford greater development potential along major streets, the Stoney Creek Community Plan also directed medium density residential uses to locations along the arterial road network. The benefits of locating the intensity in proximity to the higher roads include (4.7.4):

- Easy access to arterial roads with less traffic through low density areas;
- Easy walking distance to transit routes;
- More efficient use of existing public infrastructure; and
- Provides a built form that can mitigate and transition from the impacts of the busy arterial roads without the need for a noise wall.

The Stoney Creek Community Plan led to the site being considered appropriate for the Multi-Family, Medium Density Residential (MFMDR) designation. Many of the considerations that led to the designation continue to be relevant and appropriate to allow for greater heights and densities in this location, are also echoed as broad direction in The London Plan for this site.

4.2 Use

Provincial Policy Statement, 2020 (PPS)

The PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs (1.1.1.b). The proposed residential uses and retention of the commercial and office uses are appropriate for the site and integrate positively with the surrounding established residential community. 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 (1.4.3.b). The stacked townhouse and apartment units provide local housing options that add to the local housing diversity, and include affordable housing units to cater to a wide range of resident needs.

The London Plan

The subject site is located within the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and a Neighbourhood Connector (Stackhouse Avenue). The permitted uses for a site with frontage on an Urban Thoroughfare include single detached, semi-detached, duplex, townhouses, triplexes, fourplexes, stacked townhouses, and low-rise apartments, as well as a limited range of non-residential uses such as small-scale community facilities, home occupations and emergency care establishments (table 10*). Along the Fanshawe Park Road East frontage, there are six (6) stacked townhouse units proposed, with a six (6) storey low-rise apartment building located to and oriented along Stackhouse Avenue.

The London Plan identifies that providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city (495). The proposed development will contribute to the local housing variety and provide choice in housing

options with the addition of the stacked townhouses and apartment units. The Plan provides further direction to build strong, healthy and attractive neighbourhoods for everyone by integrating affordable forms of housing in all neighbourhoods (61_10). Through the bonus zone, the stacked townhouse dwelling units will be provided as affordable housing units at 90% of the Average Market Rent which will create more inclusive housing options for the area.

The requested amendment is seeking to retain the existing convenience commercial and restricted office zoning that is currently permitted to allow for future flexibility of uses. The London Plan directs that mixed-use buildings with small-scale commercial or office uses can be contemplated for sites located at the intersection of an Urban Thoroughfare or Civic Boulevard and a Neighbourhood Connector (table 10*). Stand-alone commercial uses within the Neighbourhoods Place Type are contemplated for intersections of two major streets like two Urban Thoroughfares and/or Civic Boulevards. A specific policy is requested to permit the continuation of the non-residential uses, which is appropriate for the site and would allow for future flexibility for how the site could develop in the future.

1989 Official Plan

The subject site is designated Multi-Family, Medium Density Residential in the 1989 Official Plan, which permits multiple-unit residential developments that have a low-rise profile, and densities that exceed those found in Low Density Residential areas but do not approach the densities intended for the Multi-Family, High Density Residential designation (3.3). Permitted uses include a range of medium density residential uses, including stacked townhouses and low-rise apartment buildings (3.3.1). The proposed low-rise apartment building and stacked townhouses are permitted uses within the MFMDR designation and appropriate for the site. The 1989 Official Plan also supports the provision of a choice of dwelling types according to location, size affordability, tenure and design to satisfy a broad range of housing requirements (3.1.1.ii).

The Multi-Family, Medium Density Residential designation also contemplates a limited range of secondary permitted uses including convenience commercial and restricted office uses (3.3.1.ii). The site is currently recognized as a specific location that permits convenience commercial uses at 1150-1152 Fanshawe Park Road East (3.6.5.vi.15). The existing convenience commercial and restricted office zoning allows for a limited range of small-scale commercial and office uses while still maintaining the overall residential designation.

Stoney Creek Community Plan

The community plan identified a range of different types of commercial areas within the plan area from local, and small-scale, convenience commercial to larger, more intensive, Community Shopping Areas (4.7.7). The site was considered for convenience commercial uses as it is located with frontage on the arterial Fanshawe Park Road East and the secondary collector Stackhouse Avenue. Convenience commercial uses are intended to be small in scale and serve the local needs of area residents. Other commercial areas include the northwest intersection of Highbury and Fanshawe which is intended for a broader range of commercial, retail and service uses. This is now a Community Commercial Node which has not yet been fully built out, and is located approximately 450m from the subject site in convenient walking distance.

4.3 Form and Intensity

Provincial Policy Statement, 2020

The PPS requires planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas based on local conditions (1.1.3.5). The proposed development is an appropriate infill site, in an area that is identified for intensification as it efficiently utilizes the existing public service facilities, and supports public and active transportation. Built design is emphasized in the PPS by “encouraging a sense of place by promoting well-designed built form” (1.7.1 d). The

proposal will develop an under-utilized site in a form that is compatible to the existing surrounding neighbourhood and represents an attractive built form for a property with frontage on major roads.

The London Plan

A key direction of The London Plan is to 'build a mixed-use compact City' by managing outward growth, and by supporting infill and intensification within the Urban Growth Boundary in meaningful ways (59_8). It is an important strategy of The London Plan to support all forms of intensification while ensuring that they are appropriately located and fit well within their neighbourhood (940). The proposed development is located on major roads and has access to nearby parks, open spaces, transit and future commercial amenities. The proposed scale and design of development is considered to be a sensitive form of residential intensification for the site and compatible with the surrounding neighbourhood.

The London Plan uses height as a measure of intensity, and a minimum height of 2-storeys and a maximum height of 4-storeys is permitted. Bonusing is contemplated up to 6-storeys for a site within the Neighbourhoods Place Type that has frontage on an Urban Thoroughfare (Table 11*). The intent of the minimum height is to frame the street and establish a consistent street wall over time. The stacked townhouses along Fanshawe Park Road East are proposed at a height of 12m and create the intended built edge with the orientation to Fanshawe Park Road East. The apartment building is proposed at a height of 21m or 6 storeys with the orientation along Stackhouse Avenue.

The bonus request is supported by enhanced urban design with underground parking, enhanced landscaped open space and an attractive built form as well as the provision of six (6) affordable stacked townhouse units. The height proposed conforms to the contemplated intensity of the place type and the bonusing provided results in substantial public benefit to warrant the increased height. The built form and design is evaluated in more detail in section 4.4 Site Design and Layout of this report.

1989 Official Plan

Development in the Multi-Family, Medium Density Residential designation normally has a maximum height of 4-storeys and a density of 75 units per hectare (3.3.3.i). In some instances, height may be permitted to exceed this limit if determined to be appropriate through a site-specific zoning by-law amendment and/or bonusing (3.3.3.ii). The requested amendment is to permit an increased height of 6 storeys or 21m through a site-specific bonus zone. The increased height requested is for the low-rise apartment building which is located along Stackhouse Avenue and oriented away from the existing residential dwellings along the west property boundary. The built form along Fanshawe Park Road East is proposed to be 3 storeys or 12m, which is consistent with the standard heights permitted.

Bonusing for density is also permitted in the MFMDR designation with densities permitted to exceed 75 units per hectare up to a maximum density of 100 units per hectare (uph). The proposed density is 133uph which exceeds the maximum contemplated with bonusing and requires a specific policy to allow for the increased density. The site has an area of 6,601.5m², which could equate to 50 residential units at a maximum density of 75uph, and 65 residential units at a maximum density of 100uph. The requested increase to a total of 87 residential units results in the density requested of 133uph, and is considered through a site specific policy and criteria under Chapter 10 of the 1989 Official Plan under section 4.4 of this report.

Residential intensification in the Multi-family, Medium Density Residential designation is subject to a Planning Impact Analysis on the basis of criteria relevant to the proposed change (Section 3.7.2). A Planning Impact Analysis is available in Appendix E. Similar to the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications which were incorporated into the PIA and throughout this report (1578).

4.4 Policies for Specific Areas

Chapter 10 allows Council to consider policies for specific areas where one or more of the four evaluation criteria apply, and the underlying designation is intended to be maintained. It is appropriate to consider the requested increased in density on a site-specific basis and to maintain the underlying designation and compatibility with the adjacent residential neighbourhood to the west.

Evaluation Criteria

i) The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding area.

There are existing medium density residential uses to the west along Fanshawe Park Road East, and future planned medium density development to the east of Stackhouse Avenue. The proposal is a site specific request and is considered to be the most appropriate approach to allow for the proposed development with an increased density, that avoids negative impacts for the surrounding area and adjacent neighbourhood.

ii) The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.

The use of a specific policy allows for the proposed development on a site specific basis, and is a targeted approach rather than allowing the greater heights and densities associated with a change to the underlying designation. The residential neighbourhood to the west of the subject site is characterized as a low-rise and stable neighbourhood, and maintaining the underlying designation of the subject site ensures that the specific proposal is developed, or other Medium Density Residential uses occur instead. There is more certainty with the use of a specific policy that applies to the site only, instead of a designation boundary that could be interpreted with any potential future lot consolidation.

iv) The policy is required to restrict the range of permitted uses, or to restrict the scale and density of development normally allowed in a particular designation, in order to protect other uses in an area from negative impacts associated with excessive noise, traffic, loss of privacy or servicing constraints.

The specific policy will allow only for the increase in density associated with the proposed development. Any further change in use or intensity would be required to seek future approval through a subsequent amendment for evaluation. The proposal represents an appropriate scale, fit, and form with the surrounding context and immediate area. Any negative impacts can be mitigated on site through the site layout and design, and the use of screening and buffering.

The increase in density is appropriate for the site and results in positive design features such as underground parking that retains mature vegetation and provides enhanced setbacks to mitigate impacts.

4.5 Site Layout and Design

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The site layout and design helps determine whether the proposed use is appropriate for the site based on the fit and compatibility. The stacked townhouse units and apartment building are appropriately designed and located on site to minimize and mitigate any adverse impacts to the surrounding area.

The London Plan

The built form is guided by the City Design policies that require the site layout to

respond to: the existing and planned character of the surrounding neighbourhood, mitigate impacts on adjacent properties, promote safe connectivity, site buildings such that they maintain and reinforce the street wall with minimal setbacks from public rights-of-way, and orient buildings on corner lots towards the higher-order street (252, 253, 255*, 256, 258*, and 259*). In addition to the City design policies, intensification proposals will also be assessed for their compatibility and fit, the site layout, access, building orientation, character, height transitions, and massing (953_2 a-f).

Character and Compatibility

The site layout of new development should be designed to respond to its context, and the existing and planned character of the surrounding area (252). The site is an under-utilized property within an area that has been recently developed or is planned for future development. The site is large enough to support the proposed development and the site layout has been thoughtfully designed to screen parking areas, provide enhanced setbacks to preserve mature vegetation and enhance privacy and screening to the existing neighbourhood to the west. The surrounding area includes a range of low to medium density residential uses, including: single detached dwellings directly to the west, townhouses further west along Fanshawe Park Road East, and low-rise apartment buildings at the intersection of Trossacks Avenue. The properties to the east include more variety of uses with retail, remnant residential and institutional uses towards the intersection of Highbury Avenue North.



Figure 3: Site Context and Surrounding Area

Intensification in The London Plan is contemplated in all place types that allow for residential uses, where appropriately located, and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83, 937, 939_5, 953_1). The proposed development has taken into consideration the interface with the existing residential uses to the west and responded by locating the built form along the east of the site to minimize shadow impacts and maximize privacy with the increased separation. Screening and buffering is also provided through the retention of the mature spruce trees along the west boundary and an enhanced landscaped open space and setback.

In The London Plan, the built form will be designed to have a sense of place and character consistent with the planned vision of the place type (197*). The site is contemplated for medium density built forms in both the 1989 Official Plan and The London Plan. The site is located towards the exterior of the neighbourhood, where

greater development potential is permitted to retain the interior of the neighbourhoods as intact low rise residential. Further, buildings at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity (202*). The site is located in a minor gateway location on an Urban Thoroughfare and a Neighbourhood Connector that provides a key access to the residential neighbourhoods to the north and west. The stacked townhouses along Fanshawe and the apartment building located along Stackhouse Avenue will provide a prominent street edge that frames and identifies the entry to the area.

Street Edge

The policies of The London Plan direct that buildings should be sited with minimal setback from public rights-of-way and public spaces to create a street wall/edge to establish a sense of enclosure and provide a comfortable pedestrian environment (259*). The stacked townhouse block along Fanshawe Park Road East has a reduced front yard setback of 3m, and the main apartment building along Stackhouse Avenue has a reduced exterior side yard setback of 2m. Both buildings are located close to the right-of-ways and are oriented to the street which creates a sense of enclosure, activates the street edge, provides convenient pedestrian access for residents, and provides passive surveillance for improved neighbourhood safety. The stacked townhouses are meeting the intent of The London Plan minimum 2 storey or 8m built form in this location to frame the street and establish a consistent street wall over time.

The London Plan directs that buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings (256). The built form along Stackhouse Avenue will establish the majority of the street edge in this location which has an existing building to the south, and a vacant lot to the north. The building is appropriately located along Stackhouse Avenue and will provide an active street edge with an appropriate setback that relates well to the existing property to the south. Along Fanshawe Park Road East the proposed stacked townhouse units will be generally consistent with the edge of the residential dwellings to the west, and closer to the street than the existing building to the east. The stacked townhouse dwellings are proposed to be located in generally the same location as the trees and shrubs that are existing along Fanshawe and will continue the built edge where there is currently a very large setback, or gap, to the existing building.



Figure 4: Fanshawe Park Road Frontage Google View

Pedestrian and Cycling Facilities

Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk (268). The main building entrance for the apartment is located at the northeast corner of the building which will provide convenient access for pedestrians to the future sidewalk along Stackhouse Avenue. A secondary entrance/exit from the building is located at the southeast corner of the building which provides a direct access to the bus stop located along Stackhouse

Avenue. The townhouse style units along the ground floor of Stackhouse Avenue, and the stacked townhouse units will also provide direct doors from those units to the sidewalk to promote ease of access for pedestrians.

The London Plan requires secure, covered and non-covered bicycle parking to be incorporated into multi-unit residential developments (280*). The apartment building will require 61 secure bicycle parking spaces which are proposed internally in the building and will support active transportation. In the area, there are bicycle lanes on Fanshawe Park Road East as well as off-road multi-use pathways along the Stoney Creek Valley.

Parking Areas

Buildings should be sited to minimize the visual exposure of parking areas to the street (269). The apartment building and stacked townhouses provide effective screening for the majority of the surface parking spaces, which are located in line with and behind the buildings. The development requires 111 parking spaces, and 110 are requested which is a minor and reasonable reduction of 1 parking space. There are 48 parking spaces proposed as underground spaces and 62 spaces will be provided as surface parking spaces. The underground parking is a positive design feature and the preferred location for parking as it minimizes the amount of the site occupied by surface parking and increases the amount of landscaped open space and amenity areas.

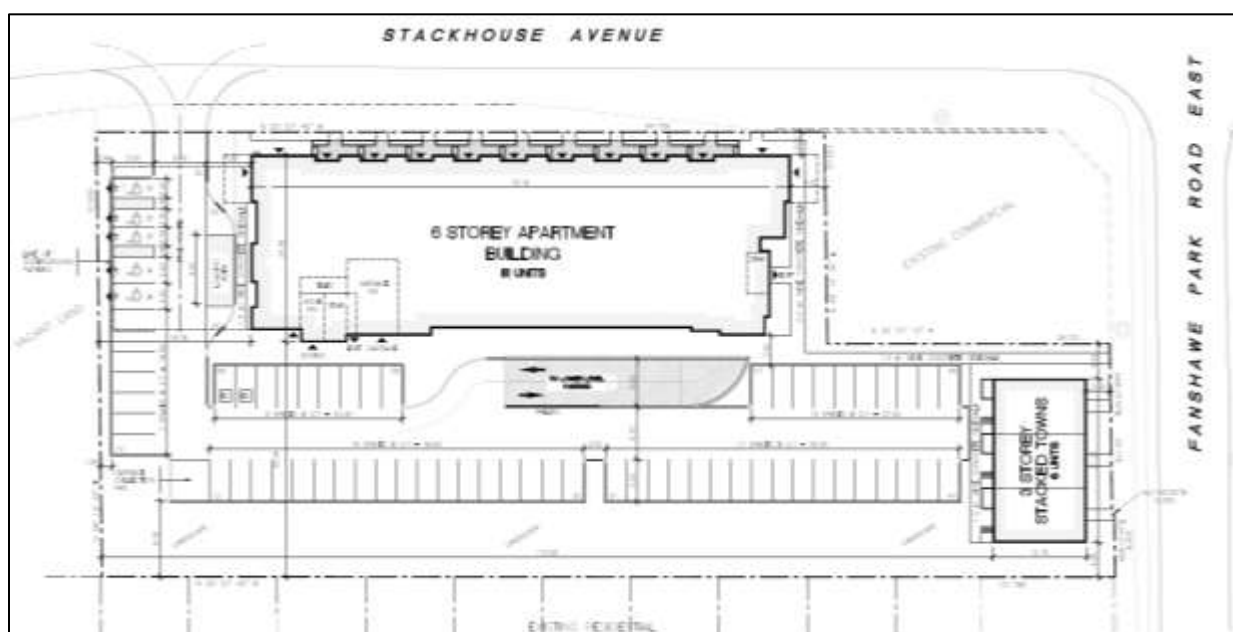


Figure 5: Site Concept Plan

Tree Preservation

A policy of The London Plan is that the layout and grading of a site should retain and incorporate desirable trees (258*). The site is highly vegetated and there is a notable row of mature spruce trees along the west property boundary that are desirable to maintain. A Tree Assessment Report was prepared for the proposed development that assessed the impact of the (initial) proposed development design on the existing trees on-site. The Tree Assessment Report took an inventory of the 57 individual trees on-site and the 5 vegetation units. No rare or endangered species were observed during the inventory. The proposed development will require many of the trees to be removed, and the initial site design of the apartment building intended to preserve the southernmost mature spruce trees, while the northernmost spruce trees would have been disrupted by the parking area. One of the revisions to the site layout has been to shift the building further east to increase the setback to ensure the spruce trees along the northern extent of the west boundary are able to be retained as well. The retention of the mature spruce trees are ideally located to maintain that existing character features, and to provide enhanced privacy and screening for the neighbouring properties. The retention of the existing trees on site will also be complemented by a landscape plan with new plantings through the future site plan approval process.

Loading and Garbage Areas

Policies direct loading, garbage and other service areas to be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street (266*). The loading area is proposed to be located near the main entrance on-site to provide for convenient access to the building without requiring pedestrians to cross the loading area to reach the (future) sidewalk. The garbage storage is encouraged to be located within the building instead of in the rear yard where residents have raised concerns with the proximity of nuisance or odour on backyards. There is direction to the site plan approval authority to ensure that garbage is located within the building at the time of site plan to eliminate any issues associated with nuisance. The revised plan shows garbage storage internal to the building and a concrete pad, instead of a storage enclosure, in the rear yard for the garbage pick-up location on garbage days.

4.6 Transportation and Connectivity

A Transportation Impact Assessment (TIA) was prepared to estimate the potential vehicle trip generation of the proposed development and to determine its impact on adjacent streets and on the intersection of Fanshawe Park Road East and Stackhouse Avenue. The TIA estimates that the development would generate 29 vehicle trips in the morning peak hour, with 9 entering and 21 exiting, and 26 vehicle trips in the afternoon peak hour with 22 entering and 14 exiting. A signal warrant analyses was conducted for the intersection of Fanshawe Park Road East and Stackhouse Avenue for the existing conditions, and the projected 2026 peak hour conditions. The result of the analyses is that the warrant for traffic signals is not met under the existing conditions or projected future conditions. The study did note though, that there is future residential development planned for this area to the east of Stackhouse Avenue which may require reconsideration in the future.

The vehicular access for the site is proposed towards the north from Stackhouse Avenue. The current condition of Stackhouse Avenue is unfinished with only a paved portion of the road for vehicular travel, and no sidewalks, cycle lanes or streetlights. Improvements will be required for Stackhouse Avenue and are anticipated to be delivered when future development occurs in the area.

To the south of the site is the Fanshawe Optimist Little League Park which residents have expressed concern with children accessing as it requires crossing Fanshawe Park Road East. There are medians along Fanshawe Park Road East in this location that can provide refuge for pedestrians and help break up the crossing of four lanes to two at a time. Until signals or a crossing at this intersection is warranted, new residents in the proposed development as well as existing residents that live north of Fanshawe Park Road East should exercise caution when crossing major roads, and small children specifically should be accompanied by adults for safety.

The site has direct access to two bus routes, with route 34 on Stackhouse connecting to the Natural Science Museum via Masonville Mall and route 25 along Fanshawe Park Road East connecting to Fanshawe College. An additional route, route 19 can be accessed 1km north of the site which provides access to the downtown. The proposed development has excellent access to public transit which provides an alternative to private vehicle trips, and is expected to support ridership of the existing routes.

4.7 Archaeological Potential

The Provincial Policy Statement directs no development or site alteration shall be permitted on lands containing archaeological resources or areas of archaeological potential (2.6.2). The site is located within an area of potential archaeological significance, and a Stage 1-2 Archaeological Assessment was prepared by AECOM, which evaluated the site and identified possible areas of significance.

The criteria for further Stage 3 archaeological investigation and a Stage 3 assessment was recommended. An h-18 holding provision is proposed to be added to the zoning of

the site to ensure that the Stage 3 Archaeological Assessment occurs prior to site alteration or development. Any changes to the site layout or design that may be required as part of the archaeological assessment may require an additional planning application. Any substantive departure from the site plan for the bonus zone may require an additional Zoning Amendment Application to be submitted by the applicant and considered by the City.

4.8 Zoning

The requested and recommended zoning is for a holding Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (h-18*RO2/CC5(1)/R8-4()*B-()) Zone. The existing restricted office and convenience commercial zoning is proposed to be retained to allow for future flexibility of use and site development. The Residential R8 Special Provision zone will permit a range of medium density residential uses, with a maximum height of 13m and a maximum density of 75 units per hectare.

The bonus zone will contain the provisions for the specific development form proposed to be 'locked in' through the regulations and corresponding site plan and elevations. The bonus zone will allow for the greater height of 21m (6 storeys) and density of 133 units per hectare in return for the enhanced urban design proposed and provision of six (6) affordable housing units as the stacked townhouse block along Fanshawe Park Road East. The 6 affordable units will be provided at a rate of 90% Average Market Rent (AMR) for a term of 20 years which is a significant contribution to the provision of affordable housing for the area.

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

5.0 Conclusion

The recommended amendment will permit the proposed stacked townhouses and apartment building, which is consistent with the Provincial Policy Statement 2020, and conforms to the 1989 Official Plan and The London Plan. The recommended development provides a range and mix of land uses to support intensification and achieve compact forms of growth. The proposal will infill an existing medium density node and provide for greater variety and choice in housing, as well as affordability through the bonus zone. The proposed apartment building and stacked townhouses have an appropriate site layout that screens parking areas, establishes an active street edge, retains significant trees on site and utilizes generous setbacks to provide separation from adjacent dwellings. The recommended amendment facilitates a development that is a sensitive fit within the site context and is an appropriate scale and form that complements surrounding land uses.

Prepared by:	Sonia Wise, MCIP, RPP Senior Planner, Planning Policy
Recommended by:	Justin Adema, MCIP, RPP Manager, Planning Policy
Submitted by:	Gregg Barrett, AICP Director, City Planning and City Planner
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

October 26, 2020

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

cc: Justin Adema, MCIP, RPP, Manager, Planning Policy

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. ~~C.P.-1284~~

A by-law to amend the Official Plan for the City of London, 1989 relating to 1150 Fanshawe Park Road East.

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

1. Amendment No. # to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to Section 10.1.3 of the Official Plan for the City of London to permit an increased height of 21m and an increased density of 133 units per hectare in the Multi-Family, Medium Density Residential designation.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1150 Fanshawe Park Road East in the City of London.

C. BASIS OF THE AMENDMENT

The site specific amendment allows for stacked townhouses, and a mid-rise apartment building with a greater height of 21m and an overall density of 133 units per hectare, while retaining the underlying Multi-Family, Medium Density Residential designation. The increase in height and density is appropriate for the site and compatible with the surrounding neighbourhood.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

1150 Fanshawe Park Road East

A maximum density of 133 units per hectare, and a maximum height of 21m is permitted, to be implemented by a bonus zone for a development comprised of two stand-alone buildings with six (6) stacked townhouse units and a low-rise apartment building.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2020

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

A by-law to amend The London Plan for
the City of London, 2016 relating to 1150
Fanshawe Park Road East.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection
17(27) of the *Planning Act, R.S.O. 1990, c.P.13.*

PASSED in Open Council on November 10, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit secondary permitted uses of convenience commercial and office uses.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1150 Fanshawe Park Road East in the City of London.

C. BASIS OF THE AMENDMENT

The site specific amendment would allow for additional permitted uses of convenience commercial and office uses, as well as a mixed use development form with residential and convenience commercial and/or office uses. The secondary permitted uses fit within the character of the existing area and are appropriate for the site.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following after policy 1060:

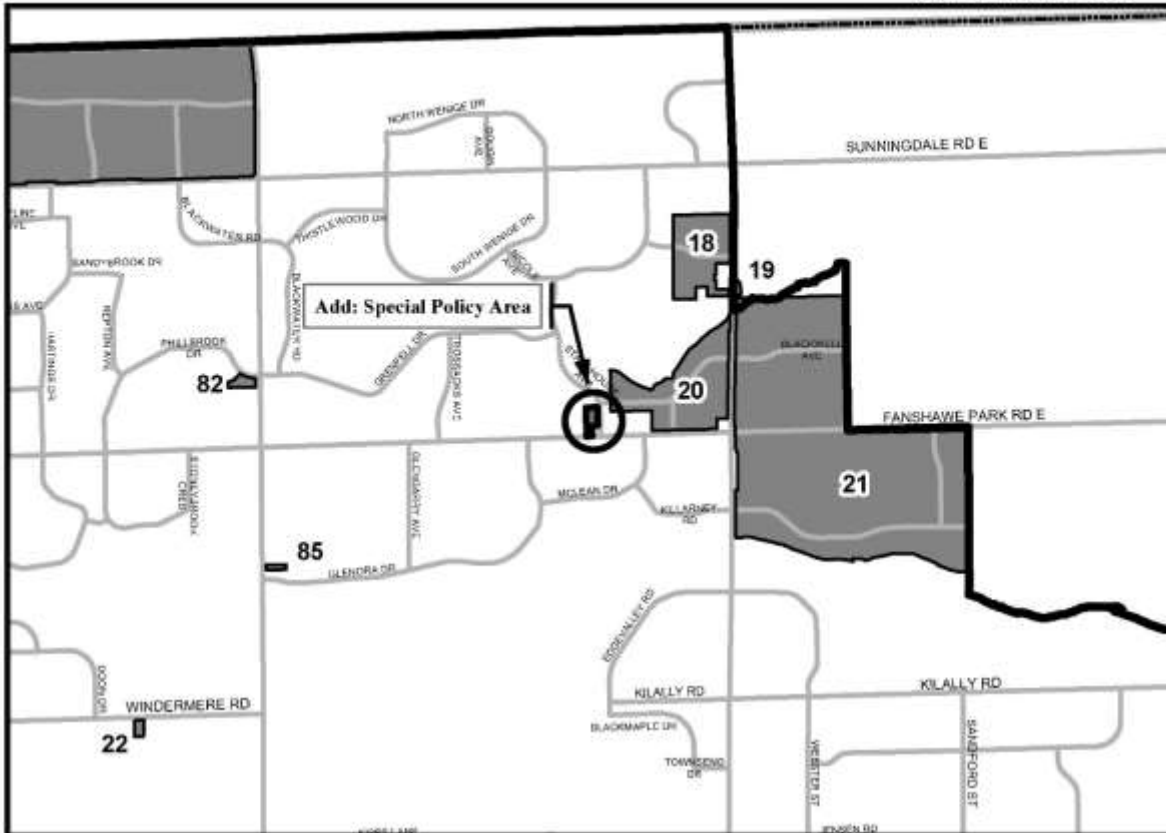
1150 Fanshawe Park Road East

In the Neighbourhoods Place Type at 1150 Fanshawe Park Road East, secondary uses of office and convenience commercial uses are permitted as stand-alone uses or within a mixed use building.

2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1150 Fanshawe Park Road East in the City of London, as indicated on “Schedule 1” attached hereto.



AMENDMENT NO:



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

BASE MAP FEATURES

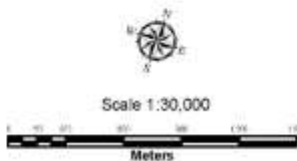
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 1
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: OZ-9215

PLANNER: SW

TECHNICIAN: RC

DATE: 9/30/2020

Appendix C

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20 _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1150
Fanshawe Park Road East.

WHEREAS Stackhouse Development Inc. has applied to rezone an area of land located at 1150 Fanshawe Park Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 1150 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A103, from a holding Restricted Office/Convenience Commercial Special Provision (h-27*RO2/CC5(1)) Zone to a holding Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (h-18*RO2/CC5(1)/R8-4()*B-()) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Special Provision:

4.3.4 () B-() 1150 Fanshawe Park Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality development comprised of stacked townhouses and an apartment building, with a maximum height of 6 storeys (21m), and density of 133 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law and provides for enhanced urban design and affordable housing.

- i) The provision of affordable housing shall consist of:
 - A total of six (6) stacked townhouse affordable rental units;
 - Rents not exceeding 90% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability shall be set at 20 years from the point of initial occupancy of all affordable units.

The following special regulations apply within the bonus zone:

a)	Regulations	
i)	Frontage (Minimum)	22 metres (72 feet)
ii)	Front yard depth (Minimum)	3 metres (9.8feet)
iii)	Exterior yard depth (Minimum)	2 metres (6.6 feet)

- | | | |
|-------|---|------------------------|
| iv) | Interior side yard depth
(Minimum) | 4.5 metres (14.7 feet) |
| v) | Density
(Maximum) | 133 units per hectare |
| vi) | Height
(Maximum) | 21 metres (68.9 feet) |
| vii) | Parking Spaces
(Minimum) | 110 spaces |
| viii) | West Parking area depth
(Minimum) | 9.5 metres (31.2 feet) |
| ix) | South Parking area depth
(Minimum) | 15 metres (49.2 feet) |
| x) | Any permitted convenience commercial and/or restricted office uses may be located within the apartment building | |

- 3) Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provision:

R8-4() 1150 Fanshawe Park Road East

- | | | |
|----|-----------------------|---------------------|
| b) | Regulations | |
| i) | Frontage
(Minimum) | 22 metres (72 feet) |

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 November 10, 2020.


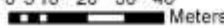

Ed Holder
Mayor

Catharine Saunders
City Clerk

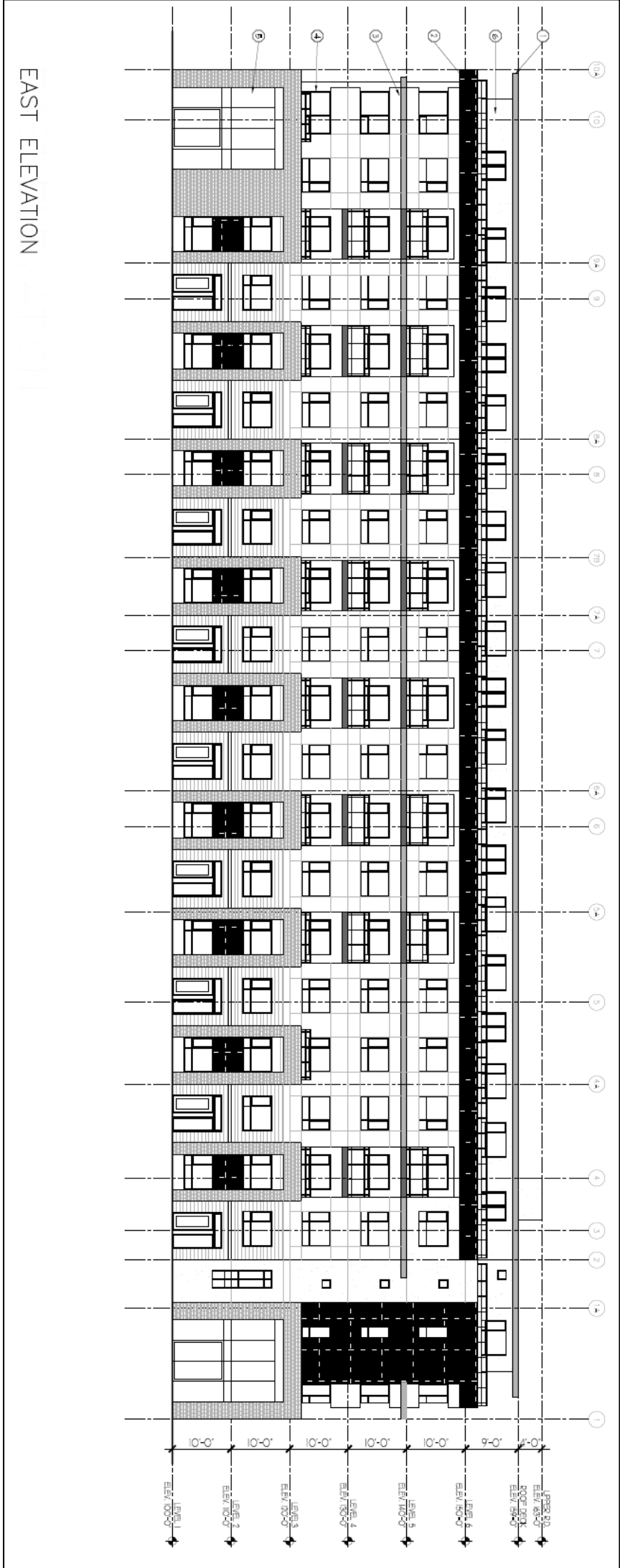
First Reading – November 10, 2020
Second Reading – November 10, 2020
Third Reading – November 10, 2020

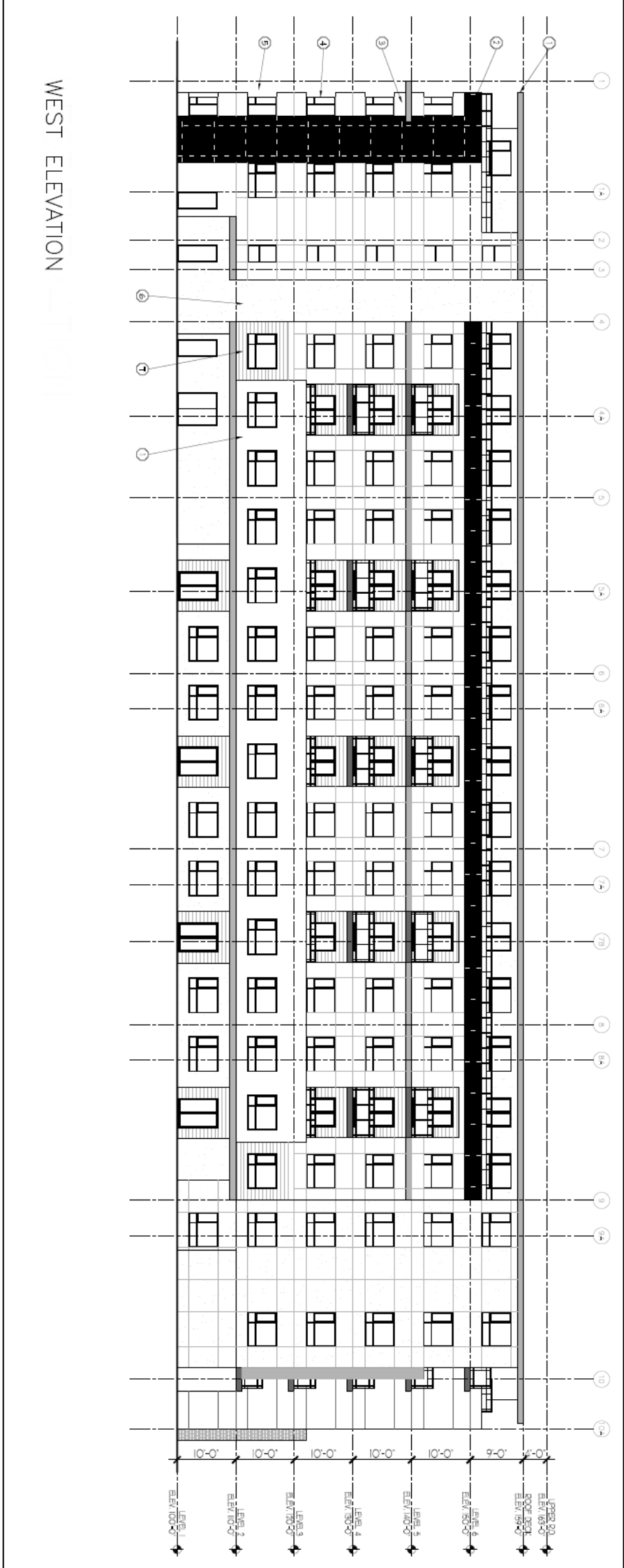
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)

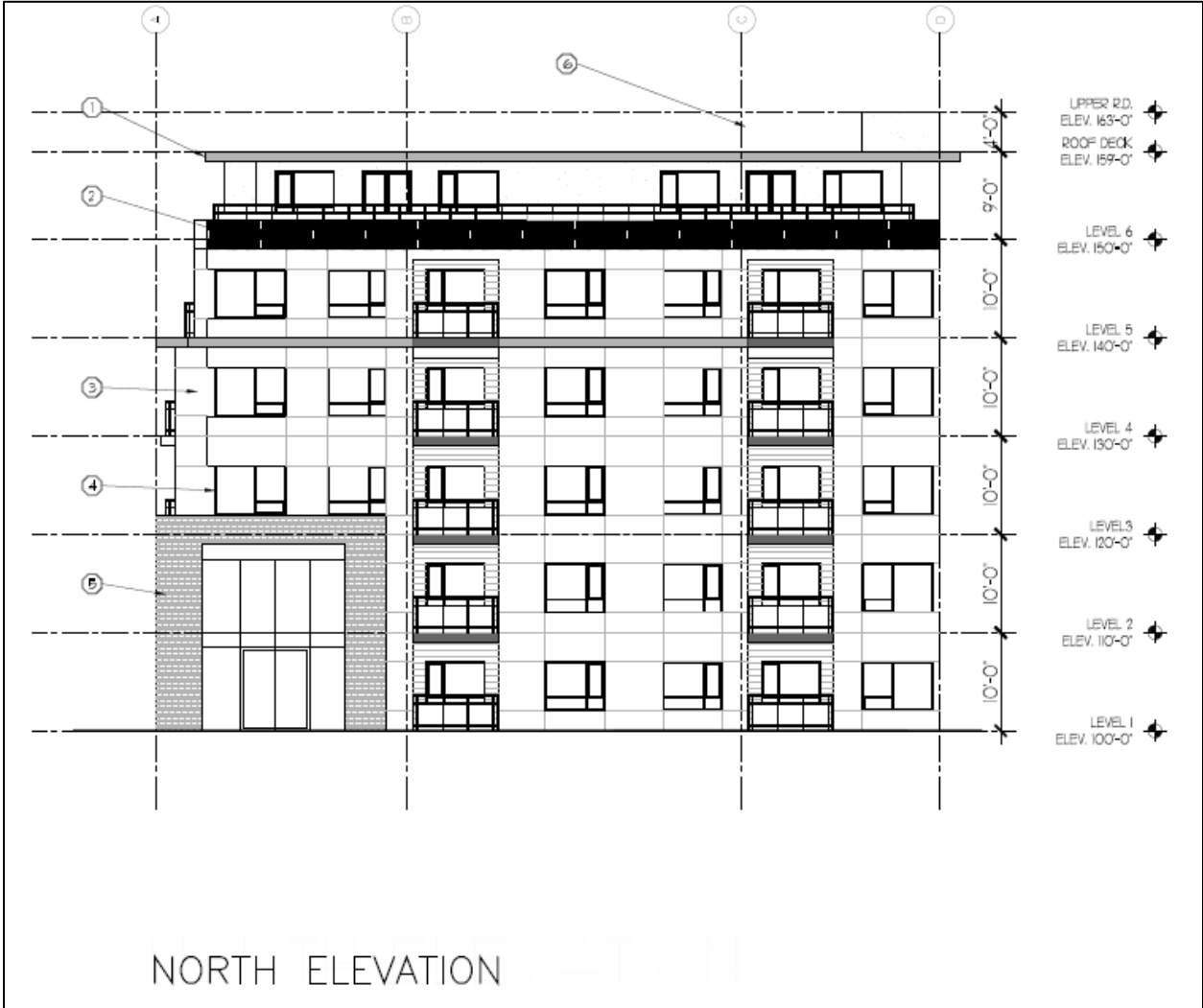


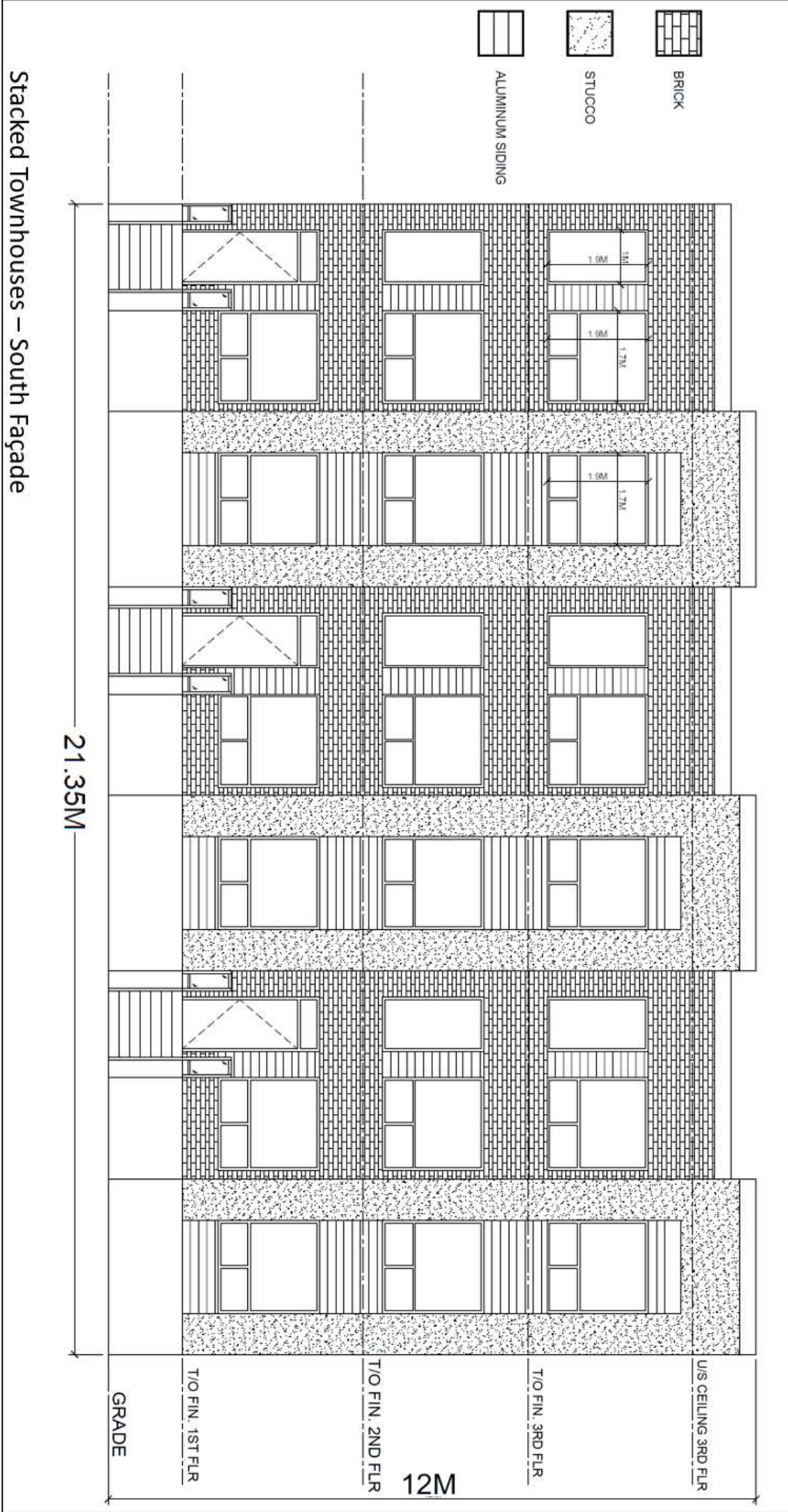
<p>File Number: OZ-9215 Planner: SW Date Prepared: 2020/09/30 Technician: RC By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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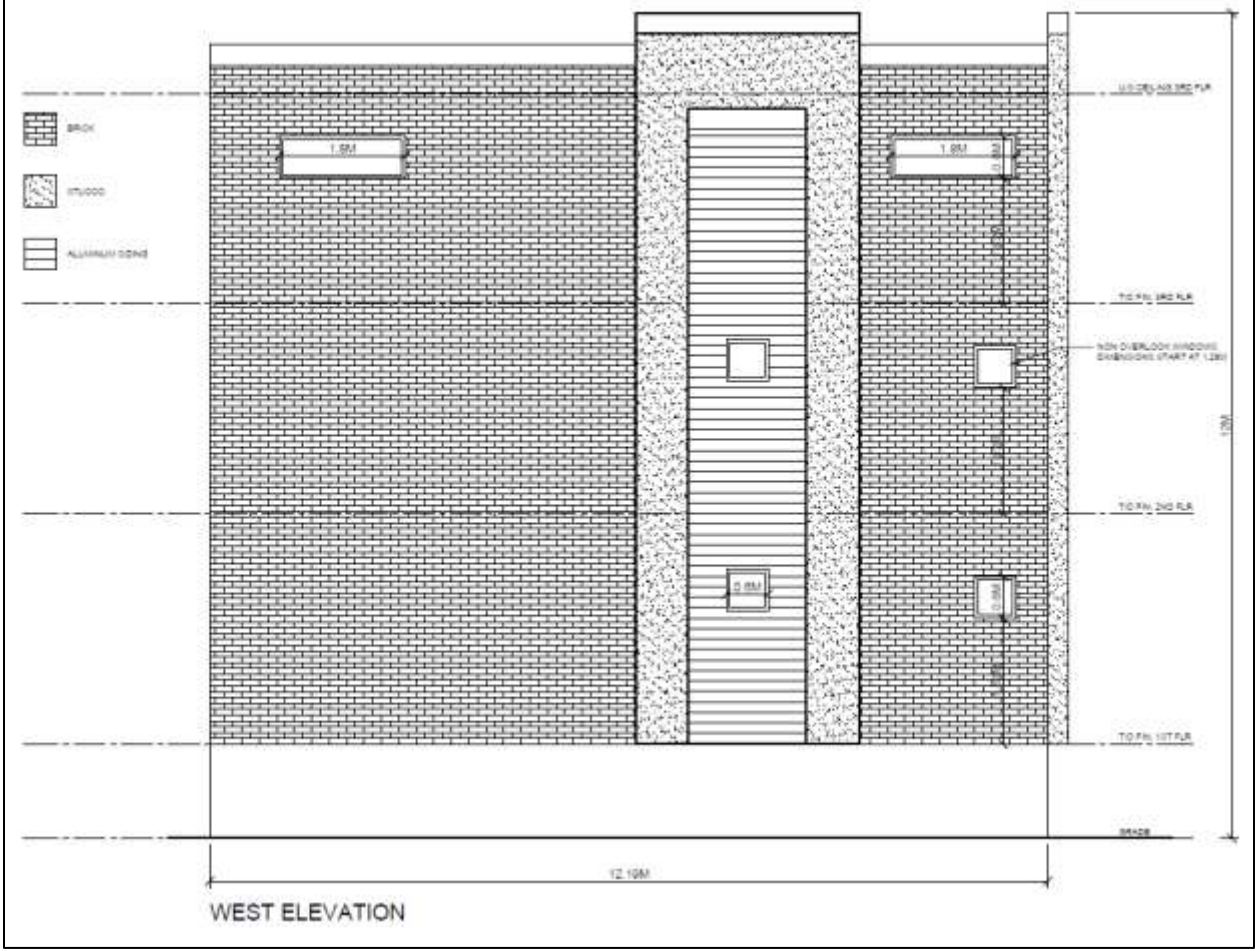
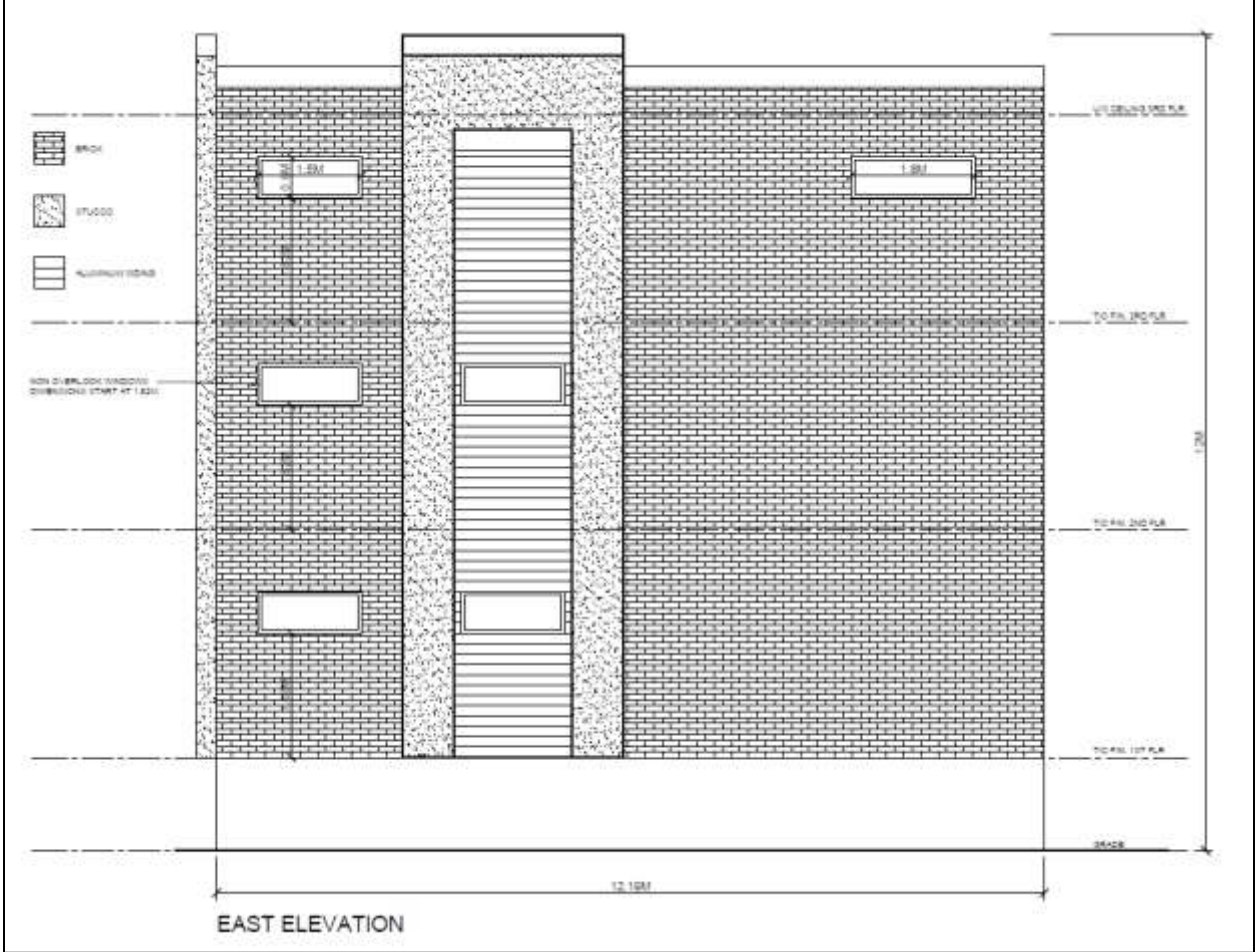
Geobase











Appendix D – Public Engagement

Community Engagement

Public liaison: On June 24, 2020 and September 21, 2020 Notice of Application and Revised Application was sent to 86 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 25, 2020 and September 24, 2020. Two “Planning Application” signs were also posted on the site.

43 replies were received

Nature of Liaison (Notice of Application): Possible Official Plan and zoning change is to permit a site specific bonus for a six (6) storey apartment building. Possible amendment to the Official Plan to add a specific policy to allow for an increased density of 125 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a holding Restricted Office/Convenience Commercial Special Provision (h-27*RO2/CC5(1)) Zone to a Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (RO2/CC5(1)/R8-4()*B()) Zone, to permit the existing office and convenience commercial uses and allow for apartment building, handicapped person’s apartment buildings; lodging house class 2; stacked townhousing; senior citizen apartment building; emergency care establishments; and continuum of care facility uses. The bonus request is for an increased height of 6 storeys (21m) and an increased density of 125 units per hectare in return for such bonusable matters as identified in the Official Plan such as affordable housing and exceptional urban design. Special provisions are requested for reduced building setbacks and frontage. The h-27 holding provision is in place to require the construction of Stackhouse Avenue and is requested to be removed as part of this application.

Nature of Liaison (Notice of Revised Application): Possible Official Plan and zoning change is to permit a site specific bonus for a six (6) storey apartment building, and a three (3) storey stacked townhouse block. Possible amendment to the 1989 Official Plan to add a specific policy to allow for an increased density of 135 units per hectare, and possible change to The London Plan to add a special provision to allow for office and commercial uses. Possible change to Zoning By-law Z.-1 **FROM** a holding Restricted Office/Convenience Commercial Special Provision (h-27*RO2/CC5(1)) Zone to a Restricted Office/Convenience Commercial Special Provision/Residential R8 Special Provision Bonus (RO2/CC5(1)/R8-4()*B()) Zone, to permit the existing office and convenience commercial uses and allow for apartment building, handicapped person’s apartment buildings; lodging house class 2; stacked townhousing; senior citizen apartment building; emergency care establishments; and continuum of care facility uses. The bonus request is for an increased height of 6 storeys (21m) and an increased density of 135 units per hectare in return for such bonusable matters as identified in the Official Plan such as affordable housing and exceptional urban design. Special provisions are requested for reduced frontage and parking, and for reduced front yard, east and west interior side yard setbacks for the stacked townhouses and reduced exterior side yard and rear yard setbacks for the apartment building. The h-27 holding provision is in place to require the construction of Stackhouse Avenue and is requested to be removed as part of this application.

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

Concern for:

Use

Object to zoning amendment (x24), maintain commercial zoning (x4), do not want residential uses of apartments or townhouses (x4), purchased with expectation of commercial uses (x9), purchased with expectation of townhouse or singles (x1), negatively impact home value (x5), proposed development not suited to this location (x4), increased height and population will affect Howlett Circle (x1), should be mixed

use instead (x2), hoping to see a day care instead (x1), want more commercial amenities in area (x1)

Intensity

Substantial change in special provisions (x2), more concessions for number of stories and size are needed (x6), loss of privacy (x8), impact of shadows (x4), impact on backyards (x4), enough high density in the area (x2), overburden schools (x4)

Form

Grateful for retention of spruce trees (x2), would take land away from Stackhouse Avenue (x2), Overdevelopment of site with only single detached dwellings surrounding (x8), disrupts neighbourhood character (x7), concern with garbage storage (x2), concern with fencing (x2), relocate access to south of site from the north (x1), access is located on a curve with poor visibility (x1), concern with headlights shining into backyards (x1), height should be capped at 13m (x1), height should be capped at 8m-12m (x1), doubling height is not reasonable/too high (x2), negative impacts on visibility of corner commercial property (x2), townhouses along Fanshawe will look better than a fence (x1), do not allow pedestrian access from Fanshawe (x1)

Traffic

Will increase traffic and congestion (x12), concern for safety of children (x5), Stackhouse Avenue already very busy (x5), Stackhouse Avenue not banked correctly and needs improvement (x1), vacant land in area will also add traffic when it develops (x2), no sidewalks on Stackhouse creating safety hazard (x2), reconsider traffic lights at intersection (x5), Fanshawe is already very noisy (x3), Fanshawe is already very busy (x3), unsafe for people to get to park (x3), should have pedestrian crossing at Stackhouse (x1)

Environmental

Negative impacts on wildlife using trees (x2), black walnut trees are valuable (x1), developers removing green space (x1), concern with conclusions of the tree report (x1), tree retention should occur in the north of the site as well (x1), Coyotes are a concern in the area (x1)

Neutral/Miscellaneous

Request for unbiased opinion of impacts on neighbouring property (x1), request to be kept informed of any CIM or PPM (x5), interest in purchasing a townhouse unit (x1), request for information previously available on website (x2)

Petition: [change.org](https://www.change.org) – 203 signatures on date of Submission July 20, 2020

Content of petition: “We are opposed to the Zoning By-law changes for 1150 Fanshawe Park Road East, London, Ontario, from commercial to residential property”

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

Telephone	Written
Jibzi	Kerilyn Lewis 1221 Howlett Circle London ON N5X 0K5
Mark Cass 67 Tweed Cres London ON N5X 1Z5	Nancy Cabral 1423 Howlett Circle London ON N5X 0K5
Bob Small 1152 Fanshawe Park Road East London ON N5X 3Z8	Dale Dawson 1305 Howlett Circle London ON N5X 0K6
	Yudhbir & Jyoti Parmar 1253 Howlett Circle London ON N5X 0K5
	Michael & Amelia Schepers 1239 Howlett Circle London ON N5X 0K5
	Bryan Rome 1423 Howlett Circle London ON N5X 0K5
	Bijoy Vellanickal 1420 Howlett Circle London ON N5X 0K5
	Pete & Teresa Ford 1417 Howlett Circle London ON N5X 0K5
	Crystal & Brandon Brillon 1243 Howlett Circle London ON N5X 0K5
	Dale Flannigan 1427 Howlett Circle London ON N5X 0K5
	Bob Small 1152 Fanshawe Park Road East London ON N5X 3Z8
	Jose Joseph 1278 Howlett Circle London ON N5X 0K6
	Rekha Bijoy 1420 Howlett Circle London ON N5X 0K6
	Linda Wakefield 1369 Howlett Circle London ON N5X 0K6
	Ehab Gerges 1247 Howlett Circle London ON N5X 0K5
	Rob Wakefield 1369 Howlett Circle London ON N5X 0K6
	Mary Mathew Rintu (Kottappurathu) 1259 Howlett Circle London ON N5X 0K5
	Sunil Kolakumpil Koshy 1259 Howlett Circle London ON N5X 0K5
	Don De Jong Suite 200 - 609 William St London ON N6B 3G1
	Jaime Crnich 1211 Howlett Circle London ON N5X 0K5
	Leanne 91 Maxwell Cres London ON N5X 1Y9
	Holly Parker 1422 Devos Dr London ON N5X 4L1
	Richard Gimbel 1590 Stackhouse Ave London ON N5X 0E9
	Mitchel McGuffin 87 Maxwell Crescent London ON N5X 1Y9
	Richard Melhado 1152 Fanshawe Park Road East London ON N5X 3Z8
	Don & Jenny Van De Peer 1300 Howlett Circle London ON N5X 0K6
	Derek Lauzon 1354 Howlett Circle London ON N5X 0K6
	Jennifer Davies 83 Tweed Crescent London ON N5X 1Z5
	Tricia Lystar

	Lynda Lynch
	Jaime Dodds

From: GLYN DAVIES [mailto:]
Sent: Sunday, October 25, 2020 12:15 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Re: 1150 Fanshawe Park Road East

Hi Sonya,

Thanks for responding. Firstly, I was rather disgruntled on Friday when I found out about these building plans for 1150 Fanshawe Rd East as several of our close neighbours had been informed and we had nothing from city hall so did not know anything about it. These are my questions.

Why were we missed? Originally the apartment building was supposed to be 3 stories and is now 6 which we believe will unfairly encroach on the privacy of nearby homes. This building is to house seniors which is fine and low rentals, a concern for us. How many low rentals will there be and where will all these people park? Will this building face Stackhouse or Fanshawe. Exactly where will the 3 story town homes be and will they impact the privacy of homes close by and do they include low rentals as well? All this building will make Fanshawe even more busy and noisy than it already is, another concern for us. Does the city plan even more building in the future if more land in the area becomes available? A big concern for us is that all the constuction in the city is not good for the environment. there will be little countryside left eventually- not a good thing for the future of the planet! Lastly what is slated to happen at the corner of Highbury and Fanshawe.?

I would love to speak to you on this matter, the best time to call me is in the morning.

Regards,
Jennifer Davies.

From: Dale Dawson [mailto:]
Sent: Monday, October 12, 2020 11:52 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Rd. East

Dear Sonja;

Following up on our conversation regarding 1150 Fanshawe Park Road East, I would like to take this opportunity to convey my thoughts. When we built our home on **Lot 43 (1305 Howlett Circle)**, it was clearly conveyed to us that the property now planned for development was zoned *commercial*. As a family that carefully deliberated our lot selection, choosing a site that is very private and yet open to the City in three directions, my wife and I are both dismayed and concerned. While many of our neighbours can find solace in the planned development due a row of mature spruce trees which back their properties, our house stands completely vulnerable to the proposed apartment building and townhouses. There has been no regard given either to our privacy or to the inevitable decline of our property value.

To continue, I believe that we would be remiss to not consider the very real danger of coyotes to the youngsters, both current and future, in our neighborhood. Regular sightings, at any time of the day or night, occur on Stackhouse Drive, Howlett Circle, and even on Fanshawe Park Road. We have seen them wandering along Stackhouse, loitering in front of the Toyota dealership, and crossing Fanshawe to the park on the other side. Though we

as adults can be readily trained to effectively ward off coyotes, children would undoubtedly make for an easy target.

Finally, and most importantly, as regards the safety and well being of children, traffic issues on Fanshawe and Stackhouse must be taken into consideration. Heavy traffic volume on these two arteries is not the sole concern; rather, the speed on both streets merits serious attention. On Fanshawe, an open and unrestricted stretch of road between Highbury Avenue and Trossacks Avenue allows for a buildup of speed that leaves the most cautious of *adults* second guessing as to when to cross the street. As a former pilot and muscle car enthusiast, speed does not easily unnerve me. However, what I routinely witness on Fanshawe Park Road renders me deeply concerned. I often watch as young kids, with even younger siblings in tow, attempt to gauge the precise moment to safely traverse the road in order to reach the enticing playground on the other side of the street. The foreboding, ever-present worry is such that on the evening of the infamous barn fire at 1150 Fanshawe, we naturally assumed the inevitable had finally happened. Upon returning home to police blockade, both my wife and I predicted that a youngster had been struck by a speeding vehicle in his/her attempt to make a successful trek across Fanshawe to the awaiting park.

Please deem this email a sincere effort to convey *not only* our personal property concerns *but moreover* the inherent dangers involved in infusing another 160 children into a plot of land that forces them to risk their very lives simply to reach a playground either on Fanshawe Park Road or on the east side of Stackhouse Drive.

Thank you for your attention to this matter.

Sincerely,

Dale Dawson
[REDACTED]

From: DE LOWS [mailto:[REDACTED]]
Sent: Friday, October 9, 2020 2:54 PM
To: Wise, Sonia <swise@london.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] Planning application -1150 Fanshawe Park Road East (File OZ-9215)

Hello Sonia and Maureen,

I live on Howlett Circle very close to the proposed build site for this project. I have lived here for the past 4 years, and have lived in this part of London for 22 years. I have worked locally in the insurance industry for the past 20 years.

I do have concerns with this type of project at the proposed location. I have reviewed plans, and traffic assessment.

- The proposed building would be the only one of its kind in this area. Not fitting in with the existing homes, and townhomes in the area. Taking away from the

charm and character of this area. The site is zone light commercial, which makes sense. Packing (reduced building setbacks and frontage) a building of this size onto this lot will cause further congestion and create safety concerns in my opinion.

- Construction at a corner site like this, with the amount of traffic that passes, will create issues for traffic and the builder. This will virtually close access to the neighborhoods off Stackhouse, I do not see how it could not?
- This project is in addition to the 100+ townhouse already been built off Stackhouse by Rembrandt Homes.
- This is a very busy corner, Stackhouse and Fanshawe Rd E. It is used as a crossing point by many people already to go to the park across the street and the 2 schools located in the neighborhood across Fanshawe. There is no street light or cross walk at this intersection. On weekday mornings and at end of work/school times this corner gets back up so much you can be waiting for 10 minutes to make it onto Fanshawe. The traffic assessment proposes no changes to this intersection, which I feel is incorrect. For traffic flow and safety.
- With the widening of Fanshawe, it has become a race track for some drivers, specifically ones turning off of Highbury and traveling east on Fanshawe with nothing to slow them down until Trossacks if that light is red. I walk every night, and am startled by the speed of some of the cars, trucks and motorcycles passing me on Fanshawe, well in excess of 80km per hour. Posted speed is 60km per hour. People are consistently stuck standing on the boulevards in the middle of Fanshawe because they could not make it across fast enough due the speed and amount of traffic.
- I support development in our beautiful city, but this project is in the wrong spot. I would support something more suited to the area, and a traffic light at this corner to slow the speed of traffic and allow people to cross Fanshawe safely.

Thank you for your time, take care,

Derek Lauzon

From: RICHARD MELHADO [mailto:]

Sent: Thursday, October 1, 2020 9:42 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] File: OZ-9215 Official Plan and Zoning By-law Amendments - 1150 Fanshawe Park Road East

Dear Sonia Wise,

Re: File: OZ-9215

We received a copy of the above noted application with the proposed zoning by-law amendments.

As the owners of Tyner-Shorten Clothiers, we have an established men's clothing store that has been in London for over 50 years. It is with grave concern, that we review this proposal, in particular the placement of the 3 story stacked town units.

If the Special Provisions allowing reduced setbacks from 30m to 22m are approved, the sightline for our storefront and sign will be greatly hindered when traveling Fanshawe Park Road from West to East. As a small retailer, we have a limited marketing budget and rely on the awareness of potential customers as they drive by the store.

As with most retail, we are also experiencing the economic fallout due to COVID-19. If the City of London was to allow this amendment the repercussions will most probably have a negative impact on the business.

We would strongly request that these setback provisions are reconsidered and would ask city officials to attend the site to see for themselves the reduced sightlines this will cause our small retail establishment.

We thank you for your consideration.

Sincerely,

Richard Melhado

Business Owner/Building Tenant

Tyner Shorten Clothiers (2019) Ltd.

From: Yudhbir Parmar [mailto:]

Sent: Thursday, September 24, 2020 11:36 AM

To: Wise, Sonia <swise@london.ca>; Cassidy, Maureen <mcassidy@london.ca>

Subject: Re: [EXTERNAL] Re: OZ-9215 - Notice of Revised Notice of Application - 1150 Fanshawe Park Road E

Hi Sonia,

Firstly, In the revised notice application I notice that the Garbage collection Centre is just behind my house. That is the cause of concern for me and my family. Firstly we are totally a vegetarian family and allergic to smell of the meat. Being Garbage room everything will be dumped there including meat which is not only good for our health but for the other neighboring families too.

Secondly there was suppose to be a Deep well Garbage collection center which has now been revised to Garbage room. Can you please clarify the difference between the two and also confirm that smell of the meat is not going to be any issue at all?

Thirdly trees number 17 to 23 (Norway Spruce, Hackberry and Black walnut) are very old and big trees and are house for so many animals and birds. They need to be retained. The revised plan doesn't talk about them.

Fourthly on 16th September in the video meeting as it was brought by one of my neighbors that most of the houses who are affected by the construction do not have english as their first language so is the case with me. Its not that I am not comfortable with English language but its just that I am not comfortable speaking in public, so what happens to the grievances of people like me or those who do not speak English at all?

Kindest regards.

Yudhbir Parmar
1253 Howlett Cicle,
London, Ontario
N5X0K5

From: don vandepeer [mailto:]

Sent: Thursday, September 24, 2020 4:09 PM

To: Wise, Sonia <swise@london.ca>

Subject: Re: [EXTERNAL] 1300 Howlett Circle

Thanks Sonia. In regards to the new apartment development. I don't know if you have ever seen Stackhouse at night but there are no street lights and that area is pitch black. Seeing that Stackhouse is not even a city street, why would you develop there not knowing what the owner wants to do with his land. I understand that Drewlo owns the property. Has he applied to build an apartment building on the other side of Stackhouse. I had heard that he did but was turned down. The new apartment proposal now includes townhouse development on Fanshawe. This will look much better than a ugly wood sound fence. If any fence were to go there it should match the one on the other side of Fanshawe. That is why our ugly cheap fence on Howlett should be changed to match across Fanshawe. I am not against the townhouses but the area off Fanshawe needs to be sealed off to prevent pedestrian traffic from entering the parking lot as we have had a large number of break-ins in the area and this would be asking for trouble. The height of the apartment building is a problem for the neighbours directly behind as their

houses will be wide open to apartment residents watching their every move. 81 units will bring a lot of pets and our street will turn into a dog park. We have found that because of the openness and lack of gardens and planters on Howlett that dog walkers don't pick up all the dog shit. Also with the high traffic of new dogs, there will be a lot of barking and the children on our street will be afraid to go out front of these houses to play. I do think that temporary street lights go up at Stackhouse and Fanshawe. This will help slow down traffic on Fanshawe and possibly save someone's life.

I don't understand why you are more interested in a shadow study. People are more worried about apartment residents watching their back yards and in their windows every second off every day.

Thanks Sonia.

Don and Jenny Van De Peer

From: Gmail [mailto:]

Sent: Tuesday, September 8, 2020 2:03 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Re: OZ-9215 - 1150 Fanshawe Pk Rd E - virtual Community Information Meeting invitation - Sept 16

Good afternoon Sonia

I received your email this morning, thank you. I would like to receive the virtual Community Information link through the city and not the applicant. I would prefer this method because I don't want my email spread to others who may or may not approve this application.

I would like to comment on this revised application. Firstly, the additional Town Homes on Fanshawe would greatly impact my property. Customers would miss my business as they drove past while driving East. Secondly, my business sign which was approved by the city would be invisible and blocked out by the Town Homes. Lastly, it appears that the applicant is trying to freeze me into a corner surrounded by tall buildings, making my property an island unto itself, therefore reducing the value of the property.

Has the applicant considered buying my property so that they could build an "L" shaped apartment building along Stackhouse and Fanshawe Road. I believe that would satisfy the city's original request which was to have residential on Fanshawe.

Thank you

Bob

Sent from my iPad

From: Mitchell McGuffin [mailto:]

Sent: Tuesday, September 8, 2020 1:37 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Stackhouse/ Fanshawe Development

Hi Sonya,

I am writing to you today regarding the development of a 6 story apartment building on Stackhouse and Fanshawe Park Road.

I am concerned that not only the value of our property that we purchased last year will be compromised, but the safety of our neighbourhood general. It is currently busy even during COVID, with cars racing down Fanshawe Park road every night. Additionally there have been lights installed on Fanshawe Park road that shine all night long into our houses, and we are just beginning to get used to that. I am 28 years old and have saved up for 10 years to be able to afford the house in my dream neighborhood, only a year later to see these plans for a hi rise apartment building on land that was designated as commercial, that will literally be towering over my home. People on the street have already begun listing their homes in fear that this apartment will be built, and I feel that is completely unfair and unacceptable for someone like myself who has spent so much time and money to live in a peaceful and quiet neighbourhood without fear of apartments having a full view of my home and backyard.

Is there anything that can be done to stop this development, or at least push it to be a condo rather than a hi rise apartment? It is so disappointing and discouraging to see that this is even being considered.

Regards,
Mitchell



Mitchell McGuffin | Client Relationship Manager

[REDACTED] | [REDACTED]

[REDACTED]

Workplace Wellbeing



From: Mitchell McGuffin [mailto:[REDACTED]]
Sent: Friday, September 4, 2020 12:51 PM
To: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] Development on Stackhouse & Fanshawe Park Road

Hi Maureen,

I am writing to you with regards to the plans to build an apartment building on Stackhouse/Fanshawe Park Road. I have recently purchased a property adjacent to where this apartment is being proposed, and am curious how & why council is

allowing this development to move forward. This apartment will shadow the neighbouring properties, and devalue the homes in the surrounding area by a tremendous amount. Not only that, but the traffic and noise over the last few months has increased so much,

adding a new apartment on the corner of what used to be quiet farmland just seems ridiculous to me. Please let me know if there is any way we are able to discuss this and see if there are options to halt the construction of this property either permanently,

or until I can at least sell my property and move to a quieter neighborhood (which we thought this would be).

Thanks,

Mitchell

From: Lynda Lynch [mailto:[REDACTED]]
Sent: Sunday, September 6, 2020 6:23 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Rd Apartment Complex

Sent from my iPad Will these apartments, townhouses be for sale or rentals? We are downsizing and interested in purchasing in this area, but nothing seems to be available. Please let us know how we can get more information on this property.

Thank yo,
Lynda Lynch

From: Richard Gimbel [mailto:]
Sent: Thursday, August 6, 2020 3:18 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Panned building at 1150 Fanshawe park road east.

Greetings Sonia,

My name is Richard Gimbel. My family lives at 1290 Stackhouse ave. (just down the street from this planned build) I hope I am not too late in contacting you, but I wanted to give my input into the planned construction of this building.

As I feel this would drastically changed the feel and property value of the neighbourhood, I am unfortunately against this type of building. And would feel that I would have to relocate our family should this building move forward.

I hope this feedback helps. If you have any questions, please do not hesitate to ask. I would also ask to be informed once/if this build is confirmed so I know to start looking for a new home.

Sincerely,

Richard Gimbel

From: Bijoy Vellanickal [mailto:]
Sent: Tuesday, August 4, 2020 4:40 PM
To: Wise, Sonia <swise@london.ca>
Subject: Re: [EXTERNAL] File:OZ -9215

Good evening Sonia,
Appreciate the update, thank you for that information.
We all neighbors would appeal the zoning change to the tribunal anyway, so in that case can i guess it would take at least 6 months it to be passed?(I mean from the council recommendations to approval if our tribunal appeal won't get successful)
Thank you again for your time and consideration
Bijoy

From: Bijoy Vellanickal [mailto:]
Sent: Tuesday, August 4, 2020 11:51 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] File:OZ -9215

Good morning Sonia,
How are you?Hope doing well,
I have a question regarding File : OZ9-9215
As I was saying before if this would be built my privacy would be compromised (I mean it would be overlooking my back yard)I want to sell and move from here.
I am just wondering if everything goes well (again I am saying without any objections) how long it would take to get the Zoning change application get approved?
Your reply would be much appreciated
Thank you
Bijoy
Cell;

From: Holly Parker [mailto:]
Sent: Friday, July 31, 2020 4:29 PM
To: Wise, Sonia <swise@london.ca>
Subject: Re: FW: [EXTERNAL] Zoning changes

Hello Sonia,

Thank you. I am also concerned about the school size as Stoney Creek Public School already is over capacity and has multiple portals.

I was hoping to see a daycare centre go in there, I was on the wait list for 1.5 years to get a spot and we don't have a nice centre in Stoney Creek, we have to go to Stoneybrook or Cedar Hollow.

We also need more amenities in the area, something similar to Hyde Park would be nice, a grocery store, restaurants etc.

And lastly there should be lights with a pedestrian crossing at the intersection of Stackhouse and Fanshawe Park road. Crossing Fanshawe to get to the park is insanely dangerous and for those who live south of Grenfell, there's no nice park area for our kids without walking to the park near Trossacks, the park is along Grenfell or walking to the park West of Stoney Creek Public School.

Also, the bend in Stackhouse isn't banked correctly and it is a safety concern. We also need sidewalks from Howlett Cres. To Fanshawe Park road along Stackhouse, I'm sure that is coming with time.

Thank you for your considerations.

Kind regards,
Holly

From: Holly Parker [mailto:]

Sent: Thursday, July 30, 2020 6:39 AM

To: Cassidy, Maureen <mcassidy@london.ca>

Subject: [EXTERNAL] Zoning changes

Hello Maureen,

I saw this link and am not sure if it's true or if signing these types of online petitions are effective (I will sign it if it is legit): https://www.change.org/p/city-of-london-stop-zoning-by-law-change-1150-fanshawe-park-road?recruiter=1102534561&utm_source=share_petition&utm_medium=facebook&utm_campaign=psf_combo_share_abi&recruited_by_id=6f365e10-a47e-11ea-a7b1-edd134649b0a&utm_content=fht-23301401-en-ca%3A0

I do not want a huge apartment building in that location. We need more services and amenities, not more housing.

This would negatively impact traffic and congestion problems.

I appreciate the value of high density residential, but this is not the place for it.

Thank you for your consideration and for letting me know if there are additional steps I can take to stop this from moving forward.

Kind regards,

Holly Parker

[REDACTED]

1422 Devos Dr, London, ON N5X 4L1, Canada

From: Leanne [mailto:[REDACTED]]
Sent: Thursday, July 23, 2020 2:48 PM
To: Wise, Sonia <swise@london.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] File OZ-9215

Good Afternoon

My concerns with the planning of the apartment building are as follows...

My backyard backs onto Fanshawe Park Road across from where this building is possibly being built.

We have spent a lot of money to make this backyard into what we want for now and our future. My husband and I both feel that with this building we would lose all privacy, including the privacy for our kids. There are no trees that could prevent feeling as though we have a building full of people watching.

When Fanshawe Park Road was redone a few years ago, they installed new street lights which are extremely bright and light up our entire yard. We are not happy about that but we have accepted it for what it is but I am truly against losing all of our privacy with this proposed building.

This building will also add to the heavy flow of traffic along Fanshawe and even though we have the wall, it can still be noisy. Especially with the amount of speeders and loud cars.

I am also concerned that with the traffic, the corner of Fanshawe and Stackhouse will become extremely busy. Will there be stop lights added or a cross walk? There is the new park that has become busy the last week or so and a lot of people crossing Fanshawe to get to it.

I truly hope that my concerns are taken into consideration.

Thank you
Leanne

From: Jaime Crcich [mailto:[REDACTED]]
Sent: Wednesday, July 22, 2020 3:55 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road East objection

Hi Sonia,

My name is Jaime Crcich and I am a (future) nearby home owner at the corner of Howlett Circle and Stackhouse Ave, 1211 Howlett Circle. I have an agreement on this

lot and am building a home for myself here within the next several months. I am concerned about the proposed development at 1150 Fanshawe Park Road.

My understanding was that this site was intended to be of convenience commercial use, which would provide an important amenity for the surrounding neighbours and community. It seems as though the proposed development is not changing this zoning however they are not providing any commercial uses in their proposal. This is a disappointing change for the community that should not be allowed. I believe that the main floor of the building or at a minimum the frontage along Stackhouse should be of commercial use, providing an important amenity to the neighbourhood, with residential units above, providing a compromise that would create a stronger urban fabric with a mix of residential as well as commercial units.

I am also concerned about the increased height of the building being requested. The units on the upper floors will be able to view into the neighbouring backyards along Howlett Circle, which creates serious privacy concerns for the neighbours. I am also concerned about the issue of shadowing with such a dramatic increase in height between 2 storey residential units to a 6 storey apartment building (21m height). If the building was built to the height currently allowed for in the zoning (8-12m), privacy would not be so much of an issue and would not impose on the neighbourhood as dramatically. Requesting for almost a doubling of height than what is currently allowed for does not seem like a reasonable request.

Lastly, I am concerned about the traffic that this development will bring, and the safety concern that a building of this size will bring in regards to traffic. I would like a traffic signal to be reconsidered at the intersection of Stackhouse Ave and Fanshawe Park Road, especially due to the increased traffic volume that this development will bring to that intersection, as well as other development happening further east that will use Fanshawe Park Road as a main travel route, making it more difficult and less safe to turn on/ off of Stackhouse Ave.

Due to the points mentioned above, I object to the application as it is currently proposed. I would like to see a reduction in the height of the building to 12m as it is zoned for, as well as the addition of some commercial uses for the surrounding community. I would request to be notified of/ included in future decisions made on this file.

Thanks,

Jaime Crncich

C: [REDACTED]

E: [REDACTED]

W: www.magnushomes.ca



From: sunilkoshy2013 [mailto:[REDACTED]]
Sent: Wednesday, July 22, 2020 8:05 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Fwd: PLANNING AND ZONE CHANGE
Sent from my Samsung Galaxy smartphone.

good morning,
how are you?

I live in Howlett circle, and I would like to oppose the planning and zone change. File#OZ-9215(instead of an office building to an apartment building). we all think that it is an overdevelopment for this place. Building a high-rise apartment building on a street

with only single detached houses it would disrupt the neighbourhood character". another thing it would overburden schools in the neighbourhood. I would like to express my opposition to this zone change and please let me know when is the community information meeting? I would also interested in meeting the planning and environment meeting.

Thank you
Sunil kolakumpil koshy
Howlett circle
London, on

From: rintu mary [mailto:]
Sent: Wednesday, July 22, 2020 8:00 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] PLANNING AND ZONE CHANGE

good morning,
how are you?

I live in Howlett circle, and I would like to oppose the planning and zone change. File#OZ-9215(instead of an office building to an apartment building). we all think that it is an overdevelopment for this place. Building a high-rise apartment building on a street with only single detached houses it would disrupt the neighbourhood character". another thing it would overburden schools in the neighbourhood. I would like to express my opposition to this zone change and please let me know when is the community information meeting? I would also interested in meeting the planning and environment meeting.

thank you
mary Mathew Kottappurathu
Howlett circle
London, on

Tridon Properties Ltd.

July 21st 2020

Sonia Wise
City of London
206 Dundas St.
London On, N6A 1G7

Re: File OZ-9215 1150 Fanshawe Park Road East OPA & ZBA

Dear Sonia,

We are writing in response to the Notice of Planning Application for 1150 Fanshawe Park Road East from June 24th 2020. Please review and consider the following comments regarding the OPA & ZBA made by Stackhouse Developments Inc.

Upon review of this application we feel we must address the negative impacts that the requested zone change from RO2/CC5(1) to RO2/CC5(1)/R8-4 will have on the surrounding land uses and land owners. We believe that the current convenience commercial use is in the best interest of the surrounding neighbourhood, it will provide an anchor point for the neighbourhood and increase business in the area. The increased height will pose a threat of shadows being cast into neighbouring backyards as well as privacy issues for units on the 5th and 6th floor being able to look down into backyards.

We believe that a more suitable residential use for this site would be to integrate convenience commercial uses on the ground floor and include residential units on the floors above. The current RO2/CC5 zone allows for a maximum height of 13m, this should remain as the maximum allowable height as it will not cast major shadows into backyards.

We look forward to continue working with staff on our concerns with the specific details identified above. Please do not hesitate to reach out for any further questions.

Sincerely,



Don De Jong,
President, Tridon Properties

From: Robert Wakefield [mailto:]

Sent: Tuesday, July 21, 2020 2:34 PM

To: Cassidy, Maureen <mcassidy@london.ca>; Wise, Sonia <swise@london.ca>; irafuna@london.ca; Hopkins, Anna <ahopkins@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Turner, Stephen <sturner@london.ca>; akayabaga@lond.ca; City of London, Mayor <mayor@london.ca>

Subject: [EXTERNAL] 1150 Fanshawe Park Road East

1369 Howlett Circle
London, ON
2020/07/21

To whom it may concern:

I am writing this email to advise of my opposition to the proposed Zoning Amendment to 1150 Fanshawe Park Road East by Stackhouse Developments Inc.

When we purchased the property we were aware that this property was zoned for Office/Convenience Commercial and that this type of development would take place in the future.

I feel that the proposed development of a 6 story apartment building near the corner and the increase in traffic will create a serious safety issue on Stackhouse Ave. for the following reasons:

- Stackhouse Ave. is the major entrance and exit to and from the subdivisions to the north of Fanshawe Park Road. Stackhouse presently has a great deal of vehicular traffic which cause “back ups” at certain times of the day. There are still areas along Stackhouse which will be developed in the future which will add to the traffic. This development will add to the congestion at the corner of Fanshawe and Stackhouse which could lead to an increase in the number of collisions at this corner.
- London Transit Route No. 34 travels north and south on Stackhouse. This road is also used by school buses which pick up and drop off students at the corner of Stackhouse and Howlett Circle. There are no sidewalks along this section of road making it hazardous to pedestrians using the buses.
- The entrance to the proposed development is just south of a curve on Stackhouse which will not be visible to traffic travelling south increasing the possibility of collisions on the curve.
- The Developer is requesting permission to substantially exceed City imposed minimums and maximums. The decrease in lot frontage could be hazardous to pedestrian and bicycle traffic travelling south on Stackhouse Drive.

Hopefully the committee will take these concerns into account when making its decision.

Sincerely,

Robert Wakefield

From: Ehab Gerges [mailto:]
Sent: Tuesday, July 21, 2020 11:00 AM
To: Wise, Sonia <swise@london.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road

We are writing this email to advise of our opposition to the proposed Zoning amendment to 1150 Fanshawe Park Road East by Stackhouse Developments Inc.

We were one of the first residences to purchase on our street and chose our specific lot knowing that 1150 Fanshawe Park Road was zoned for Office/Convenience Commercial and understood that one day potentially a commercial plaza could be built behind us. With the current zoning of this site, never did we anticipate/expect that a Developer would purchase the land with the intention of constructing a 6 storey apartment building.

We are not opposed to development when and where it makes sense, but the proposed plan is just not suited for this location. The Developer is asking for permission to exceed a number of City imposed minimums and maximums, some of which are substantial differences:

	City's Zoning Requirement	Requested Zoning	% difference
Density	75 maximum	125	66% increase
Height	13m maximum	21m	65% increase
Lot Frontage	30m minimum	22m	37% decrease
Interior Side Yard	7.2m minimum	3m	140% decrease
Exterior Side Yard	8m minimum	3m	167% decrease

I have read and reviewed the Justification Report and noted that it was pointed out several times that the existing Spruce Trees will remain to act as barrier, which we are grateful for, however I believe more concessions with respect to the number of stories and overall size need to be made.

We are hopeful that you will review our concerns and take the appropriate action necessary.
Thanks

Ehab Gerges
1247 Howlett circle

From: Crystal Brillon [mailto:]
Sent: Monday, July 6, 2020 10:45 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Further submissions

Dear Sonia,

Further to my email sent early today, I would like to draw your attention to a petition I have started to further reflect our neighbourhoods concerns with respect to the zoning bylaws change for 1150 Fanshawe Park Road.

Please see the online petition which currently has close to 70 signatures and continues to grow by the minute. I would also like to draw your attention to the comments left by those who have signed this petition.

<https://www.change.org/p/city-of-london-stop-zoning-by-law-change-1150-fanshawe-park-road>

Thank you for your time considering this manner.

Crystal Brillon

Telephone:
From: Mark Cass, 67 Tweed Crescent
Date: July 20, 2020

- concerned with intensity proposed and how small site is
- over-built for site
- development will lead to increased traffic in area
- Stackhouse Avenue is already very busy
- too many units

From: Yudhbir Parmar [mailto:]
Sent: Monday, July 20, 2020 10:45 AM
To: Wise, Sonia <swise@london.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road East - Concerns

Hi Sonia,

I am resident of 1253 Howlett Circle, London Ontario. Not only me but most of the residents of the Howlett Circle are going to be affected and so I am deeply concerned by the proposed plan on 1150 Fanshawe Park Road East File # OZ-9215.

I have gone through all the attachments and links of the proposed plan on the following link:

<http://www.london.ca/business/Planning-Development/land-use-applications/Pages/OZ-9215.aspx>

The main entrance of the building is going to be on the North end and ironically that is the only entrance for the vehicles entering and leaving the building.
Once the building is complete, during night time the lights from the vehicles entering and leaving the new building will directly affect not only me but all the residents especially of the North end of the Howlett circle who are going to have their bare back towards the new building.
Where as, on the south side there already being existing tall trees and are being planned to be retained, will have little impact during night time from the lights of the vehicles entering and leaving the new building.

The North end is also the area where it is planned to remove all the trees and vegetation and also does not have tall trees like the South end which has tall trees (Norway spruce - Picea abies) and are being planned to be retained.

Can you please consider moving the main entrance from the North end to South end?

Kindly consider while giving approval for the building.

Kindest regards.

Yudhbir Parmar
1253 Howlett Circle,
London, Ontario

From: Nancy Cabral [mailto:]

Sent: Monday, July 13, 2020 12:31 AM

To: Cassidy, Maureen <mcassidy@london.ca>; Wise, Sonia <swise@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Turner, Stephen <sturner@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>

Subject: [EXTERNAL] 1150 Fanshawe Park Road opposition

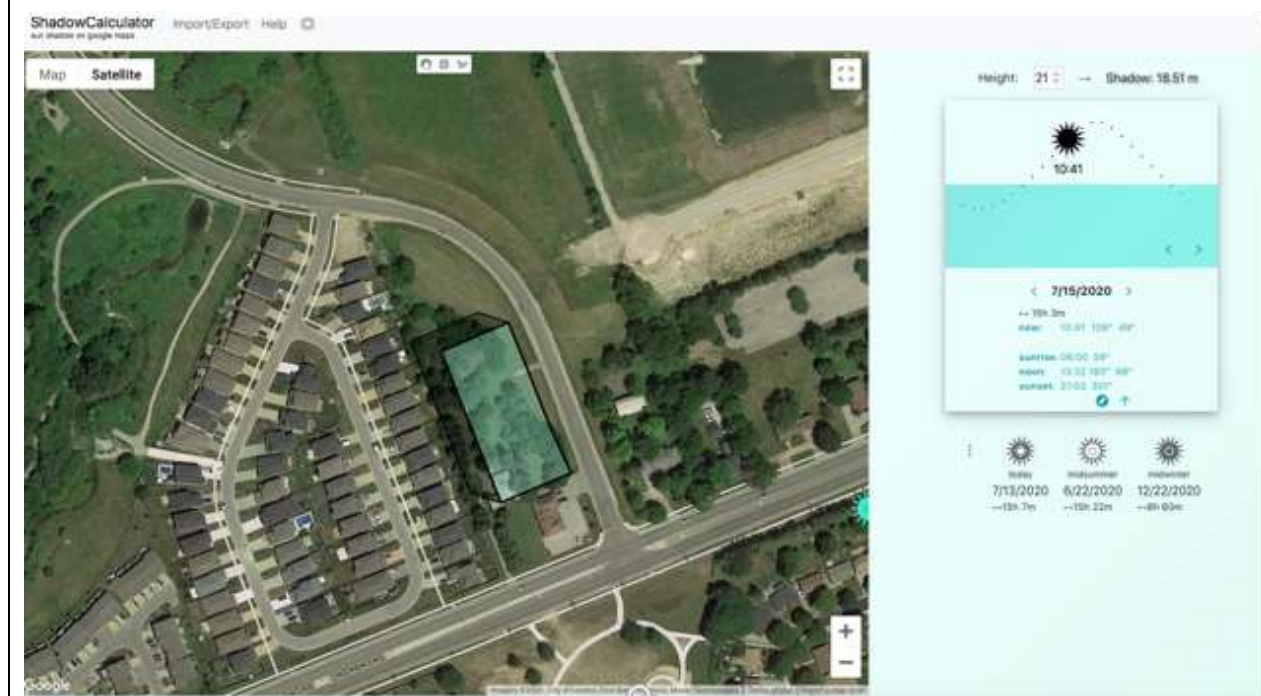
We the homeowners of Howlett Circle Oppose the rezoning of 1150 Fanshawe Park Road for many reasons including the following:

The Urban Design Debrief for 1150 Fanshawe Park Road section 2.41 Access to Sunlight indicates that the proposed building will be situated as far as possible from the rear yards of adjacent residential lands in addition there will be no shadow impacts on adjacent residential properties as shadow cast by the building will be primarily directed to the north and east given the natural direction of the sun.

Please review the following image as this provides a fairly accurate shadow cast for July 15, 2020 when the sun rises at 6:00 am and the shadow cast at 10:00 am & 10:41 am is just beginning to allow sunlight into the yards of homeowner they have referred to in their debrief.

Please continue to keep me in the know for any updates related to this property.

Thank you,
Nancy Cabral
1423 Howlett Circle





From: Yudhbir Parmar [mailto: [REDACTED]]
Sent: Tuesday, July 14, 2020 11:29 AM
To: Wise, Sonia <swise@london.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road East - Concerns

Hi Sonia,
I am resident of 1253 Howlett Circle, London Ontario. I am going to be affected and so I am deeply concerned by the proposed plan on 1150 Fanshawe Park Road East File # OZ-9215.
The Deep well Garbage collection center is going to be next to my backyard. My family is totally a vegetarian family and we are allergic and very sensitive to the fowl smell. This can be checked with our medical records with our family physician. Can you please consider moving the the Deep well Garbage collection center to another spot.
Kindest regards.
Yudhbir Parmar
1253 Howlett Circle
London, Onatrio

From: Yudhbir Parmar [mailto: [REDACTED]]
Sent: Tuesday, July 7, 2020 10:28 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road East - File OZ-9215

Hi Sonia,
I am resident of 1253 Howlett Circle, London Ontario. I am going to be affected and so I am deeply concerned by the proposed plan on 1150 Fanshawe Park Road East File # OZ-9215.

I have gone through all the attachments and links of the proposed plan on the following link:

<http://www.london.ca/business/Planning-Development/land-use-applications/Pages/OZ-9215.aspx>

I see that trees numbered as 17, 18, 19 and 20 which are Norway Spruce (*Picea abies*) are very mature trees and are planned to be removed. I do not agree with the arborist that they are diseased or not safe. A second opinion from a specialist or second arborist would be highly appreciated. Moreover those trees and the surrounding areas is the house for few families of hedge hogs (*Erinaceus europaeus*). If I am not wrong Hedge hog is an endangered species and is suppose to be protected.
Tree number 21 is Hackberry (*Celtis occidentalis*) which is right at the back of my house is the shelter for many animals like raccoons, chipmunks, squirrels etc. Do we have any plan for them?
I have a video where a deer is in my backyard and my wife is feeding the animal. What happens to them madam??
I am not against development and there are always pros and cons for anything and everything. I therefore request you to consider while granting permission for the future development in the above mentioned area.

Kindest regards.
Yudhbir Parmar
Resident of
1253 Howlett Circle
London,
Ontario

From: Yudhbir Parmar [mailto: [REDACTED]]
Sent: Thursday, July 2, 2020 9:37 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Park Road East File - OZ-9215

Hi Sonia,
I am resident of 1253 Howlett Circle, London Ontario. I am going to be affected and so I am deeply concerned by the proposed plan on 1150 Fanshawe Park Road East File # OZ-9215.

I have gone through all the attachments and links of the proposed plan on the following link:

<http://www.london.ca/business/Planning-Development/land-use-applications/Pages/OZ-9215.aspx>

I have certain doubts on maps and scales given in the link I would really be thankful if you could clarify my under mentioned questions regarding the proposed plan.

1. What will be the fence height towards the Howlett Circle (west side)?
2. What type of fence is it going to be (wood/metal)?
3. What will be the distance in between my back fence and proposed plan fence (west side)?
4. Is the Deep well Garbage collection center going to be covered with the fence on three sides?

Hoping to hear from you soon?

Thank you very much in anticipation.

Kindest regards.

Yudhbir and Jyoti Parmar

From: Rekha Bijoy [mailto: [REDACTED]]
Sent: Sunday, July 12, 2020 11:41 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Planning and Zone Change

Good morning,
How are you?

I live on Howlett Circle, and I would like to oppose the Planning and Zone change .File#OZ-9215(instead of an office building to Six-story apartment building)
We all think that it is an overdevelopment for this place. building a high-rise apartment building on a street with only single detached houses it would disrupt the "neighbourhood character".

Another thing it would overburden the schools in this neighbourhood.

I would like to express my opposition to this zone change and please let me know when is the Community Information Meeting?

I would also interested in meeting The Planning and Environment Meeting

Thank you,
Rekha Bijoy
1420 Howlett Circle,
London,N5X 0K5
Phone # [REDACTED]

From: Jose Joseph [mailto: [REDACTED]]
Sent: Thursday, July 9, 2020 5:21 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Objection for File OZ-9215

Good afternoon, How are you? I live on Howlett Circle, and I would like to oppose the Planning and Zone change .File#OZ-9215(instead of an office building to Six-story apartment building)We all think that it is an over Development for this place. building a

high-rise apartment building on a street with only single-detached housing.it would disrupt the "neighborhood character".

It is not a "NIMBYism syndrome" (Not in My Backyard) I would like to express my opposition to this zone change and please let me know when is the Community Information Meeting? I would also be interested in meeting The Planning and Environment Meeting Thank you, Jose Joseph, Mary John, 1278 Howlett Circle, London, N5X 0K6.

Telephone:

From: Bob Small

Date: July 8, 2020

- concerned with interior side yard setback of 3m to the north of his site
- concerned a portion of the septic bed is on the adjacent property
- general discussion about application review process
- requested applicant's contact details

From: Gmail [mailto:]
Sent: Tuesday, July 7, 2020 10:20 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Planning application OZ-9215

Good morning Sonia

I am the owner of 1152 Fanshawe Park Road East (Tyner-Shorten Clothiers building). Before I contact my lawyer and approach Stackhouse Developments I am reaching out to you for an unbiased assessment of what impacts my building and business is facing. I am available to meet with you at your earliest convenience. You can contact me by phone at [] or by email. As there appears to be a deadline, the sooner the better.

Many thanks
Bob Small

Sent from my iPad

From: Linda Wakefield [mailto:]
Sent: Tuesday, July 7, 2020 1:06 PM
To: Wise, Sonia <swise@london.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] File OZ-9215, notice of planning application for building on Stackhouse

Objection to zone changes re Stackhouse development. File OZ-9215

When we built on Howlett Circle 7 years ago we were assured that the land in the application was light commercial and because of our proximity to the AIRPORT, no building could be taller than 12 metres. The change asks for 9 additional metres in height.

Presently, approximately 420 households are on Stackhouse or a road off Stackhouse and use Stackhouse for access to Fanshawe Park Rd. The application calls for an additional 50 units per hectare than presently allowed, making traffic worse. Presently, Stackhouse Rd is barely 2 vehicles wide. The proposed changes to the zoning would take away an additional 8m, 5m and 4.2m and could impact the safe upkeep of Stackhouse Rd.

This was supposed to be a quiet family oriented area but we now contend with 4 lanes of noisy, heavy traffic on Fanshawe with no sound barriers and our green spaces are being destroyed by developers with cash and clout. It would be good to think that the city workers, whom we pay through our taxes, would give the people of this area an honest outcome and curb the size and impact of this proposed development.

Sincerely, Linda Wakefield
1369 Howlett Circle

From: Dale Flannigan [mailto:]
Sent: Monday, July 6, 2020 4:03 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Rd by law changes OZ-9215

I am in opposition of the pending by law changes. Many of us who bought on Howlett were assured that either detached housing or townhouses would be built on that property, not a 6 story apartment building. Those backing on to the proposed apartment complex will have their homes put into an almost perpetual gloom from the height of the building, not to mention the complete lack of privacy both in their yards and into their back bedrooms from apartments peering down on them. Property values will be negatively impacted. Traffic will be greatly impacted, particularly when the street on the opposite side of Stackhouse is completed joining the near completed townhouse on the east and the soon to be constructed commercial development. It is obvious how inappropriate this apartment is for this confined space by the number of needed by law changes that will be needed to shoehorn this massive complex into such a small area. I would also like to point out that the area has more than enough high density buildings in the immediate area.

From: Crystal Brillon [mailto:]
Sent: Monday, July 6, 2020 1:44 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL]

Dear Sonia,

We are writing to advise of our opposition for the proposed Zoning Amendment to 1150 Fanshawe Park Road East by Stackhouse Developments Inc.

When we purchased our property 3 years ago we were aware that 1150 Fanshawe Park Road was zoned for Office/Convenience Commercial and understood that one day there would potentially be a commercial plaza there. We purchased our property with this understanding. However, never did we expect that a developer would purchase the land with the intention of building a 6 storey apartment building. A 6 storey building would pose a significant privacy issue to our backyard as well as many other backyard of the homes on our street (Howlett Circle). We purchased the property aware that a commercial development would one day be built; however, this never concerned us regarding a lack of privacy. Our backyard is an extension of our home, a place we enjoy to relax and unwind. We are not prepared to deal with people peering over their balcony's from this 6 storey apartment building to observe our private life.

The developer is asking for permission to exceed a number of City imposed minimums and maximums, some of which are a substantial difference.

I have read and reviewed the Justification Report and noted that it was pointed out several times that the existing Spruce Trees will remain to act as a barrier. It is important to consider the other wildlife on that property. It is a developed ecosystem with many animals living there. Further to this, there are a great number of trees on the

property as well, other than spruce trees. The property has several Black Walnut Trees, which are very valuable.

We hope that you review our concerns and take the appropriate action necessary.

Sincerely,
Crystal and Brandon Brillon
1243 Howlett Circle, London, ON
N5X 0K5
Phone: [REDACTED]

From: T Ford [mailto:[REDACTED]]
Sent: Sunday, July 5, 2020 1:26 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Objection to zoning change Oz-9215

Good morning,
I am writing to you regarding the zoning change on the property at the corner of Stackhouse and Fanshawe Park Rd. just adjacent to our Howlett Circle home. We strongly object to this change !!
The increase in height of the building along with the increased population (congestion at that corner) will seriously affect our little circle. Neighbours whose backyards are on the east side are very concerned with parking lots and possible garbage disposal being next to their backyards.
Also , their right to privacy will be greatly affected by taller buildings. The taller buildings would also decreased hours of natural sunlight they would have.
We feel we have very valid concerns that these changes will lower the value of our homes on Howlett Circle. Thank you so much for your sincere consideration of our concerns. Very appreciated!! Pete and Teresa Ford

From: Rafuna, Liridona **On Behalf Of** Cassidy, Maureen
Sent: Friday, July 3, 2020 3:29 PM
To: Wise, Sonia <swise@london.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>; Rafuna, Liridona <lrafuna@london.ca>
Subject: FW: [EXTERNAL] Request For Support

Hello Sonia:

Councillor Maureen Cassidy has received the below concerns pertaining to OZ-9215 1150 Fanshawe Park Rd E Notice of Application. We would like to bring the below matters to your attention, for your review and response please.

“

*Good afternoon,
How are you? Hope you are doing fine.
I live on Howlett Circle and we are all concerned about the Planning and Zone change (instead of official building to Six storey apartment building)
We are all good with the Restricted Office /Convenience Commercial Special Provision Zone.
We all think that it is an over development for this place. building a high-rise apartment building on a street with only single detached housing
It would disrupt the “neighborhood character”.
It is not a “NIMBYism syndrome “(Not in My Backyard)
we are all in the process of getting signatures opposing that.*

*I would like to request your sympathetic support on this matter and it would be highly appreciated,
Thank you,
“*

Thank you kindly,

On behalf of Councillor Maureen Cassidy

From: Bijoy Vellanickal [mailto:]

Sent: Friday, July 3, 2020 4:44 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Objection For File: OZ-9215

Good afternoon,

How are you?

I live on Howlett Circle, and I would like to oppose the Planning and Zone change .File#OZ-9215(instead of an office building to Six story apartment building)

We all think that it is an overdevelopment for this place. building a high-rise apartment building on a street with only single detached houses

it would disrupt the "neighborhood character".It is not a "NIMBYism syndrome "(Not in My Backyard)

I would like to express my opposition to this zone change and please let me know when is the Community Information Meeting?

I would also interested in meeting The Planning and Environment Meeting

Thank you,

Bijoy Vellanickal

1420 Howlett Circle,

London,N5X 0K5

From: Direct Impact Auto glass [mailto:]

Sent: Friday, July 3, 2020 3:18 PM

To: Cassidy, Maureen <mcassidy@london.ca>; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Fwd: Objection to Oz-9215 zone change

My name is Bryan Rome and I reside at 1423 Howlett Circle, London ON N5X 0K5. I unreservedly OBJECT to the zoning change at 1150 Fanshawe Road East . I would like to be updated if there is to be any meeting or discussions about this location. I wish to attend to voice my objections.

Type of Application: Official Plan and Zoning By-law Amendments

File Number: OZ-9215

Applicant: Stackhouse Developments Inc.

Currently the land is zoned for commercial AND zoned for H27R02 and I DO NOT want it amended to allow Apartments, condo, townhouses or any other residential development.

From: Michael Schepers [mailto:]

Sent: Thursday, July 2, 2020 8:35 PM

To: Wise, Sonia <swise@london.ca>

Cc: Amelia Schepers < >

Subject: [EXTERNAL] Objection to OZ-9215 Zoning Change

Good day Sonia,

We are writing this email to advise of our opposition to the proposed Zoning amendment to 1150 Fanshawe Park Road East by Stackhouse Developments Inc.

We were one of the first residences to purchase on our street and chose our specific lot knowing that 1150 Fanshawe Park Road was zoned for Office/Convenience Commercial and understood that one day potentially a commercial plaza could be built behind us. With the current zoning of this site, never did we anticipate/expect that a Developer would purchase the land with the intention of constructing a 6 storey apartment building.

We are not opposed to development when and where it makes sense, but the proposed plan is just not suited for this location. The Developer is asking for permission to exceed a number of City imposed minimums and maximums, some of which are substantial differences:

	City's Zoning Requirement	Requested Zoning	% difference
Density	75 maximum	125	66% increase
Height	13m maximum	21m	65% increase
Lot Frontage	30m minimum	22m	37% decrease
Interior Side Yard	7.2m minimum	3m	140% decrease
Exterior Side Yard	8m minimum	3m	167% decrease

I have read and reviewed the Justification Report and noted that it was pointed out several times that the existing Spruce Trees will remain to act as barrier, which we are grateful for, however I believe more concessions with respect to the number of stories and overall size need to be made.

We are hopeful that you will review our concerns and take the appropriate action necessary.

Thanks,
Michael & Amelia Schepers
1239 Howlett Circle, London, ON
Phone: [REDACTED]

From: Dale Dawson [mailto:[REDACTED]]
Sent: Thursday, July 2, 2020 1:29 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 1150 Fanshawe Pk Rd

Hi Sonja,

My name is Dale Dawson, our home at 1350 Howlett Cir. backs onto 1150 Fanshawe. Can you tell me; is there a start date for this construction project?

Thanks,
Dale

From: Nancy Cabral [mailto:[REDACTED]]
Sent: Wednesday, July 1, 2020 9:34 PM
To: Cassidy, Maureen <mcassidy@london.ca>; Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Objection to Oz-9215 zone change

My name is Nancy Cabral and I live at 1423 Howlett Circle, London ON N5X 0K5. I OBJECT to the zoning change at 1150 Fanshawe Park Road East

Type of Application: Official Plan and Zoning By-law Amendments

File Number: OZ-9215

Applicant: Stackhouse Developments Inc.

Currently the land is zoned for commercial AND zoned for H27R02 and I DO NOT want it amended to allow Apartments, condo, townhouses or any other residential development.

From: Kerilyn Lewis [mailto:]

Sent: Wednesday, July 1, 2020 8:45 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] File OZ-9215

Good evening, I am emailing in regulars to a notice I received in the mail.

I OBJECT to the request revision of the current zoning. The property was purchased based on it being a commercial property, not residential. The housing on the West side of Stackhouse was built and purchase by residents based on the knowledge of that zoning being commercial. The change will negatively impact the value of our homes, not to mention increase the amount of traffic and safety for our children.

I do not accept this change.

Kerilyn Lewis

Agency/Departmental Comments

Housing Development Corporation (HDC) – October 9, 2020

TO: City of London Development Services
Attention: Michael Tomazincic, Manager, Development Services,
Current Planning
Sonia Wise, Senior Planner, City Planning, Planning Policy

REGARDING: Bonusing for Affordable Housing at 1150 Fanshawe Park Road East, London (the subject lands)
City of London Planning File: OZ-9215
HDC File: 1150 Fanshawe Park Road East

Background:

Housing Development Corporation, London (HDC) was engaged as a third party to support information, facilitate negotiation, and assist in the provision of a fair recommendation to City of London Development Services in response to the Official Plan and Zoning By-law amendment applications for the subject lands that include a request for increased height and density (“bonusing”) in return for the provision of affordable housing.

Requested Official Plan and Zoning By-law Amendments:

The purpose and effect of the amendments requested by Stackhouse Developments Inc. (the “proponent”) is to provide for the development of a 6 storey, 81-unit residential apartment building and a 3-storey, 8-unit stacked townhouse block on lands known municipally as 1150 Fanshawe Park Road East (Attachment 1).

The details of the requested Official Plan and Zoning By-law amendments, including the identification of facilities, services and matters of public benefit are identified in the proponent’s May 5, 2020 Planning Justification Report (prepared by Brock Development Group).

To provide for the increased height and density, Stackhouse Developments Inc., through their consultant Brock Development Group, has engaged in discussions with HDC to facilitate the provision of affordable rental housing units. This letter reflects the recommendation of HDC to City of London Development Services as fair consideration of bonusing for affordable rental housing.

RECOMMENDATION:

Based on the review of the proponent’s proposed plans for 1150 Fanshawe Park Road East, it is the recommendation of HDC that the Director, Development Services advance the following requirements within the affordable housing bonus zone:

1. **A total of six stacked townhouse units be considered for dedication to affordable rental housing in exchange for the granting of increased height and density. Subject to final approvals, the six units may be comprised of either three 2-bedroom units and three 3-bedroom units OR six 2-bedroom units.**
2. **“Affordability” for the purpose of an agreement shall be defined as rent not exceeding 90% of the CMHC Average Market Rent (AMR), as defined at the time of occupancy, and where:**
 - i. **AMR be defined as the 2-bedroom and/or 3-bedroom rate for the London Census Metropolitan Area by CMHC;**

- ii. the identified units may be constructed to a more modest level but within the Affordable Housing Size and Attribute Guidelines of HDC (Attachment 2); and,
 - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance to the *Residential Tenancy Act* or any successor legislation but not to exceed 90% of the CMHC AMR.
3. The duration of the affordability period shall be set at 20 years from initial occupancy of all six (6) affordable rental housing units. Sitting tenants residing in the affordable rental housing units at the conclusion of the agreement shall retain security of tenure and increased rents until the end of their tenancy. These rights shall not be assigned or sublet.

These, and any other amended conditions to be confirmed by Municipal Council will be secured through an agreement, ensuring the retained value of the affordable rental housing Bonus Zone for the 20-year affordability period.

In addition to the terms to be secured through an agreement, HDC recommended the proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London to align the bonus units with priority populations. Under the TPA, the property owner/manager would retain final tenant selection, noting compliance of any eligibility requirements that may be related to the affordable rental housing units.

HDC acknowledges the considerations advanced and supported by the proponent in fair negotiation of the bonus. The proposed bonus presents a contiguous block of units within a larger mixed development. This approach may provide unique opportunities based on unit size, configurations, numbers, depth of affordability, and affordability period. It also provides consideration for the alignment of the units with priorities identified in the City's Housing Stability for All Plan.

Rationale for Affordable Housing Bonus:

The London Plan recognizes that average market rent is out of reach for many Londoners and that housing affordability is one of the City's principle planning challenges. Accordingly, the housing policies of the Plan identify affordability targets, stating that planning activities will serve to provide for both a mixture of dwelling types and integrated mixtures of housing affordability. In pursuit of this goal, the policies of the Plan identify bonusing as a planning tool in support of the provision of affordable rental housing in planning and development proposals.

The subject lands are located on the north side of Fanshawe Park Road East, west of Stackhouse Avenue. The lands are embedded in an area characterized by a broad mix of land uses and built forms including, but limited to, single detached dwellings, townhouses, midrise apartment buildings, schools, churches, parks and planned commercial nodes (at the intersection of Fanshawe Park Road East and Highbury Avenue North). The lands are within the City's Primary Transit Area, located on a major transit corridor and proximate to one of the City's primary transit hubs at Masonville Mall.

The locational attributes of the site directly align with the guidelines and considerations used by HDC to advance affordable rental housing. HDC would further note that a review of housing analytics from Canada Mortgage and Housing Corporation (CMHC) indicate average apartment vacancy rates and rents in "North" London demonstrate housing affordability challenges.

Conclusion:

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London, noting that London is currently ranked 5th in Canada for the highest percentage of households in "Core Housing Need" in major urban centres (CMHC, July 2018).

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

HDC will be available to the Planning and Environment Committee and to Civic Administration to further inform this recommendation or respond to any associated questions.

Urban Design – October 7, 2020



Memo

To: Sonia Wise
Senior Planner

From: Jerzy Smolarek
Urban Designer

Date: October 7, 2020

RE: **OZ-9215:** 1150 Fanshawe Park
Road E

Sonia,

Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along both the Fanshawe Park Road and Stackhouse Avenue frontages; Locating the proposed buildings with an appropriate setback from the existing single family homes; providing for orientation and an active building edges along both street frontages; providing for appropriate scale/ rhythm/ materials/ fenestration/ step-backs on the apartment building; including an appropriate setback for the parking area from the west property line, in order to save a significant amount of large trees and for this area to act dually as an amenity area; and, locating the majority of parking underground and interior to the site away from street frontages.

Urban design staff have been working closely with the applicant through the rezoning process to address many of the design concerns that have been raised by the Urban Design Peer Review Panel (UDPRP), the community, and City staff.

- In order to ensure that the ultimate development incorporates the key design aspects of the conceptual plan, provide for special provisions in the Zone that will ensure the following:
 - The general design of the site and the apartment building, through the inclusion of the plans as part of the bonus zone; and
 - The setback of parking from the west property line, in order to ensure the trees and amenity area remain as proposed.
- Staff will continue to work with the applicant through a subsequent Site Plan Application to ensure past concerns regarding parking lot design, and building design (as it relates to orientation and the design of the stacked towns) are implemented in the final design. The following comments are related to site and building design that will need to be further refined through the Site Plan process:
 - Ensure that the proposed stacked town building, along the Fanshawe Park Road frontage, is oriented to the street by including principle unit entrance, and a front facing design on the south elevation.

- Ensure the design of the parking lot implements the parking lot design standards in the Site Plan Control By-Law, in particular as it relates to landscape islands.
- Locate the combination of low masonry walls and landscaping along the Stackhouse Avenue frontage, in line with the front wall (east façade) of the apartment building, in order to screen parking and define the street edge.

If you have any questions or concerns please do not hesitate to get in touch with me.

Sincerely,



Jerzy Smolarek, MAUD
Urban Designer

London Hydro – September 21, 2020

No objection to proposal, London Hydro will require a blanket easement, and any new or relocation of existing infrastructure is at the owner's expense

CSC Providence – August 24, 2020

CSC Providence (French catholic School Board) has 3 elementary schools and one high school in London. Although the demand is high from parents to register their children to our schools, so far the School Board has always been able to welcome all students using different strategies such as portable classrooms.

Thames Valley District School Board – August 18, 2020

Please be advised that the subject property is currently located within the attendance area boundaries of Stoney Creek Public School (Elementary – Junior Kindergarten to Grade 8) and A. B. Lucas Secondary School (Secondary – Grade 9 to Grade 12).

Acknowledging the community comments received, we can confirm that both the designated elementary and secondary schools noted above are experiencing accommodation pressures at this time. Enrolment at Stoney Creek PS is projected to organically decline due to the current grade structure (significantly more exiting than entering), with a portion of this decline off-set by some growth from new development, such as what is being proposed below. The need for temporary accommodations in the form of portables is anticipated to remain in the short-term. Enrolment at A.B. Lucas SS is projected to increase as a substantial number of elementary students in the area progress to secondary school over the coming years.

The proposed number of new units is not expected to contribute significantly to the existing student accommodation challenges in this area. In this area of the City, the average pupil yield for elementary students from new development is approximately 0.291 students per residential unit, while the average pupil yield for secondary students is approximately 0.106. As the development type is comprised of medium and higher density units, the actual yield per residential unit is likely less, as low density residential units typically have higher yields in this area of the city. With the above in consideration, we calculate that the proposed development would be expected to yield approximately 24 elementary students and 9 secondary students over a number of years.

In addition to above, we advise that the City of London will be the subject of an upcoming review which will explore student accommodation and distribution challenges across the City.

At this time, TVDSB offers no opposition to the subject application. We will continue to monitor Planning Act applications that apply to the subject property.

Please do not hesitate to reach out if clarification or additional information is required.

Parks & Recreation Services – August 12, 2020

Parkland dedication will be required. Cash in lieu as a condition of site plan approval

London District Catholic School Board – August 12, 2020

Hi Sonia - this development falls within the catchment area for St. Mark on Glenora Drive. While it is true that St. Mark is overcapacity, along with neighbouring schools St. Kateri and St. Anne, the Ministry of Education has approved funding for the construction of a new Northeast Catholic Elementary School. This new school is intended to relieve the overcrowding at northeast London elementary schools. LDCSB is working to identify and acquire a suitable elementary school block in the vicinity of these existing schools.

Conseil Scolaire Viamonde – August 14, 2020

Thank you for reaching out to us regarding community concerns about school capacity within the area of 1150 Fansawe development. Viamonde elementary school serving this area is Académie de la Tamise (1260 Dundas St, London, ON N5W 5P2) and is currently operating at full capacity with additional portables.

Development Services: Heritage – August 4, 2020

Holding provision can be applied for stage 3 archaeological assessment

Development Services: Engineering – July 23, 2020

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned pre-application:

Comments to the Re-Zoning:

1. As part of a complete application, the owner is to provide the maximum populations, maximum flows that will be generated by the proposed development, as well as, Owner's engineer to confirm the intensification is not going to impact the downstream system.

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

Transportation:

- Right of way dedication of 24.0m from centre line required on Fanshawe Park Road East
- 1ft reserve in place along Stackhouse, will need to be lifted to provide access
- The construction of a left turn lane will be required
- Detailed comments regarding external works and access design and location will be made through the site plan process
-

Water:

- The watermain available to the site is the 400 diameter along the south side of Fanshawe Park Road. Consideration should be given during the design stage to limit the impacts to Fanshawe Park Road and the high levels of traffic.

Wastewater:

- The municipal sanitary sewer available for the subject lands is the 600mm sanitary trunk sanitary sewer on Stackhouse Avenue. See City Plan #23144.
- Based on the existing and current zoning the lands were only contemplated for commercial and office use and the area plan for density reflects this at 100 persons per hectare.

Stormwater:

- The subject lands are located in the Stoney Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stoney Creek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- As per as-constructed drawing 27101, the site at 0.72 is tributary as an external area to the existing 675 mm storm sewer on Stackhouse Avenue. Changes in the “C” value required to accommodate the proposed development will trigger the need for on-site SWM controls designed to the satisfaction of the City Engineer. The design of any required on-site SWM controls shall include but not be limited to, required storage volume calculations, flow restrictor sizing, LID solutions, etc.
- The proposed development is medium/high density residential and; therefore, shall comply with the approved City Standard Design Requirements for Permanent Private Stormwater System (PPS), including LIDs.
- Considering the number of surface level parking spaces indicated in the application, the owner shall be required to have a consulting Professional Engineer addressing water quality to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, LID filtration or infiltration solutions, etc.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution, all in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.

Upper Thames River Conservation Authority (excerpt) – September 21, 2020

No objection

Development Services: Landscape Architect – July 19, 2020

I have reviewed the Tree Protection Report prepared by Ron Koudys Landscape Architecture Inc [April 2020] for 1150 Fanshawe Pk Rd E in the City of London. The report is complete and meets the City of London’s requirements.

- No rare or endangered species were identified in the survey.
- No City of London boulevard trees were identified in survey.
- Two boundary trees were identified for removal and the requirement to obtain a letter of consent from neighbour. Letters will need to be included in SP application.

Efforts should be made to retain trees #17-21 to complete the buffer/screening to the homes to the west of the site and trees 22 and 23 to provide shade to parking area to fulfill London Plan Policies 277 and 282 for increased parking-lot canopy. These policies are under appeal in proceeding PL170100. They are, however, informative of the Council-approved policy direction.

Urban Design Peer Review Panel (and applicant responses) – July 15, 2020

Comment:

The Panel recognizes the challenging context of the site and commends the applicant for providing a thoughtful design solution which addresses Stackhouse Avenue with a podium of street-facing townhouse units, maximizes the buffer between the existing single-family residences on Howlett Circle, and retains the row of existing coniferous trees along the west property line for privacy screening.

Applicant Response:

Noted

Comment:

The Panel understands the height concern for neighbouring residents and recommends extending the E-W site section to clearly illustrate the relationship from Stackhouse Avenue through to the single-family residences to the west. This should include a 45-degree angular view plane analysis to confirm sight lines.

Applicant Response:

The updated cross section is attached. The proposed building is well below the 45-degree sight line.

Comment:

The Panel expressed concern with the proposed development of this site limiting future development opportunities for the existing commercial corner lot which serves as a gateway into the Stoney Creek Residential community to the north. The Panel recommends the following:

- Shift building to the north and move the site access and main building entrance to the south end of the property. This would enable the option for a shared access which increases the viability of developing the corner property in the future. A precedent for this type of arrangement is 1653 Richmond Street. The Panel inquired if there is a proactive role the City could take in engaging the landowners in these discussions.

Applicant Response:

The building has been shifted to the north to allow flexibility and future options with respect to the redevelopment of the Tyner-Shorten property.

Comment:

The Panel expressed concern over the lack of building frontage along the south property line facing Fanshawe Park Road. The Panel recommends eliminating surface parking, which currently exceeds the City's requirements, to allow for the following:

- Stacked townhouses facing Fanshawe Park Road with a similar ground level access and landscape treatment as proposed along Stackhouse Avenue. This would create a more consistent edge treatment that could also be incorporated into the future development of the property to the north.
- Enhance the proposed landscape wall and pergola feature into a more desirable on-site amenity space.

Applicant Response:

Three and a half storey stacked townhouses have been added along the Fanshawe Park Road frontage to enhance the streetscape.

Comment:

The Panel expressed concern with the main building entrance being located on the NW corner of the building, internal to the site. The Panel recommends relocating it to

the NE corner of the building and eliminating the two adjacent parking spaces to create a more welcoming landscaped forecourt and entrance experience.

Applicant Response:

The building entrance has been relocated to the southeast corner of the building.

Comment:

The Panel recommends further development of the elevations and massing as follows:

- The Panel expressed concern over the south elevation, noting it will be the most visible elevation from Fanshawe Park Road and should appear more as a front elevation.
- Explore stepping the massing down from S to N to act as a transition into the neighbourhood.
- Explore stepping the building back at Levels 5 and 6 instead of just Level 6 on the east and west elevations to provide the appearance of a 4-storey building for the main building mass.

Applicant Response:

The south elevation has been revised as the front elevation. All other elevations have remained the same.

Comment:

The Panel recommends further development of the landscaping as follows:

- Develop transition from public sidewalk to private terrace along Stackhouse Avenue to be as inviting as possible for townhouse residents to occupy the private terraces. An appropriate amount of terrace space and a clear visual or grade separation is often the most successful.
- Consider screening of single-family residents to the west from headlights of vehicles pulling into the property and parking along the west edge. Review if existing trees/fence are sufficient or if further measures should be added.
- Consider raised planters that are a minimum 1' deep at the edge of terraces and balconies as an overlook privacy measure to prevent residents from looking down into adjacent yards.

Applicant Response:

Grade separation will be provided to the main floor townhouse units facing Stackhouse. New fencing will be provided along the entire length of the westerly property line to block views of headlights and ensure a consistent fence line. Additional plantings are also proposed within the westerly landscape strip. The retention of the existing spruce trees will prevent overlook from the upper floor balconies into adjacent yards.

Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

- 1.1.1.b – appropriate range and mix of uses
- 1.1.3.2.b – settlement areas to be efficiently used
- 1.1.3.4 – compact form
- 1.1.3.5 – intensification within built-up areas
- 1.4.3.b – facilitate all housing options
- 1.4.3.d – intensification to areas with available services
- 1.7.1.d – well-designed built form
- 2.6.2 – no disturbance for areas of archaeological potential

The London Plan

- 59_8 – mixed-use compact city
- 61_10 - affordable housing in neighbourhoods
- 83 - appropriate intensification
- 91 - built-area boundary intensification target
- 92_2 - primary transit area intensification target
- 197* - planned vision of place type character
- 202* - key entry points into neighbourhoods
- 252 – site context and surrounding character
- 253 – site design to minimize impacts
- 255* - site design to promote connectivity
- 256 – maintain prevailing street wall
- 258* - retain desirable trees
- 259* - sense of enclosure
- 266* - screen garbage and loading areas
- 268 - direct pedestrian connections
- 269 – screen parking
- 280* - bicycle parking
- 495 – accessible and affordable housing
- 918_2 - diversity of housing
- 918_3 - affordable housing
- 919_2 - intensity related to classification of street
- 919_3 - broader range of uses on major roads
- 920_4a* - intersection intensity
- 920_6a* - permission for frontage on two or more streets
- 937 - residential intensification within neighbourhoods
- 939_5 - intensification through redevelopment
- 940 - fit and location of intensification
- 953_1 - intensification to be sensitive and compatible with neighbourhood
- 953_2 a-f - intensification proposals evaluation criteria
- 1578 – planning and development application analysis criteria
- 1638* - bonusing
- Table 10* - permitted uses
- Table 11* - permitted intensity and heights
- Map 1* - Place Types
- Map 3* - Street Classifications
- Map 7* - Specific Policy Areas

1989 Official Plan

- 3.3 – intent
- 3.3.1 – primary permitted uses
- 3.3.1.ii – secondary permitted uses

3.3.2 – preferred locations
3.3.3.i – height
3.3.3.ii – density
3.6.5.vi.15 – location that permits convenience commercial uses
3.7.2 – planning impact analysis
Chapter 11 – urban design
Chapter 19 – implementation

Stoney Creek Community Plan
4.7.4 – medium density along major roads
4.7.7 – commercial uses

Z.-1 Zoning By-law

Section 3: Zones and Symbols
Section 4: General Provisions
Section 8: Residential R8 Zone

Site Plan Control Area By-law – C.P.-1455-541

Submitted Studies

AECOM – 1150 Fanshawe Park Road East: Stage 1-2 Archaeological Assessment – November 2019

Brock Development Group – Planning Justification Report – May, 2020

Brock Development Group – Urban Design Brief – April, 2020

F.R. Berry & Associates –Traffic Impact Assessment – November, 2019

Ron Koudys Landscape Architects – 1150 Fanshawe Park Road East: Tree Assessment Report – April, 2020

Strik Baldinelli Moniz –Servicing Feasibility Study – August, 2020

Planning Impact Analysis (3.7.2)

Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.	The proposed land use contributes to a variety of housing forms within the neighbourhood and complements the existing and planned residential uses in the area. No major impacts are anticipated on surrounding land uses or the adjacent low rise residential neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use.	The site is large enough and appropriate for the proposed uses. The revised site concept plan demonstrates a functional layout and design with adequate landscaped open space, screening, buffering, setbacks and parking that accommodates the proposed intensity and form.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use.	The site is located in an area that has had recent development and is identified for future growth and additional development. There are lands near Fanshawe and Highbury that are zoned to allow for future medium and high density development. The site is appropriately located and designed for the medium density uses proposed which will complement the existing and planned mix of uses.
The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.	The subject site is well located with access to local services, parks and transit. There is a planned commercial node to the east at the intersection of Fanshawe and Highbury which will provide future shopping and services. The Stoney Creek is located to the north and designated as an open space corridor and there is parkland directly south across Fanshawe Park Road East with the Fanshawe Optimist Little League Park. Transit services are located along Stackhouse Avenue and Fanshawe Park Road East.
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	The City as a whole and the area surrounding the subject site would benefit from more affordable housing options. The proposed development is providing for 6 affordable units at 90% of the Average Market Rent for a period of 20 years.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses.	The scale or height of the proposed apartment building on the adjacent 1-storey single detached dwelling is mitigated by the enhanced setbacks and landscaped open space along the west boundary. The apartment building is located along the east boundary of the site which mitigates the impacts of shadows and maximizes privacy between the uses. The building location allows for the retention of large spruce trees along the west boundary which will provide screening and buffering and additional landscaping will be addressed at the time of site plan approval.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area.	The proposed development will both remove and retain trees and vegetation on site. The site is highly vegetated currently and a large number of existing trees will be required to be removed to allow for the building, parking and grading. Along the west property boundary there is a line of large spruce trees that will be preserved which will

Criteria	Response
	serve as a buffer and contribute to the visual character of the area. Additional plantings will be implemented through the future site plan approval process.
The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties.	Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that the driveway location and design can be addressed at the site plan approval stage. Stackhouse Avenue is a secondary collector and serves light to moderate volumes of inter-neighbourhood traffic at moderate speeds and has limited property access. A Transportation Impact Assessment was prepared and concluded that the proposed development is not expected to significantly affect capacity of Stackhouse Avenue or Fanshawe Park Road East.
The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area.	The exterior design and scale of the built form has notable positives including: a well-articulated 6-storey building with a variety of materials that provides a sense of enclosure along Stackhouse Avenue, stacked townhouses that are oriented to and activate Fanshawe Park Road East, and built forms that screen parking areas. The ground floor units have doors directly to the street which activates the ground floor, there is a generous landscape setback to the west property boundary and mature trees are preserved along the west boundary.
The potential impact of the development on surrounding natural features and heritage resources.	No natural heritage features are present that will be affected by the proposed development.
Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development.	There are no environmental constraints identified that will adversely affect the site
Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law.	The proposed form of development will be required to conform to the in-force Official Plan policies and comply with the City's regulatory documents prior to approval of the ultimate form of development through the Site Plan Approval process.
Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis.	The mature tree preservation and building massing and location are expected to mitigate any adverse impacts on the surrounding land uses like privacy or shadowing. Additional buffering, screening and landscaping will be addressed at the site plan approval stage.

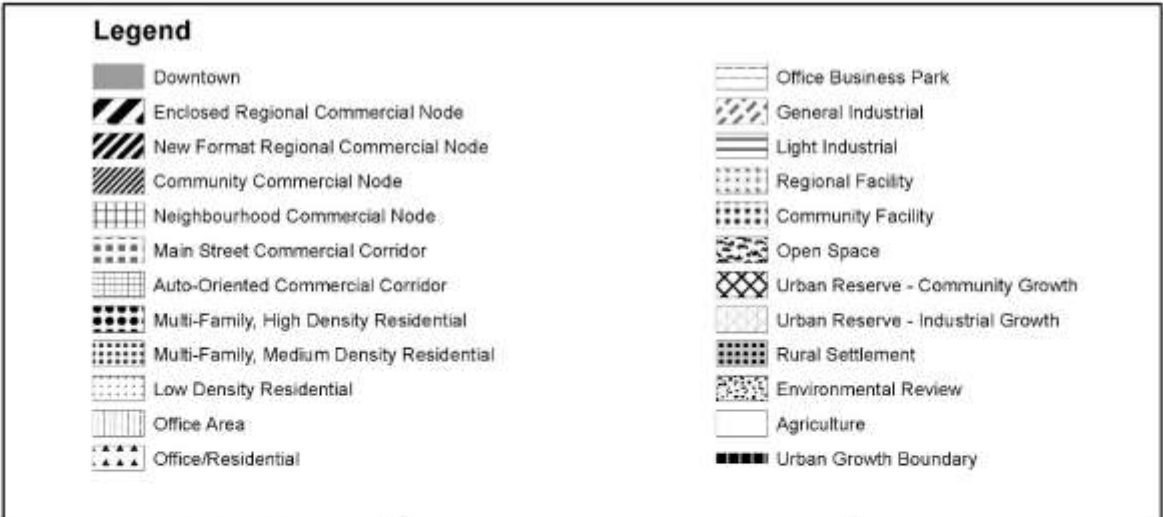
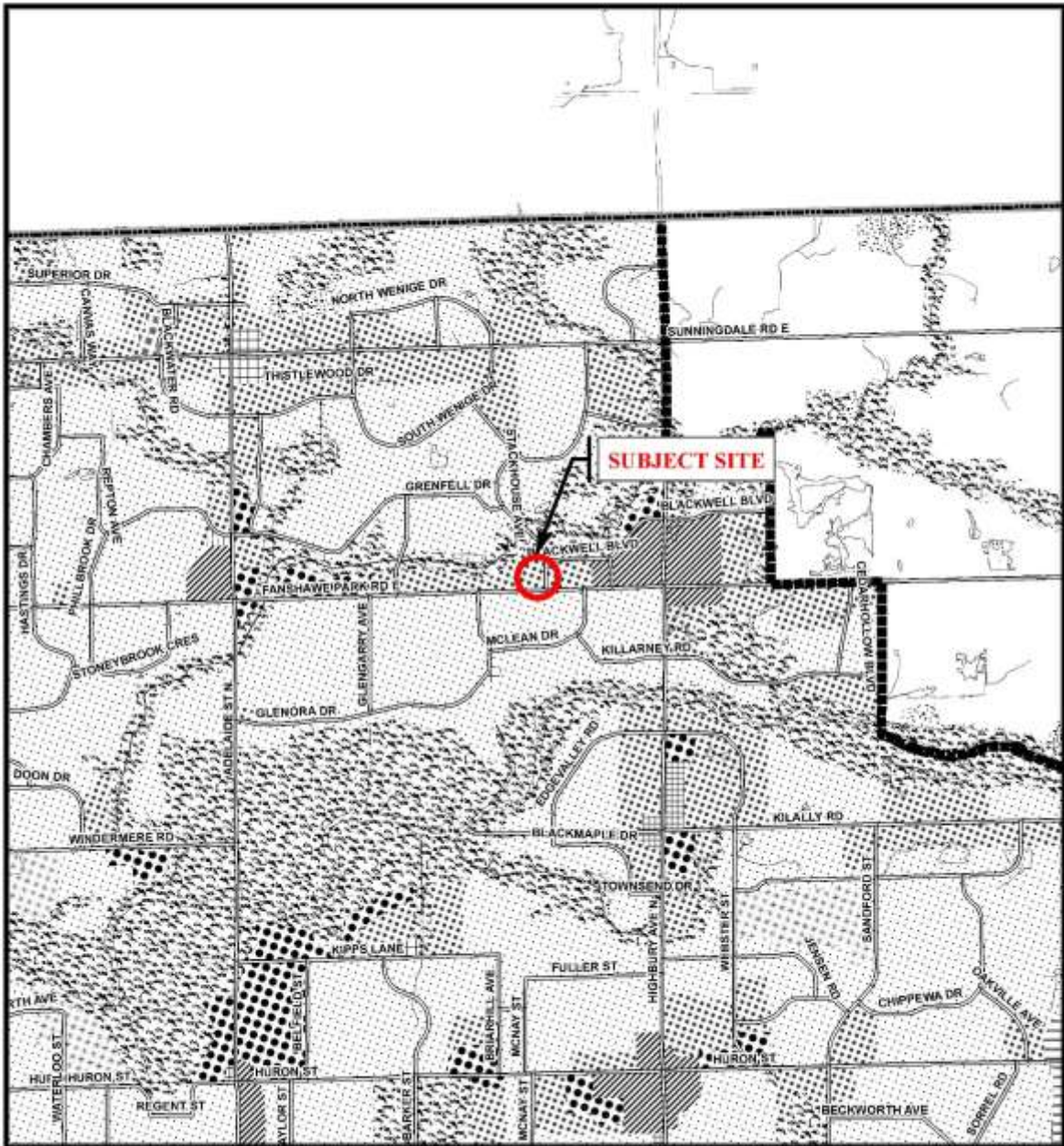
Criteria	Response
Impacts of the proposed change on the transportation system, including transit.	The proposed development has direct access to transit routes along Stackhouse Avenue and Fanshawe Park Road East and will support transit ridership. A TIA was undertaken to assess the proposed development which found no major impacts on the transportation system.

Appendix F – Relevant Background

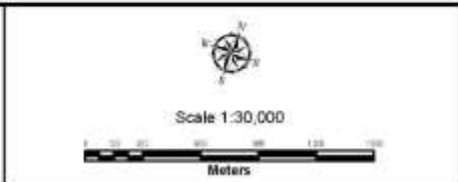
Additional Maps



LOCATION MAP	
Subject Site: 1150 Fanshawe Park Road East	
File Number: OZ-9215	
Planner: Sonia Wise	
Date: 30/09/2020	
Corporation of the City of London Prepared By: Planning and Development	
<p>Scale 1:1000</p>	
Legend	
Subject Site	

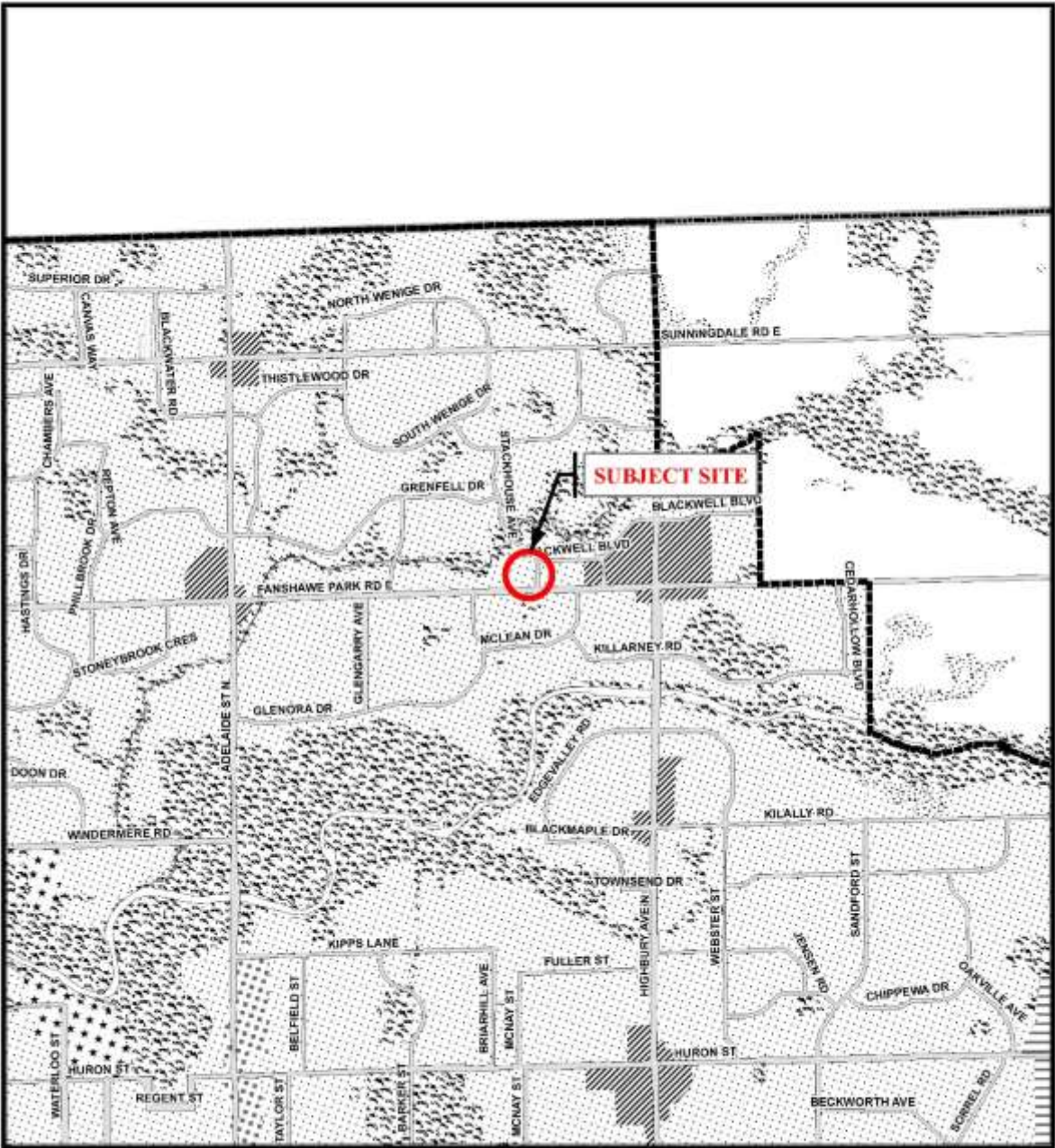


CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9215
 PLANNER: SW
 TECHNICIAN: RC
 DATE: 2020/09/30

PROJECT LOCATION: c:\planning\projects\p_officialplan\work\consolidated\excerpts\red_templates\scheduleA_NEW_b&w_8x14.mxd



Legend

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

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

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

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

Scale 1:30,000
 Meters

File Number: OZ-9215
Planner: SW
Technician: RC
Date: September 30, 2020

Project Location: E:\Planning\Projects\ip_officialplan\work\conso\K0\excerpts_LondonPlan\mxd\OZ-9215-Map1-PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
OZ-9215 SW

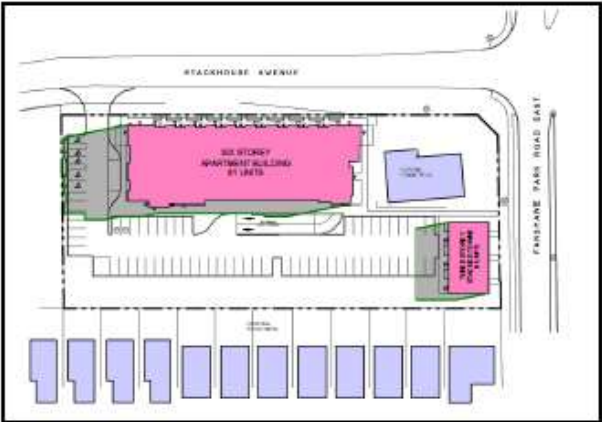
MAP PREPARED:
2020/09/30 RC

1:2,000
0 10 20 40 60 80 Meters

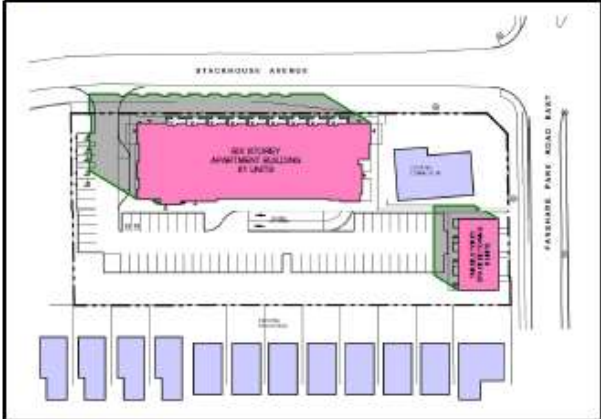
Shadow Study



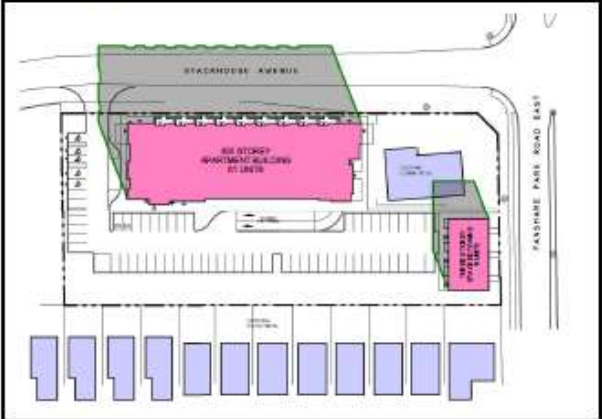
10:00 am



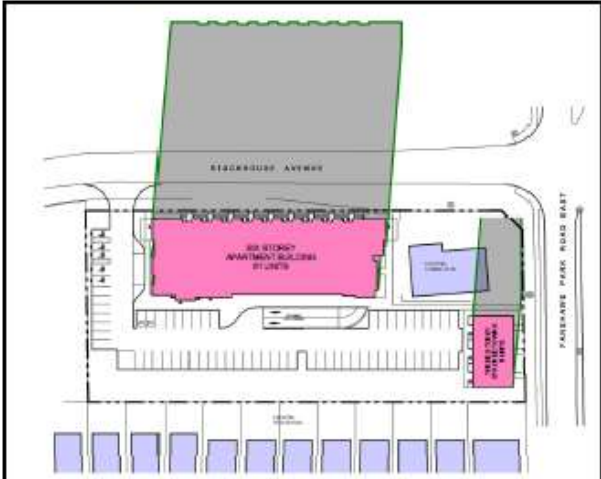
12:00 pm



2:00 pm



4:00 pm

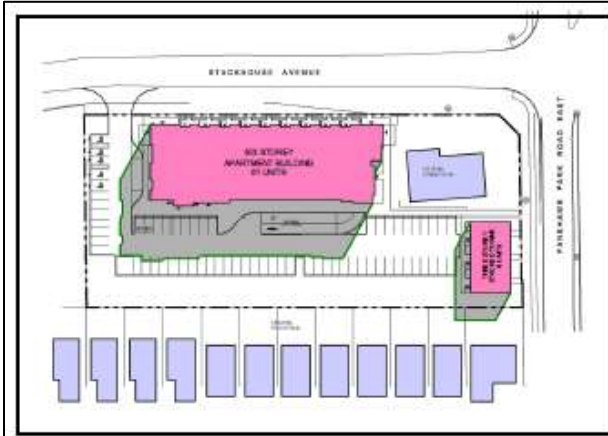


6:00 pm

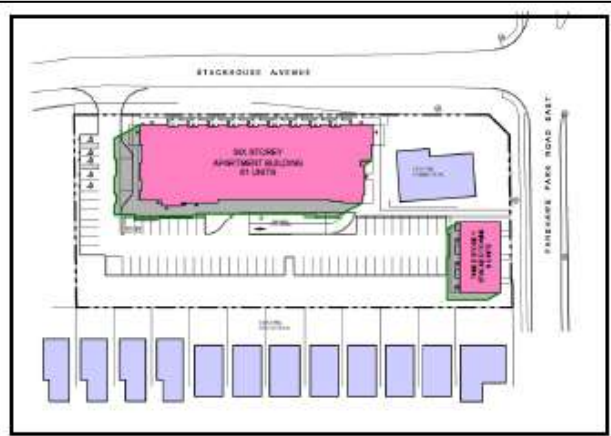
Shadow Study - March 21
1150 Fanshawe Park Road East, London, Ontario



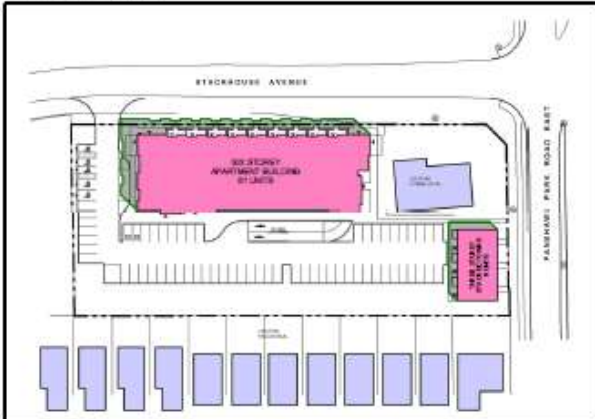
ORCHARD
DESIGN STUDIO INC.
519-620-0414
10/22/2020 4:42:03 PM



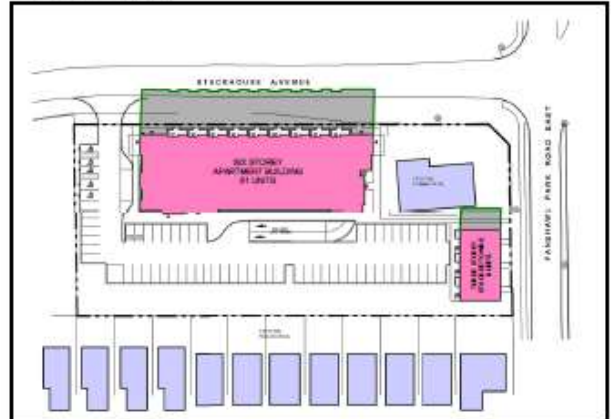
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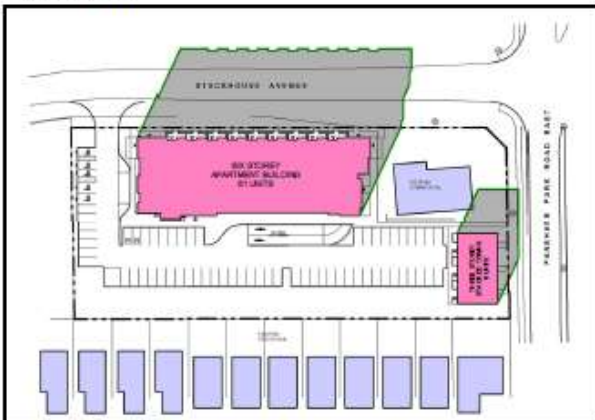
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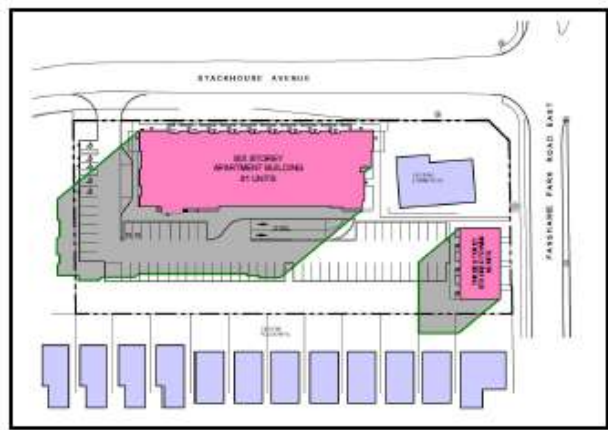
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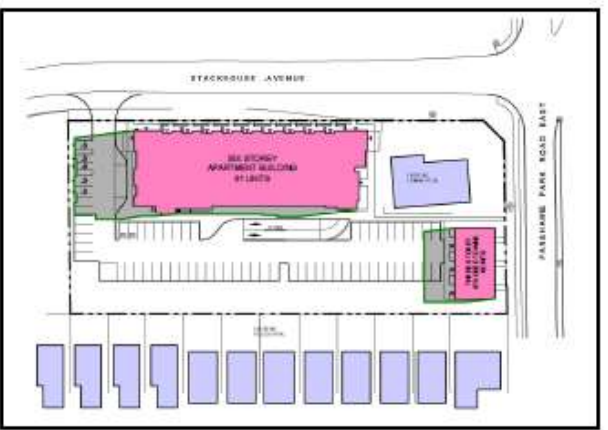
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Shadow Study - June 21
1150 Fanshawe Park Road East, London, Ontario

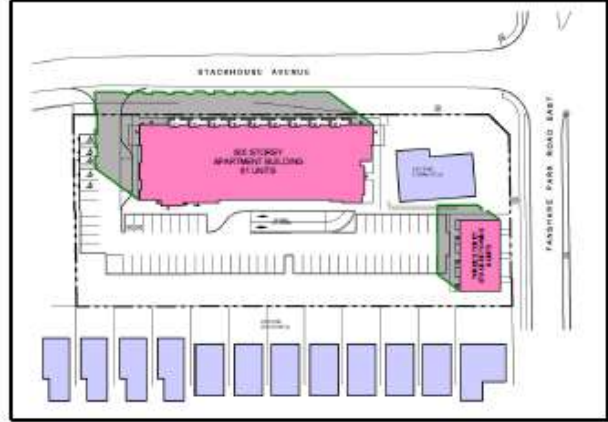




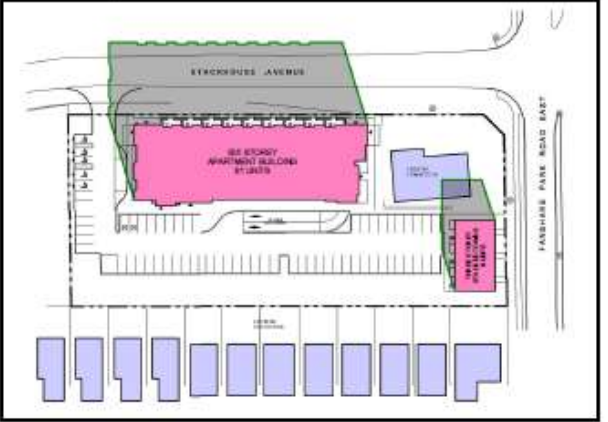
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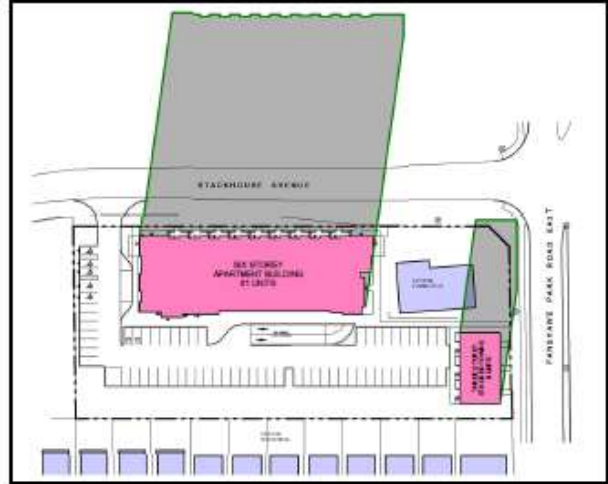
12:00 pm



2:00 pm



4:00 pm



6:00 pm

Shadow Study - September 21
1150 Fanshawe Park Road East, London, Ontario



Additional Reports

Z-5705: May 10, 1999 – Report to Planning Committee to change the zoning of the subject site to a holding Convenience Commercial Special Provision/Restricted Office (h-27*CC5(1)/RO2) Zone.

Dear Councillor Cassidy,

I am writing to request delegation status at an upcoming meeting of the Planning and Environment Committee. I am a member of EEPAC, but I wish to apply for delegate status as a private citizen.

I would like to speak to PEC to provide an update on the development of the bird-friendly skies bylaw that was presented to the Committee [last November](#) by a delegation from Development Services. At the meeting, the first component of the bylaw targeting reductions in uplighting at night passed; however, the more consequential piece about bird-friendly glass requirements for new site plans was sent back for review. I was one of two people in the gallery at the meeting who spoke in support of the bylaw.

As a representative from EEPAC I participated in a subsequent working group hosted by Development Services and provided technical recommendations about matters related to the bylaw – principally how glass ought to be treated to prevent bird deaths. This is what I am studying for my PhD in Biology at the Advanced Facility for Avian Research at Western.

Over the past year, work on the glass component of the bylaw has stalled and I am unsure if or when it will resume. Last I heard the file was transferred to a different staff portfolio but working group members have not been updated on its status since February. Given that this update to the bylaw language was requested by PEC, I would like to communicate to PEC directly about why completion of this work is important and worth pursuing sooner than later.

I believe there are very simple provisions that could be incorporated into requirements for new site plans that would amount to London saving the lives of thousands of migratory birds each year. London can easily base its requirements for new builds on common-sense bird-friendly bylaws already adopted in other municipalities, and base guidelines for developers (still in draft) on the CSA 2019 Bird Friendly Building Design Standard. I would be happy to summarize these recommendations for the Committee's review.

I have personally documented hundreds of bird-window collisions in London in the past two years, spanning 74 bird species including 7 bird Species at Risk that are protected by Ontario's Endangered Species Act. To complement the City's other efforts to preserve natural heritage and biodiversity, including updating the Environmental Management Guidelines and developing a Climate Emergency Action Plan, I believe London should swiftly update building design requirements in new site plans in order to curb the growth of this already widespread threat to indigenous birds. I am eager to help develop the City's [existing communications](#) about preventing bird-window collisions which are lacking essential information.

To support the discussion with PEC about London's bird-friendly skies, I would ask that Development Services also send a representative to provide a status update on the file.

Please let me know if you require any additional information. Thank you for your consideration of this request.

Brendon Samuels
Resident, Ward 4
Member, EEPAC
PhD Student, Department of Biology
The Advanced Facility for Avian Research
The University of Western Ontario