

Agenda Including Addeds

Planning and Environment Committee

7th Meeting of the Planning and Environment Committee

March 28, 2022, 4:00 PM

Virtual Meeting during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

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

Members

Councillors A. Hopkins (Chair), S. Lewis, S. Lehman, S. Turner, S. Hillier, Mayor E. Holder

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6.1.	Solicitor-Client Privilege / Litigation or Potential Litigation	
	<p>This report can be considered in a meeting closed to the public as the subject matter being considered pertains to advice that is subject to solicitor-client privilege, including communications necessary for that purpose from the solicitor and officers and employees of the Corporation; the subject matter pertains to litigation or potential litigation with respect to an appeal at the Ontario Land Tribunal (“OLT”), and for the purpose of providing instructions and directions to officers and employees of the Corporation.</p>	
7.	Adjournment	

Advisory Committee on the Environment

Report

2nd Meeting of the Advisory Committee on the Environment

March 2, 2022

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Attendance PRESENT: M.T. Ross (Chair), N. Beauregard, M. Bloxam, J. Howell, K. May and D. Szoller and J. Bunn (Committee Clerk)

ABSENT: M.D. Ross, J. Santarelli, A. Tipping and B. Vogel

ALSO PRESENT: T. Arnos, M. Fabro, H. Lysynski, J. Robinet and J. Stanford

The meeting was called to order at 12:15 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Draft Climate Emergency Action Plan

That it BE NOTED that the presentation, dated March 2, 2022, from J. Stanford, Director, Climate Change, Environment and Waste and M. Fabro, Manager, Climate Change Planning, with respect to the Draft Climate Emergency Action Plan, was received.

3. Consent

3.1 1st Report of the Advisory Committee on the Environment

That it BE NOTED that the 1st Report of the Advisory Committee on the Environment, from its meeting held on February 2, 2022, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Request for a Preliminary Business Case for RNG Project Development at the W12A Landfill Site - B. Vogel

That it BE NOTED that the communication, as appended to the Agenda, from B. Vogel, with respect to potential Renewable Natural Gas Project Development at the W12A Landfill Site, was received.

6. Adjournment

The meeting adjourned at 1:02 PM.

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Application by Southwest Sun Property Corporation
585 Sovereign Road
Removal of Holding Provisions

Date: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Southwest Sun Property Corporation relating to the property located at 585 Sovereign Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting March 22, 2022, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London, to change the zoning of the subject property **FROM** a Holding Light Industrial LI2 and LI7 (h*h-148*LI2/LI7) Zone, **TO** a Light Industrial LI2 and LI7 (LI2/LI7) Zone to remove the "h" and "h-148" holding provisions.

Executive Summary

Purpose and Effect of the Recommended Action

The purpose and effect of this zoning change is to remove the "h" and "h-148" holding provisions so that the expansion of the Equals Brewing Company eastward onto 585 Sovereign Road can proceed in accordance with the approved zoning.

Rationale of Recommended Action

1. The conditions for removing the "h" and "h-148" have been met and the recommended amendment will allow development in compliance with the Zoning By-law.
2. A Development Agreement has been entered into and securities have been provided.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London's growth and development are well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

June 18, 2012 – Report to Planning and Environment Committee – 585, 613, 687 & 604-650 Sovereign Road - Application for Approval of Official Plan and Zoning By-law Amendments – City of London (File No. OZ-8034).

1.2 Planning History

An application for combined Official Plan and Zoning By-law Amendments for 585, 613, 687, and 604 to 650 Sovereign Road was accepted on March 27, 2012. The intent of the proposed amendments was to allow for the expansion of the existing industrial uses on the west side of Sovereign Road, which were designated as woodlands and zoned Light Industrial. These amendments were recommended for approval, and were passed in Open Council on June 26, 2012.

This application for Removal of Holding Provisions was accepted as complete on January 10, 2022, and is being processed concurrently with applications for Site Plan Approval (SPA21-094) and a Deeming By-law (P-9460).

1.3 Property Description

The subject lands are within the Trafalgar Industrial Park Subdivision, which is located in the northeast quadrant of the City, and situated on Sovereign Road, north of Admiral Drive and east of Veterans Memorial Parkway. The Plan of Subdivision was registered on March 5, 1990, as Registered Plan No. 33M-251. 585 Sovereign Road is approximately 1.37 hectares in area and is currently vacant. The neighbouring property, 695 Sovereign Road (described as Part 19 on Registered Plan 33M-251), is approximately 1.52 hectares in area and is occupied by a building approximately 3290 square meters, which houses the Equals Brewing Company.

1.4 Current Planning Information

- The *London Plan* Place Type – Light Industrial
- (1989) *Official Plan* Designation – Light Industrial
- Existing Zoning – Holding Light Industrial (h*h-148*LI2/LI7)

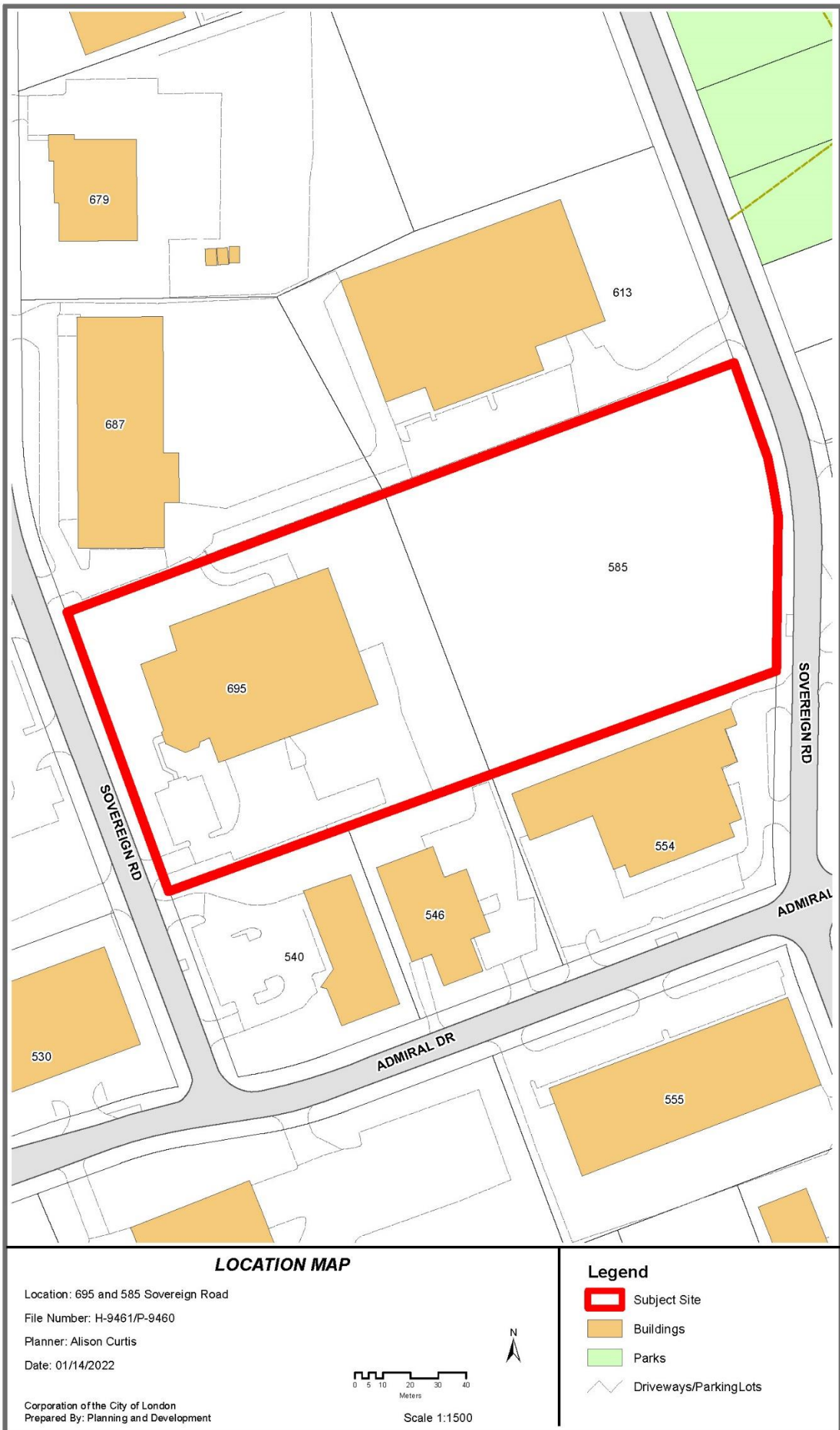
1.5 Site Characteristics

- Current Land Use – Industrial office, warehouse and brewery
- Frontage – 132 meters
- Depth – Various
- Area – 2.7 hectares
- Shape – Square

1.6 Surrounding Land Uses

- North – Light Industrial
- East – Vacant/Light Industrial
- South – Light Industrial
- West – Light Industrial

1.7 Location Map



2.0 Discussion and Considerations

The purpose of this amendment application is to remove the h and h-148 holding provisions from the subject lands. The h holding provision requires the orderly development of the lands and the adequate provision of municipal services through the execution of a subdivision or development agreement. Holding provision “h-148” requires that a tree management plan prepared by a Registered Professional Forester (R.P.F.) that includes the supervision of the removal of trees on the subject lands and that the removal and movement of topsoil and other materials are in accordance with the City-led Forest Management plan, which includes revegetation for the area on the east side of Sovereign Road.

2.1 Consultation (see more detail in Appendix B)

Information regarding the application to remove Holding Provisions was provided to the public as follows:

- Notice of Intent to Remove Holding Provisions was published in the Public Notices and Bidding Opportunities section of the *Londoner* on February 20, 2022
- Notice of Intent to Remove Holding Provisions was circulated to the relevant internal and external agencies on January 31, 2022.

There was no response from the public.

2.2 Policy Context (see more detail in Appendix C)

Section 36 of 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 (Section 36(2) of the *Planning Act*), 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 90 days to remove the holding provision(s).

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

3.0 Financial Impact/Considerations

Fees, development charges and taxes will be collected through the completion of the works associated with this application. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1. Why is it appropriate to remove this Holding Provision?

h Holding Provision

The h Holding Provision states that:

“h 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.

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

The h-148 Holding Provision states that:

h-148 Purpose: to ensure that the future property owners of 585 and 613 Sovereign Road undertake tree management plans as part of any future site plan approvals, the holding provision will not be deleted until a tree management plan has been prepared by a Registered Professional Forester (R.P.F.), the management plan includes supervision of the removal of the trees on 585 and 613 Sovereign Road by a R.P.F., and that the removal and movement of topsoil and other materials are in accordance with the City-led Forest Management plan which includes revegetation of the area on the east side of Sovereign Road (604-650 Sovereign Road). (Z.-1-122123)

A tree preservation plan was submitted as part of the Site Plan Approval process and was accepted by the City of London. Parks Planning and Operations have confirmed that the requirements of the holding provision have been met. This satisfies the requirements for the removal of the “h-148” holding provision.

Conclusion

It is appropriate to remove the “h” and “h-148” holding provisions from the subject lands at this time as a development agreement has been executed, the required securities have been received, and the tree preservation plan has been accepted and its recommendations incorporated in the development agreement.

Prepared by: Alison Curtis, MA
Planner 1, Planning and Development

Reviewed by: Bruce Page, MCIP, RPP
Manager, Planning and Development

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections
cc: Michael Pease, Manager, Development Planning (Site Plan)

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2022\H-9461 - 695 and 585 Sovereign Road (A. Curtis)

Appendix A

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

2022

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 588 Sovereign Road.

WHEREAS Southwest Sun Property corporation have applied to remove the holding provision from the zoning for the lands located at 585 Sovereign 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 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 585 Sovereign Road, as shown on the attached map, to remove the h and h-148 holding provision so that the zoning of the lands as a Light Industrial LI2 and LI7 (LI2/LI7) comes into effect.
2. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on April 12, 2022


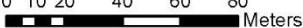

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading - April 12, 2022
Second Reading – April 12, 2022
Third Reading - April 12, 2022

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



<p>File Number: H-9461 Planner: AC Date Prepared: 2022/01/21 Technician: RC By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 40 60 80 Meters </p> <p></p>
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Geodatabase

Appendix B – Consultation

Community Engagement

Public Liaison: Notice of the Intent to Remove Holding Provisions was published in the Londoner on February 10, 2022, and notice of the application were circulated to the relevant internal and external agencies.

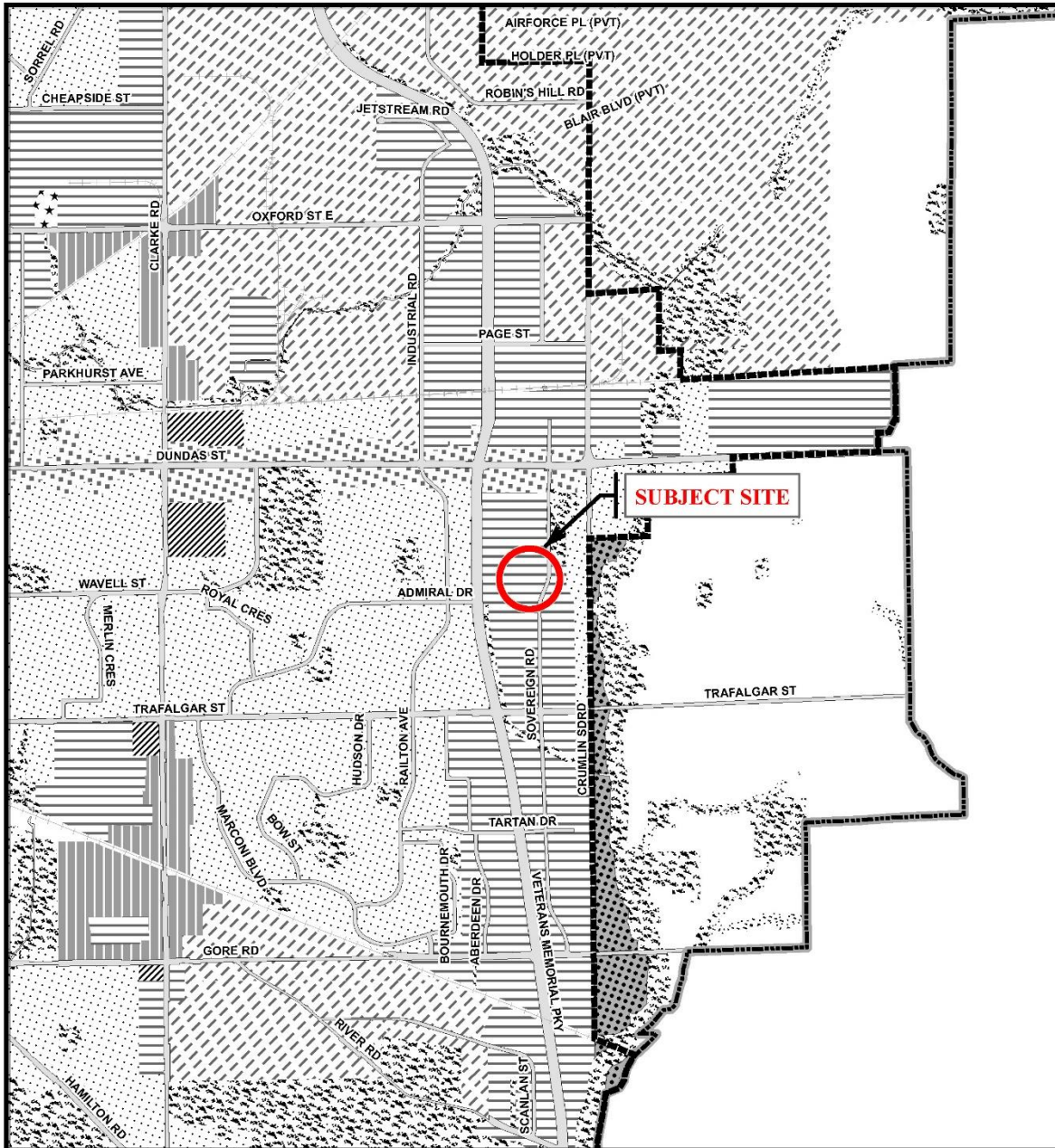
No replies were received.

Londoner Notice: 695 and 585 Sovereign Road – City Council intends to consider removing the h and h-148 holding provisions from the subject lands to allow for an additional to the existing building that would accommodate office space, a craft brewery and warehouse. The purpose of the “h” provision is to ensure the orderly development of lands and adequate provision of municipal services. The “h” symbol shall not be deleted until the required security has been provided and/or a subdivision agreement has been entered into for the subject lands. Holding provision “h-148” requires that a tree management plan prepared by a Registered Professional Forester (R.P.F.) that includes the supervision of the removal of trees on the subject lands and that the removal and movement of topsoil and other materials are in accordance with the City-led Forest Management plan, which includes revegetation for the area on the east side of Sovereign Road. Council will consider removing the holding provisions as they apply to these lands no earlier than February 28, 2022.

File: H-9461 Planner: A. Curtis x.4497

Appendix B: Policy Context

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.

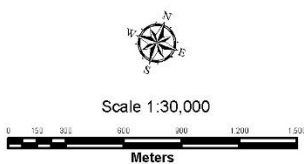
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

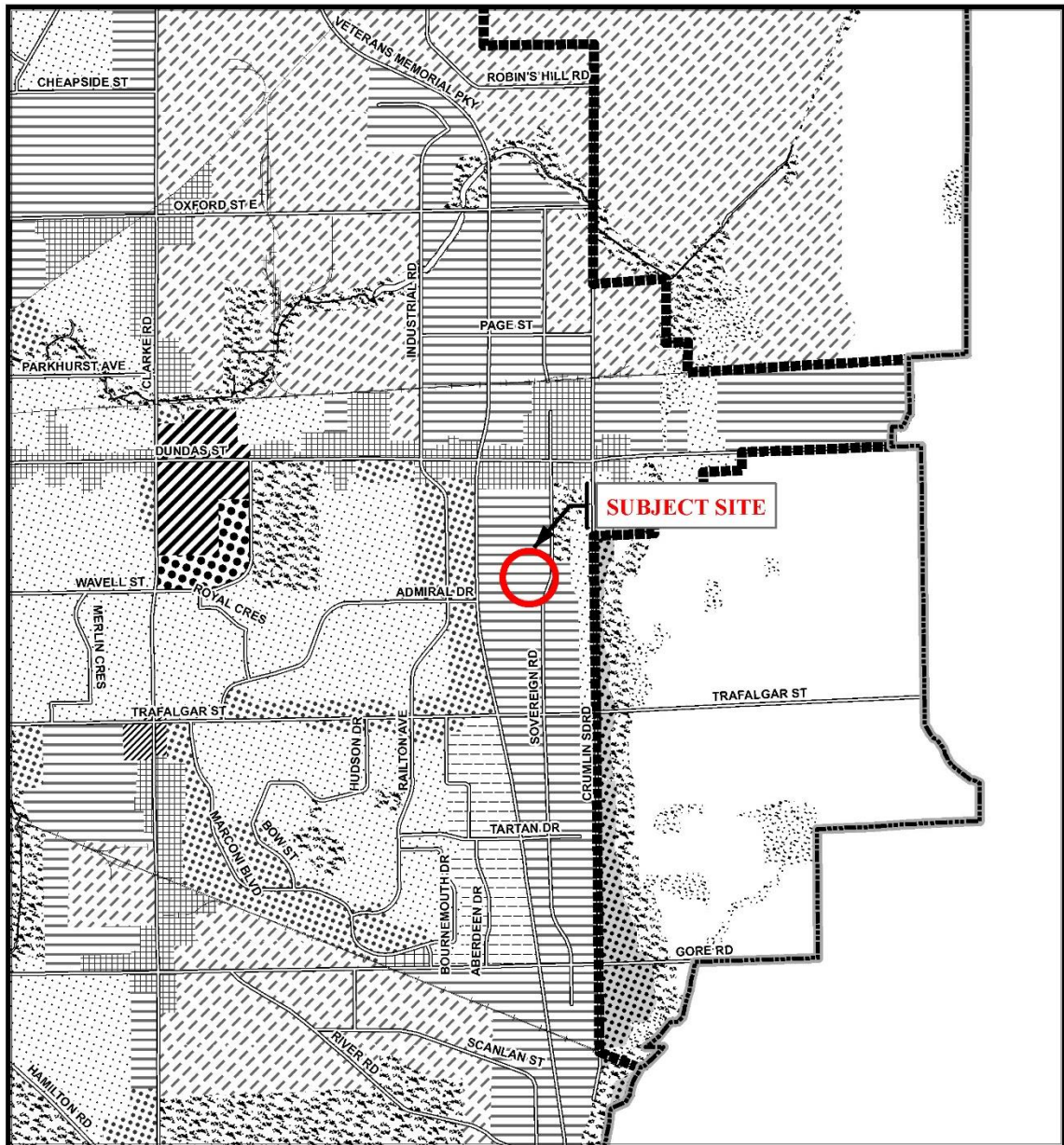
LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



File Number: H-9461
Planner: AC
Technician: RC
Date: January 21, 2022

1989 Official Plan Excerpt



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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LAND USE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: H-9461</p> <p>PLANNER: AC</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/01/21</p>
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PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

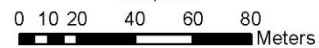
FILE NO:

H-9461 AC

MAP PREPARED:

2022/1/21 RC

1:2,000



Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development
Subject: Exemption from Part-Lot Control
Application By: Greengate Village Limited
Address: 3024, 3001, 2970 and 2954 Turner Crescent
Meeting on: March 28, 2022

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application by Greengate Village Limited, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022, to exempt Block 50, 51, 52 and 53, Plan 33M-790 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 for review and endorsement by Municipal Council to exempt Blocks 50, 51, 52 and 53 in Registered Plan 33M-790 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will facilitate the creation of twenty-three (23) street townhouse units, with access provided by means of Turner Crescent.

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 cost of registration of the By-law is to be borne by the application, all in accordance with the previous Council Resolution.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London's growth and development are well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

June 10, 2002 – Report to Planning Committee regarding Official Plan and Zoning By-Law Amendments (O-5356/Z-6230).

April 13, 2004 – Report to Planning Committee regarding Official Plan and Zoning By-Law Amendments (OZ-6577).

February 29, 2008 – Report to City of London Approval Authority for Draft Approval (39T-07508).

January 28, 2008 – Report to Planning Committee regarding Zoning By-Law Amendments (Z-7440).

October 15, 2012 – Report to London Consent Authority on severing two parcels from the Summerside Subdivision (B.019/12).

May 27, 2014 – Report to Planning and Environment Committee on Request for Extension of Draft Approval (39T-07508).

December 4, 2017 – Report to Planning and Environment Committee on Request for Extension of Draft Approval (39T-07508).

May 13, 2019 – Report to Planning and Environment Committee regarding Zoning By-Law Amendments and Red-Line Revisions to Draft Plan of Subdivision (Z-9021/39T-07508).

September 9, 2019 – Report to Planning and Environment Committee on Summerside Subdivision Phase 12B – Stage 2 Subdivision Special Provisions (39T-07508).

November 12, 2019 – Report to City of London Approval Authority on Summerside Subdivision Phase 12 B – Stage 2 Final Approval (39T-07508).

July 13, 2020 – Report to Planning and Environment Committee on Summerside Phase 12B – Stage 3 Subdivision Special Provisions (39P-07508).

November 11, 2020 – Report to Planning and Environment Committee on Summerside Phase 12B – Stage 2 Final Approval (39T-07508).

1.2 Planning History

The subject lands were originally included in a subdivision application submitted by the Jackson Land Corporation in 1992. This application included the lands bounded by Commissioners Road East, Jackson Road, Bradley Avenue and Highbury Road South, also referred to as the Summerside Subdivision. A new Draft Plan of Subdivision was submitted in October of 2003 for the lands bounded by Evens Boulevard, Jackson Road, Bradley Avenue and Meadowgate Boulevard, which includes the lands subject to this application, as significant revisions were requested by the Jackson Land Corp. These revisions included the replacement of high and medium density residential blocks with 264 single-detached dwelling lots and exchanging Turner Road as a Secondary Collector with six (6) new Local Streets.

The first phase of Draft Plan 39T-03513, known as Phase 12a, was granted Final Approval by the City of London Approval Authority on October 21, 2005. This plan was registered on October 27, 2005, as registered Plan 33M-533, and included 114 single-detached lots included in this phase, which were served by the Meadowgate Boulevard, Turner Crescent and Asima Drive. A request for a three (3) year extension to the Draft Approved Plan was requested in December of 2006 for 150 lots that had not yet been serviced as there were serviced lots remaining from the first phase. The extension was granted on June 20, 2007, and no appeals were received.

Jackson Land Corp. submitted a third Draft Plan of Subdivision in September 2007 to replace the existing draft approved and registered plan of subdivision, and assigned file number 39T-07508. This new draft included more functional, intensified residential uses, and did not require a continuous noise wall along Bradley Avenue. Draft Approval was granted on February 19, 2008. In 2012, the London Consent Authority granted a provisional consent to Jackson Land Corp. (File No. B.019/12) to sever the lands within this draft plan from the remaining Summerside Subdivision creating two new parcels on the east and west side of the extension of Turner Crescent.

The lands within Draft Plan 39T-7508 and the remaining lots on Asima drive within Registered Plan 33M-533 were purchased by Greengate Village Limited on June 26, 2013, from the Jackson Summerside Land Corporation. Requests for Draft Approval were requested and granted in 2014 and 2017. In 2019, an application was requested for a Zoning By-law Amendment and revisions to Phase 12B of the Draft Plan of Subdivision for the lotting along the Turner Crescent Extension. Final Approval was granted to Stage 2 and 3 of Phase 12B in November 2019 and November 2020, respectively.

1.3 Property Description

The subject lands are located in the southwest quadrant of the City and are situated north of Bradley Avenue and west of Jackson Road. The site is comprised on Blocks 50, 51, 52 and 53 of Draft Plan of Subdivision 33M-790 and is approximately 0.57 hectares (5721 square meters). There are proposed and recently constructed residential dwellings surrounding the site, as well as agricultural uses to the south.

1.4 Current Planning Information

- The *London Plan* Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Block 51: Residential R4 (R4-5(3)), Block 50, 52 and 53: Residential R4 (R4-5(4))

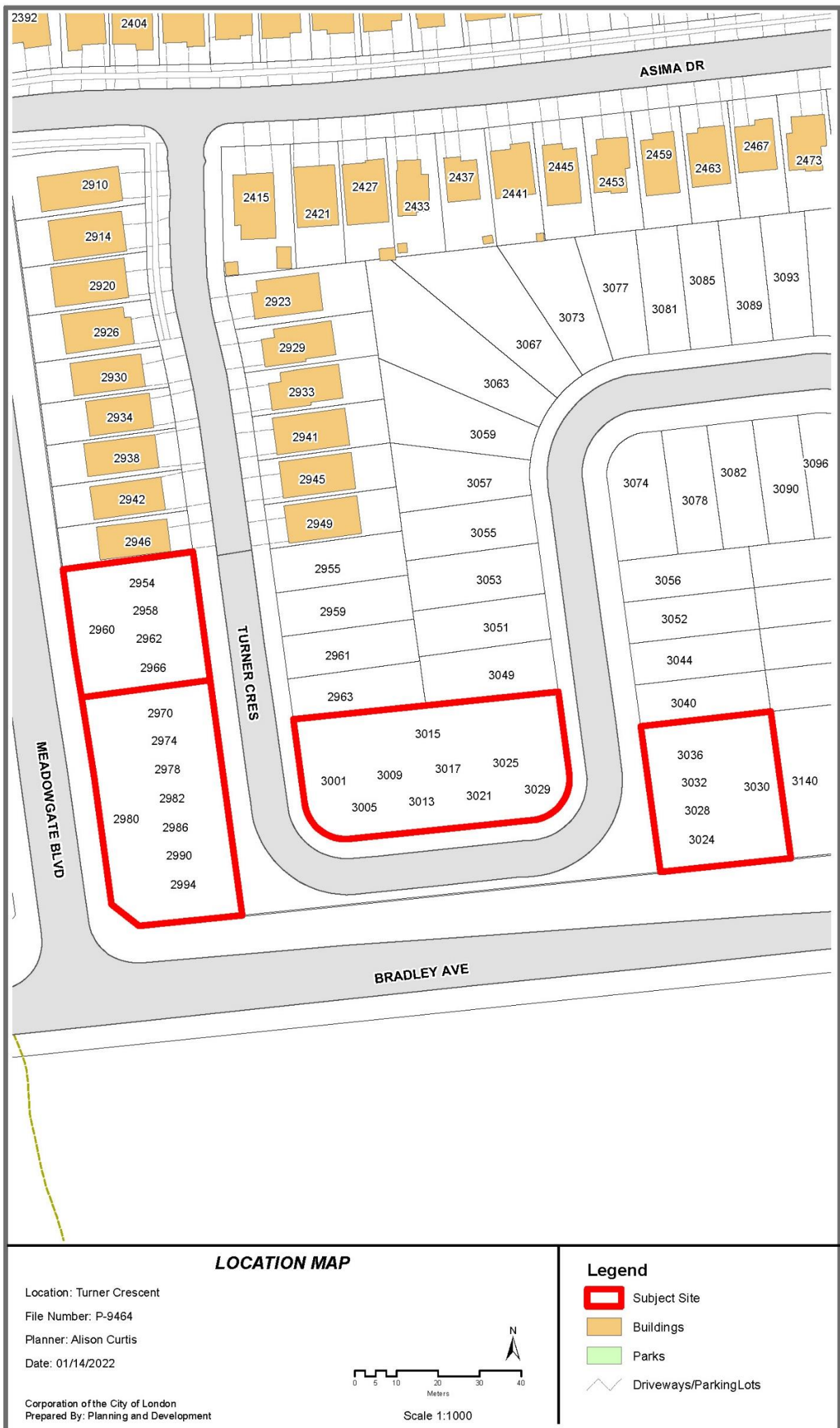
1.5 Site Characteristics

- Current Land Use – Vacant
- Area – ~0.57 hectares total, Block 50: 0.11 hectares, Block 51: 0.187 hectares, Block 52: 0.17 hectares and Block 53: 0.097 hectares
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Vacant, proposed single detached dwellings
- East – Residential
- South – Urban Reserve, agriculture
- West – Vacant, proposed residential

1.7 Location Map



2.0 Discussion and Considerations

The Applicant, Greengate Village Limited, has requested exemption from part-lot control to create a total of twenty-three (23) freehold, street fronting townhouse units on Turner Crescent.

2.1 Previous Meeting

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Greengate Village Limited to exempt Blocks 50, 51, 52 and 53 of Registered Plan 33M-790 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 Blocks 50, 51, 52 and 53, Plan 33M-790 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(3) R4-5(4)) in Zoning By-law No. Z.-1, which permits street townhouses, with special provisions regulating lot frontage, garage front yard depth, exterior side yard depth, and interior side yard depth;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Blocks 50, 51, 52 and 53, Plan 33M-790 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 Planning and Development 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 Planning and Development 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 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 Planning and Development 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 Planning and Development for 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 that requirements *d), e) and f)* inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Division for lots being developed in any future reference plan;
- xii. That not more than four (4) reference plans be approved to be registered as part of this application and that Greengate Village limited advise the City of the registration of each reference plan; 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

2.1 Consultation

There is no legislated community engagement (i.e., notice or hearing) required for an application for Exemption from Part-Lot Control under the *Planning Act* Section 50(29). Instead, a notice of the request for exemption was circulated to internal departments, such as Engineering and Building, and London Hydro. Planning and Development previously confirmed that the draft standard conditions are applicable, and no additional conditions are needed.

2.2 Policy Context

In Ontario, the subdivision of land is governed by the *Planning Act*. Under section 50 of this legislation, subdivision of land is permitted through the following means: approval of the Plan of Subdivision; the granting of a Consent, also known as a severance; and, through a by-law for an exemption from part-lot control for lots or blocks within a registered Plan of Subdivision. There are provisions to ensure that part of a lot or block within a registered Plan of Subdivision cannot be transferred without approval from the municipality. These provisions allow a municipality to remove part-lot control from all, or part, of a registered Plan of Subdivision to legally divide a lot or block so that these parts can be conveyed.

The use of these by-laws is appropriate when there are several land transactions involved and the resulting change would not affect the nature or character of the subdivision. Exemption from part-lot control can be used to create freehold, street townhouses to ensure that the eventual lots lines would match with the foundation.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Exemption from Part-Lot Control

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 previously noted have been satisfied as follows:

- a) 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 Applicant on March 8, 2022.

- b) The Applicant submit a draft reference plan to Planning and Development 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 the registration on Reference Plans 33R-21088 (Block 50), 33R-21084 (Block 51), 33R-21089 (Block 52), and 33R-21224 (Block 53).

- c) The Applicant submits to Planning and Development 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;

Digital copies were provided to London Plan Submit on March 2, 2022, and City Staff (GIS Data Technician) confirmed by email on March 9, 2022, that the submitted files were in a format acceptable to the City of London.

- d) 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 approval from London Hydro on January 26, 2022.

- e) The Applicant submit to the City 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 for Blocks 50, 51, 52 and 53 submitted as per Site Plan Application SPA20-099

- f) The Applicant shall enter into any amending subdivision agreement with the City, if necessary;

Satisfied as the Subdivision Agreement is registered and a Development Agreement for Blocks 50, 51, 52 and 53 has been registered as Instrument Number ER1366247 dated April 7, 2012.

- g) 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 as the services have been installed in accordance with the approved final design of the lots, and a Certificate of Conditional Approval was issued on December 16, 2020, noting that Planning and Development does not object to the issuance of FULL building permits.

- h) The Applicant shall obtain confirmation from Planning and Development 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 March 23, 2021.

- i) The Applicant shall obtain approval from Planning and Development for each reference plan to be registered **prior to the reference plan being registered in the land registry office;**

Satisfied by Reference Plans 33R-21088 (Block 50), 33R-21084 (Block 51), 33R-21089 (Block 52), and 33R-21224 (Block 53).

- j) 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 Plans 33R-21088 (Block 50), 33R-21084 (Block 51), 33R-21089 (Block 52), and 33R-21224 (Block 53).

- k) The Applicant shall obtain clearance from the City that requirements *d), e) and f)* inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Division for lots being developed in any future reference plan;

Conditions d), e), and f), inclusive, have been satisfied and Permit Number 21-012396 (Block 50), 21-011593 (Block 51), 21-008777 (Block 52) and 21-008742 (Block 53) have all been issued.

- l) That not more than four (4) reference plans be approved to be registered as part of this application and that Greengate Village limited advise the City of the registration of each reference plan; and

Only four (4) reference plans have been registered as part of this application they have been deposited and registered as 33R-21088 (Block 50), 33R-21084 (Block 51), 33R-21089 (Block 52), and 33R-21224 (Block 53).

- m) 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 the Applicant on March 8, 2022, and registered reference plans are deposited as 33R-21088 (Block 50), 33R-21084 (Block 51), 33R-21089 (Block 52), and 33R-21224 (Block 53), which permit the passing of the Part Lot Control Exemption By-law.

Conclusion

The recommended exemption from Part-lot Control is considered appropriate and in keeping with the planned intent of the Summerside Subdivision. In accordance with the Council Resolution, the conditions required to be completed prior to the passage of a Part-Lot Control by-law have been satisfied, and the applicant has been advised that the cost of registration of the by-law is to be borne by the applicant.

Prepared by: Alison Curtis, MA
Planner 1, Planning and Development

Reviewed by: Bruce Page, MCIP, RPP
Manager, Planning and Development

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections

cc: Michael Pease, Manager, Planning and Development (Site Plan)

cc: David Turvey, GIS Data Technician, Planning and Development

GB/BP/AC/ac

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2022\P-9464 - 3024, 3001, 2970 and 2954
Turner Crescent (A. Curtis)

Appendix A

Bill No.
2022

By-law No. C.P.-

A by-law to exempt from Part-Lot Control, lands located at 3024, 3001 2970 and 3954 Turner Crescent, legally described as Blocks 50, 51, 52 and 53 in Registered Plan 33M-790.

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 Greengate Village Limited, it is expedient to exempt lands located at 3024, 3001 2970 and 3954 Turner Crescent, legally described as Blocks 50, 51, 52 and 53 in Registered Plan 33M-790, from Part Lot Control;

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

1. Blocks 50, 51, 52 and 53 in Registered Plan 33M-790, located at 3024, 3001 2970 and 3954 Turner Crescent, east of Meadowgate Boulevard, 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 holding Residential R4 Special Provision R4-5(4) and R4-5(3) Zone of the City of London Zoning By-law No. Z-1.
2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on April 12, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development
Subject: Exemption from Part-Lot Control
Application By: Greengate Village Limited
Address: 3161 and 3138 Turner Crescent
Meeting on: March 28, 2022

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application by Greengate Village Limited, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022, to exempt Block 48 and 49, Plan 33M-790 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 for review and endorsement by Municipal Council to exempt Block 48 and 49 in Registered Plan 33M-790 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will facilitate the creation of twelve (12) street townhouse units, with access provided by means of Turner Crescent.

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 cost of registration of the By-law is to be borne by the application, all in accordance with the previous Council Resolution.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London's growth and development are well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

June 10, 2002 – Report to Planning Committee regarding Official Plan and Zoning By-Law Amendments (O-5356/Z-6230).

April 13, 2004 – Report to Planning Committee regarding Official Plan and Zoning By-Law Amendments (OZ-6577).

February 29, 2008 – Report to City of London Approval Authority for Draft Approval (39T-07508).

January 28, 2008 – Report to Planning Committee regarding Zoning By-Law Amendments (Z-7440).

October 15, 2012 – Report to London Consent Authority on severing two parcels from the Summerside Subdivision (B.019/12).

May 27, 2014 – Report to Planning and Environment Committee on Request for Extension of Draft Approval (39T-07508).

December 4, 2017 – Report to Planning and Environment Committee on Request for Extension of Draft Approval (39T-07508).

May 13, 2019 – Report to Planning and Environment Committee regarding Zoning By-Law Amendments and Red-Line Revisions to Draft Plan of Subdivision (Z-9021/39T-07508).

September 9, 2019 – Report to Planning and Environment Committee on Summerside Subdivision Phase 12B – Stage 2 Subdivision Special Provisions (39T-07508).

November 12, 2019 – Report to City of London Approval Authority on Summerside Subdivision Phase 12 B – Stage 2 Final Approval (39T-07508).

July 13, 2020 – Report to Planning and Environment Committee on Summerside Phase 12B – Stage 3 Subdivision Special Provisions (39P-07508).

November 11, 2020 – Report to Planning and Environment Committee on Summerside Phase 12B – Stage 2 Final Approval (39T-07508).

1.2 Planning History

The subject lands were originally included in a subdivision application submitted by the Jackson Land Corporation in 1992. This application included the lands bounded by Commissioners Road East, Jackson Road, Bradley Avenue and Highbury Road South, also referred to as the Summerside Subdivision. A new Draft Plan of Subdivision was submitted in October of 2003 for the lands bounded by Evens Boulevard, Jackson Road, Bradley Avenue and Meadowgate Boulevard, which includes the lands subject to this application, as significant revisions were requested by the Jackson Land Corp. These revisions included the replacement of high and medium density residential blocks with 264 single-detached dwelling lots and reclassifying Turner Road as a Secondary Collector with six (6) new Local Streets.

The first phase of Draft Plan 39T-03513, known as Phase 12a, was granted Final Approval by the City of London Approval Authority on October 21, 2005. This plan was registered on October 27, 2005, as registered Plan 33M-533, and included 114 single-detached lots included in this phase, which were served by the Meadowgate Boulevard, Turner Crescent and Asima Drive. A request for a three (3) year extension to the Draft Approved Plan was requested in December of 2006 for 150 lots that had not yet been serviced and there were serviced lots remaining from the first phase. The extension was granted on June 20, 2007, and no appeals were received.

Jackson Land Corp. submitted a third Draft Plan of Subdivision in September 2007 to replace the existing draft approved and registered plan of subdivision, and assigned file number 39T-07508. This new draft included more functional, intensified residential uses, and did not require a continuous noise wall along Bradley Avenue. Draft Approval was granted on February 19, 2008. In 2012, the London Consent Authority granted a provisional consent to Jackson Land Corp. (File No. B.019/12) to sever the lands within this draft plan from the remaining Summerside Subdivision creating two new parcels on the east and west side of the extension of Turner Crescent.

The lands within Draft Plan 39T-7508 and the remaining lots on Asima drive within Registered Plan 33M-533 were purchased by Greengate Village Limited on June 26,

2013, from the Jackson Summerside Land Corporation. Requests for Draft Approval were requested and granted in 2014 and 2017. In 2019, an application was requested for a Zoning By-law Amendment and revisions to Phase 12B of the Draft Plan of Subdivision for the lotting along the Turner Crescent Extension. Final Approval was granted to Stage 2 and 3 of Phase 12B in November 2019 and November 2020, respectively.

1.3 Property Description

The subject lands are located in the southwest quadrant of the City, and are situated north of Bradley Avenue and west of Jackson Road. The site is comprised on Blocks 48 and 49 of Draft Plan of Subdivision 33M-790 and is approximately 0.3 hectares (3058 square meters). There are proposed and recently constructed residential dwellings surrounding the site, as well as agricultural uses to the south.

1.4 Current Planning Information

- The *London Plan* Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Block 48: Residential R4 (R4-5(3)), Block 49: Residential R4 (R4-5(4))

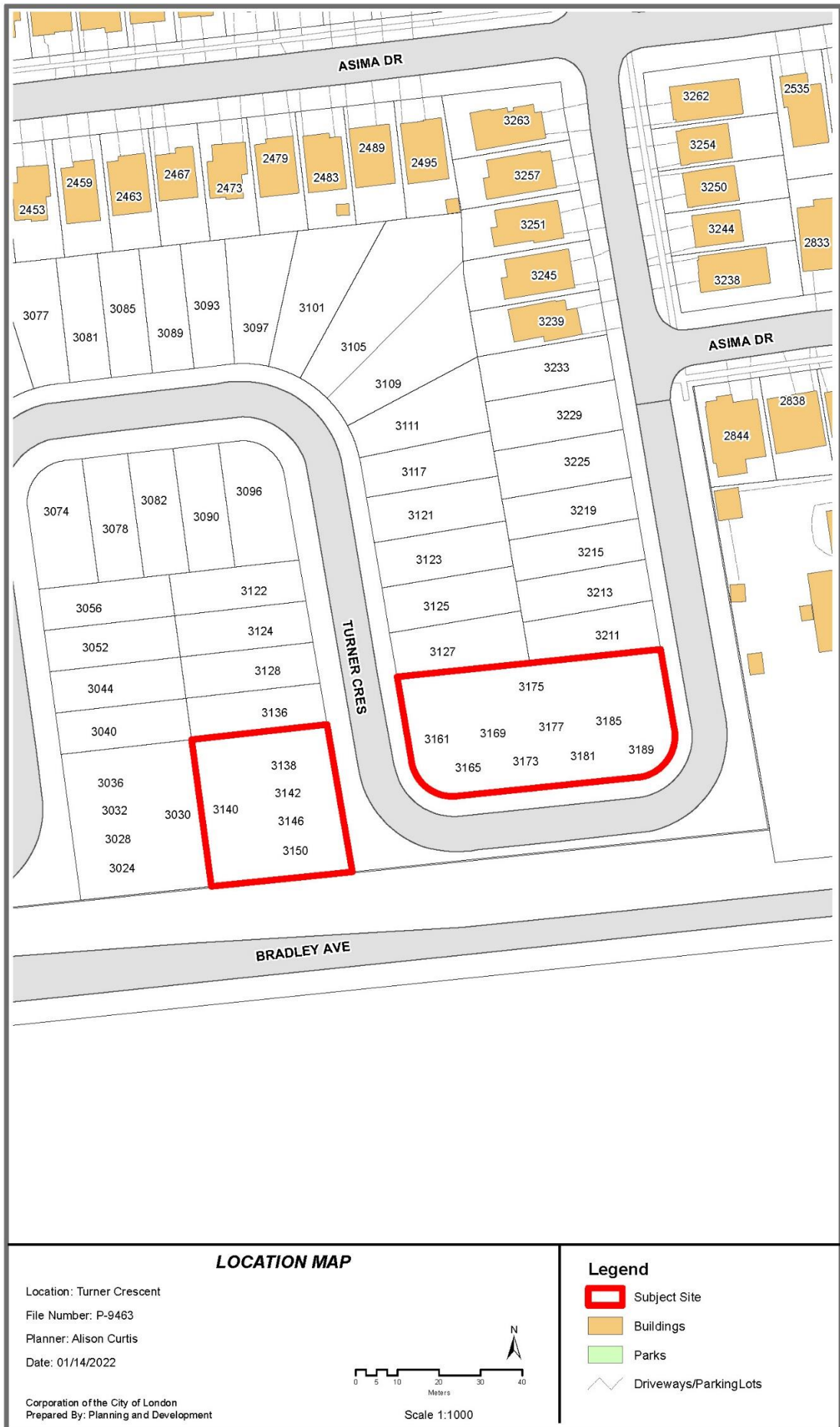
1.5 Site Characteristics

- Current Land Use – Vacant
- Area – ~0.3 hectares total, Block 48: 0.186 hectares, Block 49: 0.119 hectares
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Vacant, proposed single detached dwellings
- East – Residential
- South – Urban Reserve, agriculture
- West – Vacant, proposed residential

1.7 Location Map



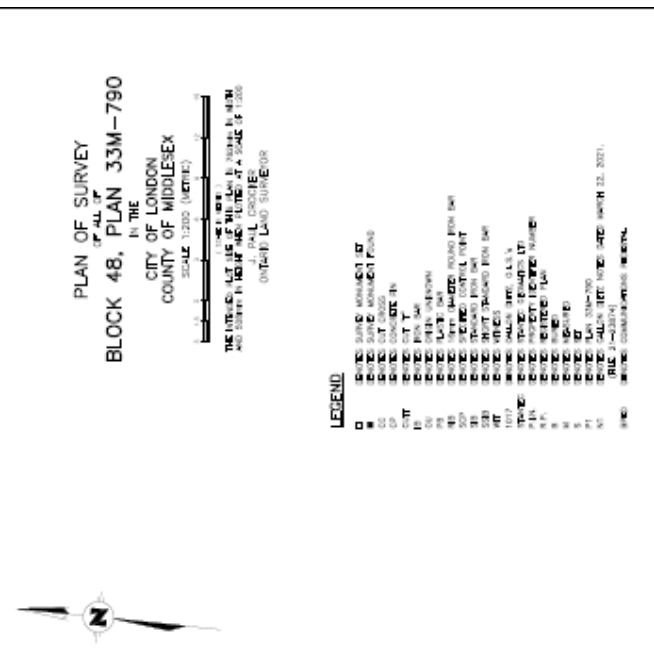
1.9 Block 48 Reference Plan

PLAN 33R-21173
Received and deposited
December 22nd, 2021

Larry Wang
Representative for the
Land Registrar for the
Land Titles Division of
Middlesex (No.33)

UNIT	BLK	PLAN	P. IN	PLAN (PART)
1	33R-21173	33M-790	33M-790	33M-790
2	33R-21173	33M-790	33M-790	33M-790
3	33R-21173	33M-790	33M-790	33M-790
4	33R-21173	33M-790	33M-790	33M-790
5	33R-21173	33M-790	33M-790	33M-790
6	33R-21173	33M-790	33M-790	33M-790
7	33R-21173	33M-790	33M-790	33M-790
8	33R-21173	33M-790	33M-790	33M-790
9	33R-21173	33M-790	33M-790	33M-790
10	33R-21173	33M-790	33M-790	33M-790
11	33R-21173	33M-790	33M-790	33M-790
12	33R-21173	33M-790	33M-790	33M-790
13	33R-21173	33M-790	33M-790	33M-790
14	33R-21173	33M-790	33M-790	33M-790
15	33R-21173	33M-790	33M-790	33M-790
16	33R-21173	33M-790	33M-790	33M-790
17	33R-21173	33M-790	33M-790	33M-790
18	33R-21173	33M-790	33M-790	33M-790
19	33R-21173	33M-790	33M-790	33M-790
20	33R-21173	33M-790	33M-790	33M-790

NOT TO SCALE. SEE PLANS 33R-21173, 33M-790 AND 18 COMMERCIAL FOR ALL PARTS OF THIS SURVEY.



LEGEND

- OPEN SPACE
- ▨ PUBLIC MANAGEMENT ROAD
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SURVEYOR'S CERTIFICATE

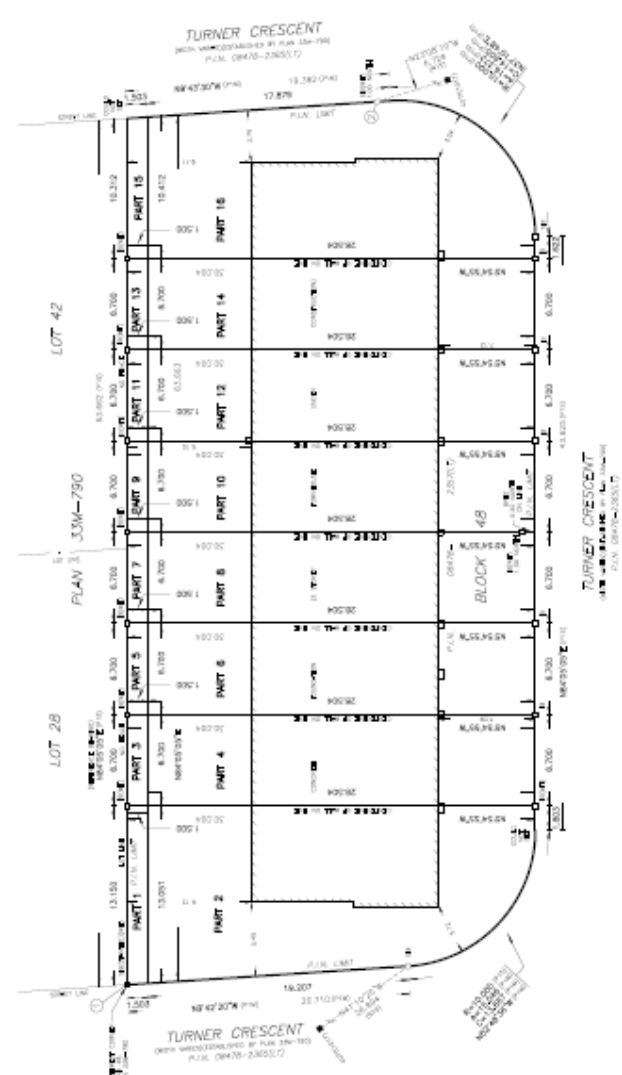
I, J. PAUL COCHRAN, ONLINE LAND SURVEYOR, HEREBY CERTIFY THAT:

- THE SURVEY AND PLAN ARE CORRECT AND ACCURATE AND THE SURVEYOR HAS CONDUCTED THE SURVEY AND PLAN IN ACCORDANCE WITH THE SURVEY ACT AND THE REGULATIONS THEREUNDER.
- THE SURVEY AND PLAN COMPLY WITH THE SURVEY ACT, 1990.

December 22, 2021

J. Paul Cochran
ONLINE LAND SURVEYOR
ONTARIO LAND SURVEYORS ASSOCIATION
MEMBER NO. 100000000

Callon Dietz Incorporated
ONTARIO LAND SURVEYORS
1000 SHEPPARD AVE. EAST
UNIT 1001
SCARBOROUGH, ONTARIO M1S 1V2
CANADA

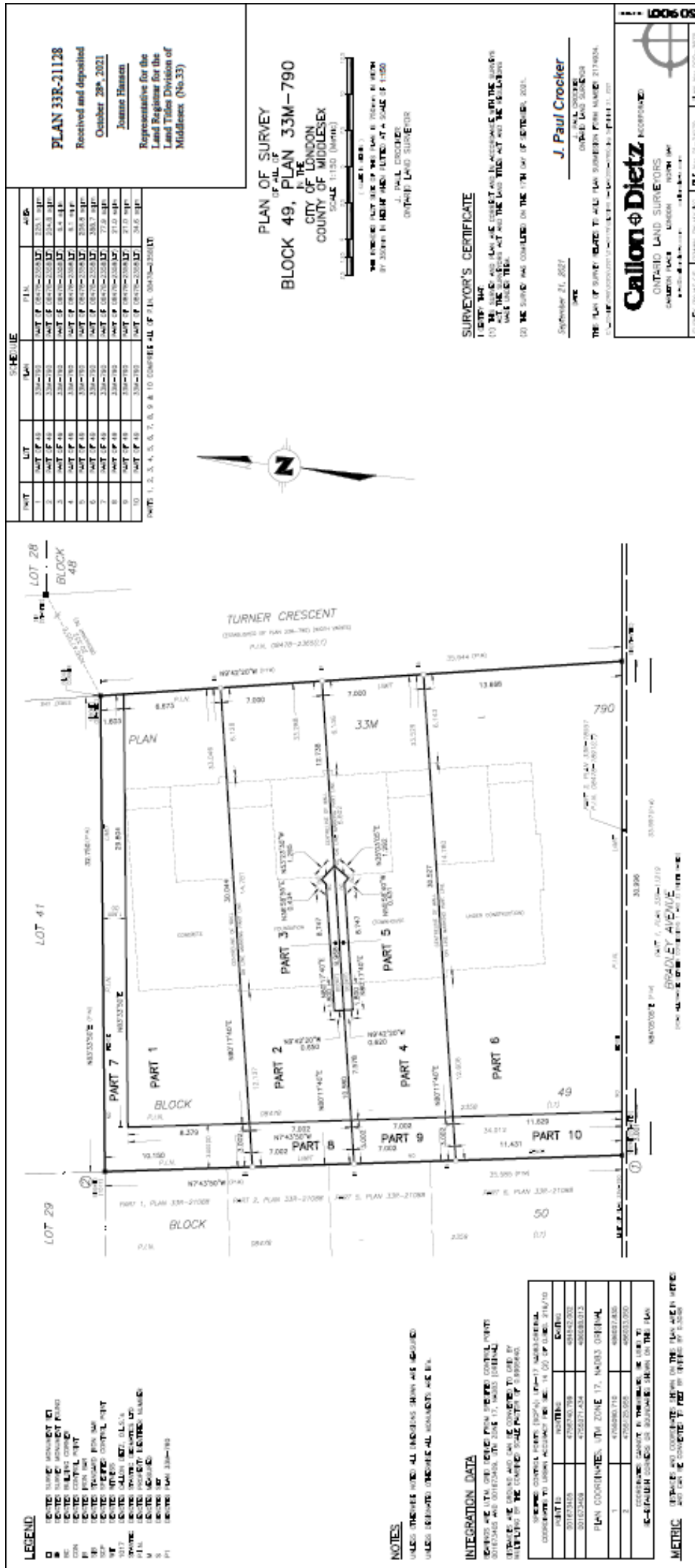


INTEGRATION DATA

BEARING AND COORDINATE SYSTEM ON THE PLAN ARE IN METRIC
AND CAN BE CONVERTED TO FOOT BY DIVIDING BY 3.048

UNIT	BLK	PLAN	P. IN	PLAN (PART)
1	33R-21173	33M-790	33M-790	33M-790
2	33R-21173	33M-790	33M-790	33M-790
3	33R-21173	33M-790	33M-790	33M-790
4	33R-21173	33M-790	33M-790	33M-790
5	33R-21173	33M-790	33M-790	33M-790
6	33R-21173	33M-790	33M-790	33M-790
7	33R-21173	33M-790	33M-790	33M-790
8	33R-21173	33M-790	33M-790	33M-790
9	33R-21173	33M-790	33M-790	33M-790
10	33R-21173	33M-790	33M-790	33M-790
11	33R-21173	33M-790	33M-790	33M-790
12	33R-21173	33M-790	33M-790	33M-790
13	33R-21173	33M-790	33M-790	33M-790
14	33R-21173	33M-790	33M-790	33M-790
15	33R-21173	33M-790	33M-790	33M-790
16	33R-21173	33M-790	33M-790	33M-790
17	33R-21173	33M-790	33M-790	33M-790
18	33R-21173	33M-790	33M-790	33M-790
19	33R-21173	33M-790	33M-790	33M-790
20	33R-21173	33M-790	33M-790	33M-790

1.10 Block 49 Reference Plan



2.0 Discussion and Considerations

The Applicant, Greengate Village Limited, has requested exemption from part-lot control to create a total of twelve (12) freehold, street fronting townhouse units on Turner Crescent.

2.1 Previous Meeting

At its meeting held on March 7, 2022, Municipal Council resolved:

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Greengate Village Limited to exempt Blocks 48 and 49 of Registered Plan 33M-790 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 Blocks 48 and 49, Plan 33M-790 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(3) R4-5(4)) in Zoning By-law No. Z.-1, which permits street townhouses, with special provisions regulating lot frontage, garage front yard depth, exterior side yard depth, and interior side yard depth;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Blocks 48 and 49, Plan 33M-790 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 Planning and Development 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 Planning and Development 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;
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 - 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 Planning and Development 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 Planning and Development for 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 that requirements *d), e) and f)* inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Division for lots being developed in any future reference plan;
- xii. That not more than two (2) reference plans be approved to be registered as part of this application and that Greengate Village limited advise the City of the registration of each reference plan; 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

2.2 Consultation

There is no legislated community engagement (i.e., notice or hearing) required for an application for Exemption from Part-Lot Control under the *Planning Act* Section 50(29). Instead, a notice of the request for exemption was circulated to internal departments, such as Engineering and Building, and London Hydro. Subdivision Engineering previously confirmed that the draft standard conditions are applicable, and no additional conditions are needed.

2.3 Policy Context

In Ontario, the subdivision of land is governed by the *Planning Act*. Under section 50 of this legislation, subdivision of land is permitted through the following means: approval of the Plan of Subdivision; the granting of a Consent, also known as a severance; and, through a by-law for an exemption from part-lot control for lots or blocks within a registered Plan of Subdivision. There are provisions to ensure that part of a lot or block within a registered Plan of Subdivision cannot be transferred without approval from the municipality. These provisions allow a municipality to remove part-lot control from all, or part, of a registered Plan of Subdivision to legally divide a lot or block so that these parts can be conveyed.

The use of these by-laws is appropriate when there are several land transactions involved and the resulting change would not affect the nature or character of the subdivision. Exemption from part-lot control can be used to create freehold, street townhouses to ensure that the eventual lots lines would match with the foundation.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Exemption from Part-Lot Control

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 previously noted have been satisfied as follows:

- a) 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 Applicant on March 8, 2022.

- b) The Applicant submit a draft reference plan to Planning and Development 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 the registration of the Reference Plans 33R-21173 (Block 480 and 33R-21128 (Block 49).

- c) The Applicant submits to Planning and Development 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;

Digital copies were provided to London Plan Submit on March 2, 2022, and City Staff (GIS Data Technician) confirmed by email on March 9, 2022, that the submitted files were in a format acceptable to the City of London.

- d) 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 approval from London Hydro on January 26, 2022.

- e) The Applicant submit to the City 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 for Blocks 48 and 49 submitted as per Site Plan Application SPA20-098.

- f) The Applicant shall enter into any amending subdivision agreement with the City, if necessary;

Satisfied as the Subdivision Agreement was registered and a Development Agreement for Blocks 48 and 49 being registered as Instrument Number ER1366246 dated April 7, 2021.

- g) 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 as the services have been installed in accordance with the approved final design of the lots, and a Certificate of Conditional Approval was issued on December 16, 2020, noting that Planning and Development does not object to the issuance of FULL building permits.

- h) The Applicant shall obtain confirmation from Planning and Development 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 March 23, 2021.

- i) The Applicant shall obtain approval from Planning and Development for each reference plan to be registered **prior to the reference plan being registered in the land registry office;**

Satisfied by Reference Plans 33R-21173 (Block 48) and 33R-21128 (Block 49).

- j) 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 Plans 33R-21173 (Block 48) and 33R-21128 (Block 49).

- k) The Applicant shall obtain clearance from the City that requirements *d), e) and f)* inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Division for lots being developed in any future reference plan;

Conditions d), e), and f), inclusive, have been satisfied and Permit Number 21-021429 (Block 48) and 21-015903 (Block 49) have been issued.

- l) That not more than two (2) reference plans be approved to be registered as part of this application and that Greengate Village limited advise the City of the registration of each reference plan; and

Only two reference plans have been registered as part of this application and they have been deposited and registered as 33R-21173 (Block 48) and 33R-21128 (Block 49).

- m) 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 the Applicant on March 8, 2022, and registered reference plans are deposited as 33R-21173 (Block 48) and 33R-21128 (Block 49), which permit the passing of the Part Lot Control Exemption By-law.

Conclusion

The recommended exemption from Part-lot Control is considered appropriate and in keeping with the planned intent of the Summerside Subdivision. In accordance with the Council Resolution, the conditions required to be completed prior to the passage of a Part-Lot Control by-law have been satisfied, and the Applicant has been advised that the cost of registration of the by-law is to be borne by the Applicant.

Prepared by: Alison Curtis, MA
Planner 1, Planning and Development

Reviewed by: Bruce Page, MCIP, RPP
Manager, Planning and Development

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections

cc: Michael Pease, Manager, Planning and Development (Site Plan)

cc: David Turvey, GIS Data Technician, Planning and Development

GB/BP/AC/ac

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2022\P-9463 - 3161 and 3138 Turner Crescent
(A. Curtis)

Appendix A

Bill No.
2022

By-law No. C.P.-

A by-law to exempt from Part-Lot Control, lands located at 3161 ad 3138 Turner Crescent, legally described as Blocks 48 and 49 in Registered Plan 33M-790.

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 Greengate Village Limited, it is expedient to exempt lands located at 3161 ad 3138 Turner Crescent, legally described as Blocks 48 and 49 in Registered Plan 33M-790, from Part Lot Control;

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

1. Blocks 48 and 49, Plan 33M-765, located at 3161 and 3138 Turner Crescent, east of Meadowgate Boulevard, 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 holding Residential R4 Special Provision R4-5(4) and R4-5(3)) Zone of the City of London Zoning By-law No. Z-1.
2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on April 12, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Application by The Ironstone Building Company
1960 Evans Boulevard
Removal of Holding Provisions

Date: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, based on the application by The Ironstone Building Company, relating to lands located at 1960 Evans Boulevard, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on April 12, 2022 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 (h-1•R6-5(75)) Zone and a Holding Residential R6 (h-70•R6-5) Zone **TO** a Residential R6 Special Provision (R6-5(75)) Zone and a Residential R6 (R6-5) Zone to remove the h-1 and h-70 holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the h-1 and h-70 holding symbols to permit the development of cluster townhouse dwellings permitted under the Residential R6 (R6-5) and Residential R6 Special Provision (R6-5(75)) Zones.

Rationale of Recommended Action

1. The conditions for removing the holding (h-1 & h-70) provisions have been met and the recommended amendment will allow the site to develop for residential uses in compliance with the Zoning By-law.
2. A Site Plan has been approved and Development Agreement entered into implementing all recommendations of the accepted noise assessment report. Performance security has also been posted in accordance with the Development Agreement and City policy.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London's growth and development is well planned and sustainable over the long term.

Analysis

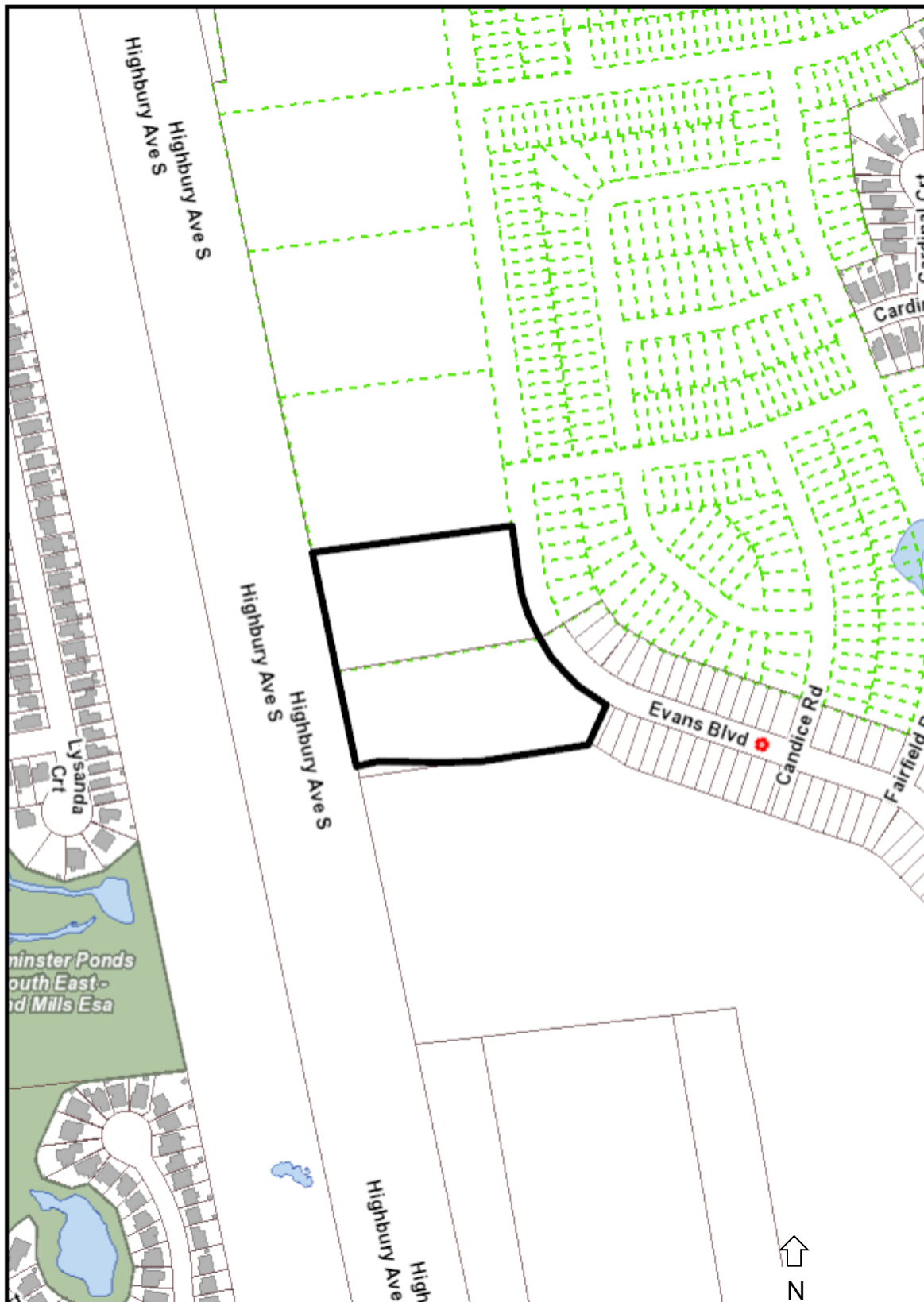
1.0 Background Information

1.1 Previous Reports Related to this Matter

June 21, 2021 – Report to Planning and Environment Committee – Summerside Subdivision Phase 17 – Special Provisions – Drewlo Holdings Inc. (File No. 39T-92020_17).

2.0 Discussion and Considerations






2.1 Location Map



Location Map

Project Title: H-9439
 Description: 160 Evans Boulevard
 Created By: Larry Mottram
 Date: 12/2/2021
 Scale: 1:4000

Legend

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

Corporation of the City of London



2.3 Planning History

The lands which are the subject of this application for removal of holding provisions and application for site plan approval consist of two adjacent residential blocks fronting the west side of Evans Boulevard. The southerly block (1.54 hectares) is described as Block 58 within Registered Plan No. 33M-789, registered on November 5, 2020. The northerly block is referred to as Townhouse Block 1333 (1.53 hectares) within a draft-approved plan of subdivision known as Summerside Subdivision - Phase 17. A Subdivision Agreement has been entered into for Phase 17. Final Approval and registration is expected shortly and once registered the block will be referred to as Block 175.

The remaining undeveloped and draft-approved phases within the Summerside Subdivision were acquired by Drewlo Holdings Inc. Drewlo recently brought forward a request for red-line revisions and zoning changes which mainly affected the lotting and street configuration east of the future extension of Evans Boulevard, with minimal change to the medium density blocks on the west side of Evans Boulevard. The requested red-line revisions and accompanying zoning amendments were presented at a public participation meeting of the Planning and Environment Committee on March 1, 2021. The City of London Approval Authority granted draft plan approval of the red-line revisions on April 23, 2021.

2.4 Community Engagement (see more detail in Appendix B)

There were no responses received to the Notice of Application.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Conclusions

4.1 Have the conditions for removal of the holding (h-1 & h-70) provisions been met?

Section 36(1) of the Planning Act allows municipalities to place holding provisions on properties to ensure that certain requirements have been addressed to the satisfaction of Council, prior to development. Through the Zoning By-law amendment and Draft Plan of Subdivision application process, two holding provisions were added to the subject site to address potential noise impacts from traffic on Highbury Avenue South. The holding provisions, and confirmation as to how each requirement has been satisfied, are noted below:

The purpose of the holding (“h-1”) provision in the zoning by-law is as follows:

“Purpose: To ensure that mitigating measures are undertaken in areas adjacent to transportation and utility corridors, an agreement shall be entered into, following consultation with relevant agencies, covering requirements for incorporating appropriate noise and/or vibration attenuation measures into the design of the development, prior to the removal of the “h-1” symbol.”

“Permitted Interim Uses: Existing uses; any non-residential use permitted by the applicable zones.”

The purpose of the holding (“h-70”) provision in the Zoning By-law is as follows:

“Purpose: To ensure there are no land use conflicts between freeways and the proposed residential uses, the h-70 shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.”

The engineering consultant's noise assessment entitled Environmental Noise Assessment Report 1920 & 1960 Evans Boulevard – Summerside Blocks 58 & 175 Townhomes – London, Ontario, dated August 6, 2021, prepared by Strik, Baldinelli, Moniz Limited for Ironstone Building Company was submitted with the application for Site Plan Approval.

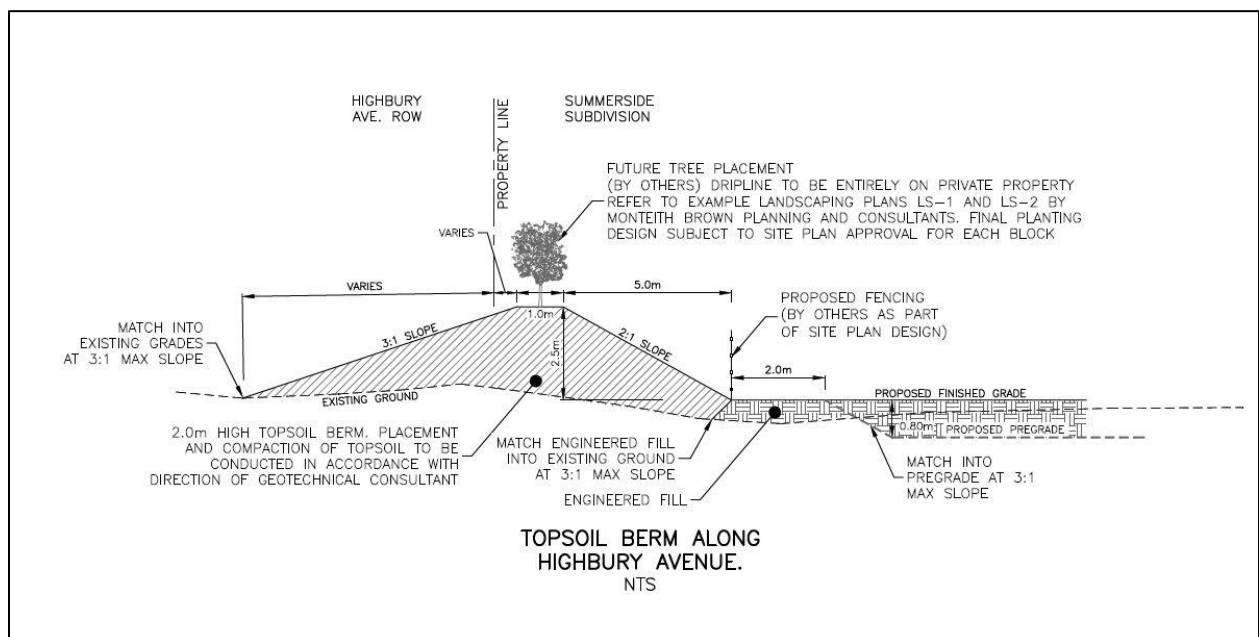
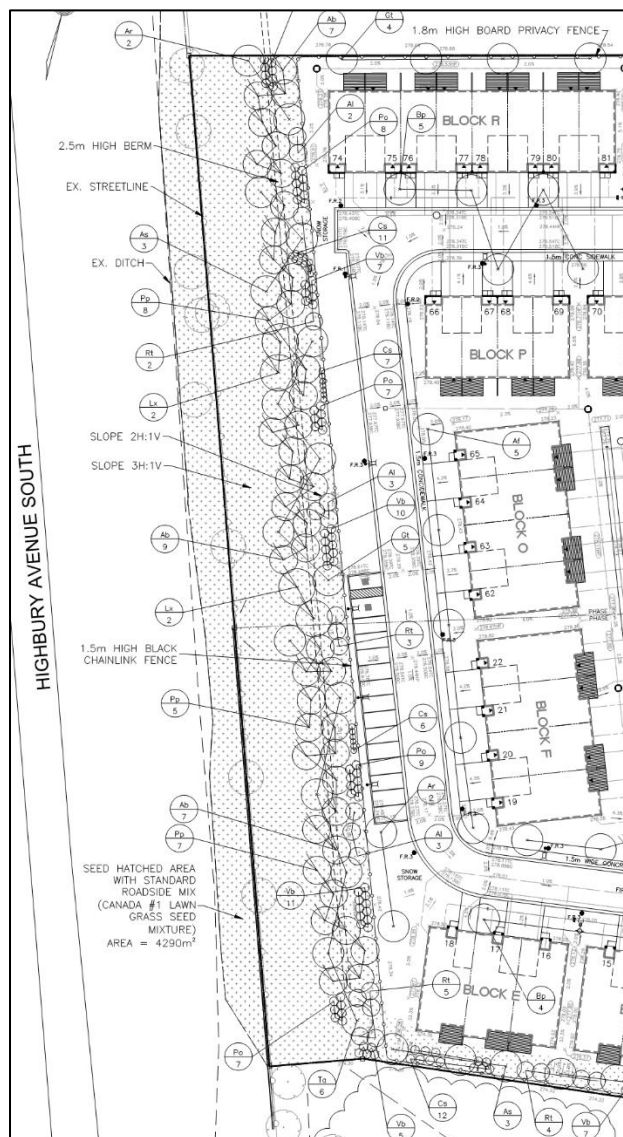
The purpose of the assessment report is to summarize the Ministry of the Environment, Conservation, and Parks (MECP) applicable noise criteria and guidelines; to project traffic noise levels using Provincially recognized noise prediction models and computer software; and to recommend appropriate noise control measures to meet the City's Design Specifications Requirements Manual and MECP requirements as prescribed in the publication Environmental Noise Guideline (NPC-300).

Highlights of the consultant's recommendations include the following:

- Outdoor living areas (OLA's) at two points of reception (representing the rear yard area for the Block R and Block P buildings as shown on the site plan) exceed the allowable outdoor noise level by less than 5 dBA. Therefore, a warning clause (Type A) is required on title for dwelling units in Blocks P and R.
- Due to steep grading at the rear of Blocks B, C, D, and E, elevated decks are proposed that will be less than 4 m in depth, which makes them exempt from the requirements for an OLA per the NPC-300 guidelines. However, the noise assessment report recommends that the warning clause (Type A) also be included for the units in these blocks since the outdoor noise level will be greater than 55 dBA.
- Installation of a central air conditioning system will be required for units whose indoor sound levels exceed the allowable by 10 dBA or more. A warning clause for future purchasers and tenants will also be mandatory. The unit on the west end of Block R is recommended to have mandatory central air conditioning installed and the applicable warning clause (Type D) shall be included in all agreements of rental, sale, or lease of this unit.
- Provisions for a central air conditioning system are required for units whose indoor noise levels exceed the guidelines by less than 10 dBA. Typically, this is achieved by sizing the heating ducts sufficiently to allow for future installation of a central air conditioning system. Prospective residents will then have the option of closing their windows and doors to block bothersome noise levels. This requirement will apply to all units within Blocks C, D, E, F, O, P and R, and the applicable warning clause (Type C) shall be given to prospective purchasers or tenants of these units. If central air conditioning will be provided in the new unit, the warning clause Type D should be used instead of warning clause Type C.
- Building components with sufficient Acoustical Insulation Factors will be required for units that have a day time sound level in excess of 65 dBA outside the living room window or a night time sound in excess of 60 dBA outside the bedroom window. For these units, the building components including doors, windows, and walls must be designed and installed so that the indoor sound levels meet the noise levels outlined by the MECP in NPC-300.
- The unit at the west end of Block R will require building components with noise isolation as a day time sound level outside the living room window was predicted at 65.3 dBA. An EW5 construction rating or masonry equivalent from foundation to rafters is recommended along with the installation of double-glazed windows.

The Development Agreement will include provisions for central air conditioning, specified building components, and all noise warning clauses to be registered on title as recommended in the noise assessment report. These requirements will form part of the approved Site Plan and Development Agreement.

Plan and Cross-Section of Landscaped Berm along Highbury Avenue South



The subdivision draft plan was approved for future medium density residential uses immediately adjacent Highbury Ave South as these forms of housing generally provide for greater flexibility in site design and building orientation. This development proposal incorporates a private window street, front-facing dwellings units with private outdoor amenity areas in the rear, as well as a physical barrier consisting of a 2.5 metre high landscaped berm parallel with Highbury Avenue to mitigate impacts from exposure to road noise and eliminate the need for a continuous noise wall. Conditions requiring construction of the topsoil berm abutting Highbury Avenue were included in the Subdivision Agreement and accepted engineering drawings for Summerside Phase 17.

Excerpts from the Site/Landscape Plan and subdivision grading plans illustrating the planting details, and cross-section diagram of the topsoil berm are shown above. The barrier effects of the berm were included in the noise study calculations of projected noise levels at the indoor day time, night time, and outdoor living area (OLA) receiver locations.

Conclusion

The requirements for removing the holding provisions on the subject lands have been addressed through the subdivision and site plan approval process. Removal of these holding provisions will allow the issuance of building permits for the proposed 93 unit townhouse development. In the opinion of Staff, the h-1 and h-70 holding provision requirements have been satisfied and it is appropriate to proceed to lift the holding symbols from the zoning map.

Prepared by: **Larry Mottram, MCIP, RPP**
Senior Planner, Subdivisions and Condominiums

Reviewed by: **Bruce Page, MCIP, RPP**
Manager, Subdivision Planning

Recommended by: **Gregg Barrett, AICP**
Director, Planning and Development

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

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

CC: Matt Feldberg, Manager, Subdivisions and Development Inspections

March 21, 2022
SM/GB/BP/LM/lm

Y:\Shared\ADMIN\1- PEC Reports\2022 PEC Reports\1_Current Cycle (Mar 28)\FINAL - 1960 Evans Boulevard - The Ironstone Building Company - H-9439 LM.docx

Appendix A

Bill No. (Number to be inserted by
Clerk's Office)
2022

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 1960 Evans
Boulevard.

WHEREAS The Ironstone Building Company has applied to remove the holding provisions from the zoning on lands located at 1960 Evans Boulevard, 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 1960 Evans Boulevard, as shown on the attached map, to remove the h-1 and h-70 holding provisions so that the zoning of the lands as a Residential R6 Special Provision (R6-5(75)) Zone and a Residential R6 (R6-5) Zone comes into effect.
2. This By-law shall come into force and effect on the date of passage.

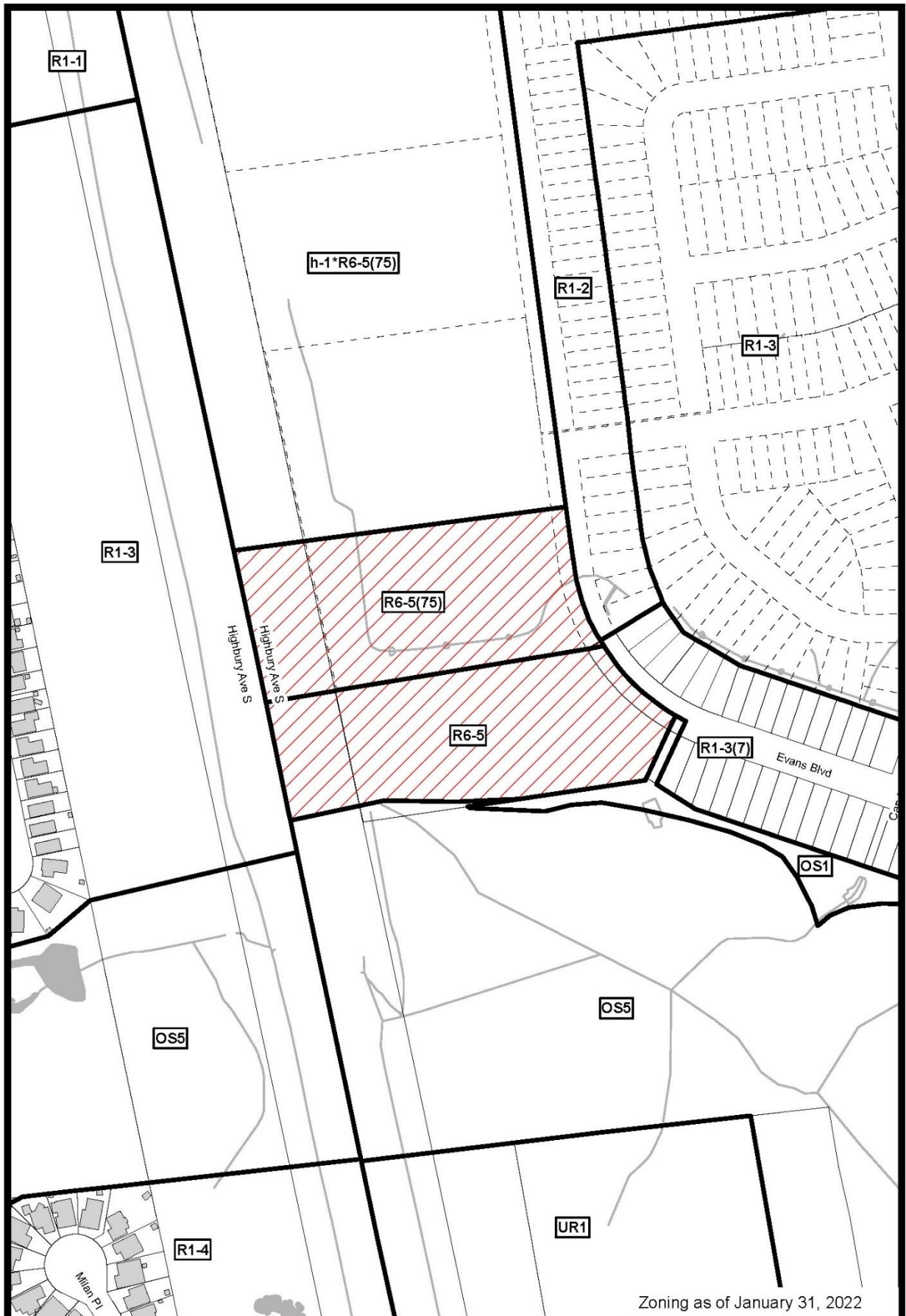
PASSED in Open Council on April 12, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

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



File Number: H-9439
Planner: LM
Date Prepared: 2022/02/04
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 December 16, 2022.

Responses: No replies

Nature of Liaison: 1960 Evans Boulevard, west side, east of Highbury Avenue South – City Council intends to consider removing the Holding (“h-1” and “h-70”) Provisions from the zoning of the subject lands to allow development of cluster townhouse dwellings permitted under the Residential R6 (R6-5) and Residential R6 Special Provision (R6-5(75)) Zones. The purpose of the h-1 provision is to ensure that mitigating measures are undertaken in areas adjacent to transportation and utility corridors, an agreement shall be entered into following consultation with relevant agencies, covering requirements for incorporating appropriate noise and/or vibration attenuation measures into the design of the development, prior to the removal of the “h-1” symbol. The purpose of the h-70 provision is to ensure there are no land use conflicts between freeways and the proposed residential uses, the h-70 shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London. Council will consider removing the holding provision as it applies to these lands no earlier than February 15, 2022.

Response to Notice of Application and Publication in “The Londoner”

Telephone:
None

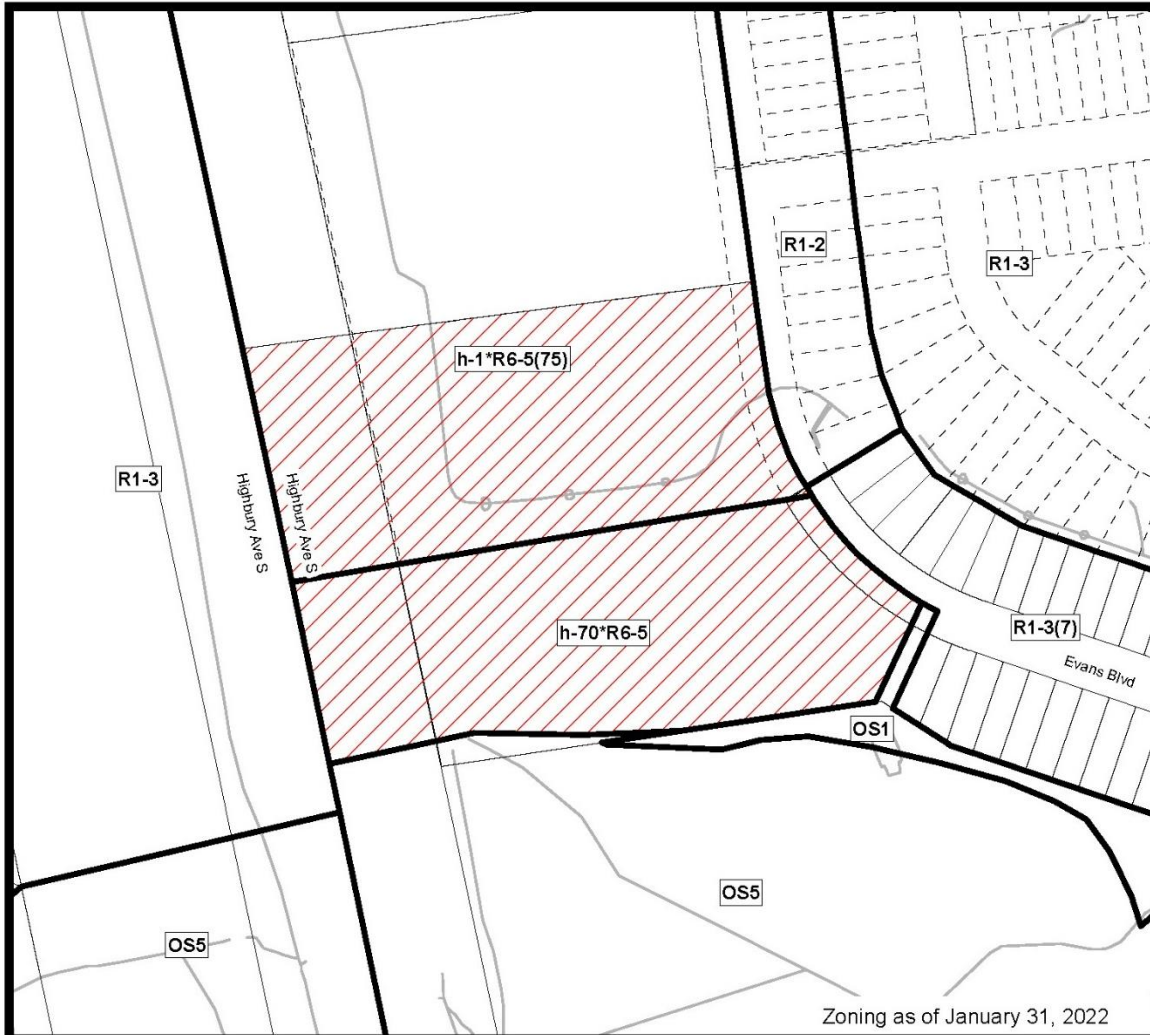
Written:
None

Significant Agency/Departmental Comments:

None

Appendix C – Relevant Background

Existing Zoning Map



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

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

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

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

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

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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

H-9439

LM

MAP PREPARED:

2022/02/04

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: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 1200 Commissioners Road East
Public Participation Meeting
Date: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Pond Mills Square Realty Inc. relating to the property located at 1200 Commissioners Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 12, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (The London Plan, 2016) and the Official Plan for the City of London (1989), to change the zoning of the subject property **FROM** a Community Shopping Area Special Provision (CSA5(2)) Zone, **TO** a Community Shopping Area Special Provision (CSA5(_)) Zone;

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site to add Place of Worship as an additional permitted use within one of the existing buildings totalling 1,585.00 square metres (17,060.80 square feet).

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit Place of Worship.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Shopping Area Place Type;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Community Commercial Node designation;
4. The recommended amendment would facilitate reuse of the existing building with a use that is appropriate for the context of the site.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London's growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

OZ-7894: July 18, 2011 – Report to Built and Natural Environment Committee- request for an Official Plan and Zoning By-law Amendment at 1200 Commissioners Road East.

1.2 Planning History

In 2011, the subject site was rezoned from a Community Shopping Area (CSA5) Zone which allows for a wide range of community scale, commercial retail and service uses, as well as some office uses to Community Shopping Area Special Provision (CSA5(_)) Zone to permit an increase in business office uses to a maximum gross floor area of 5,000 square metres or 53,9321 square feet.

1.3 Property Description

The subject lands are located on the east of Deveron Crescent and north side of Commissioners Road East. The subject site is currently occupied by three standalone buildings, one with a coffee shop, the second with retail/office units and a grocery store, and the third building with an office unit, a lab and a vacant unit. The subject lands have a total area of approximately 7.3 hectares (18.0 acres) and frontage of approximately 154.70 metres along Commissioners Road. The remainder of the subject lands consist of surface parking, pedestrian pathways and landscaping strips throughout the site and around the perimeter.



Figure 1: Photo of Subject Site and current use (Existing Vacant unit)



Figure 2: Photo of Subject Site (facing East on Deveron Crescent)

1.4 Current Planning Information

- The London Plan Place Type – Shopping Area Place Type
- Official Plan Designation – Community Commercial Node
- Existing Zoning – Community Shopping Area (CSA5(2)) Zone

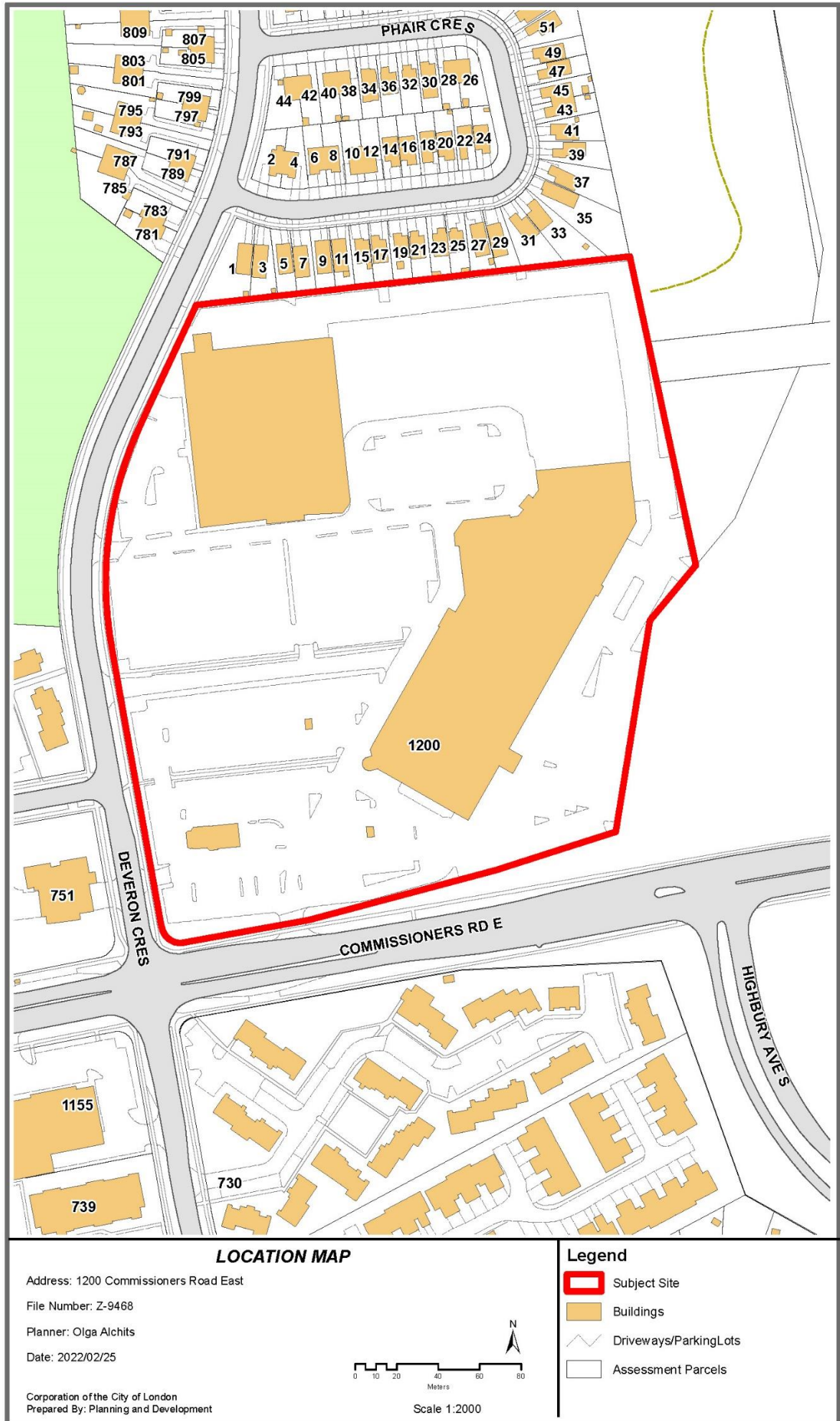
1.5 Site Characteristics

- Current Land Use – Existing Community Shopping Centre, Office Space, Lab and Vacant Unit
- Frontage – 154.7 metres
- Depth – approximately 295 metres
- Area – approximately 7.3 hectares (18.0 acres)
- Shape – Irregular

1.6 Surrounding Land Uses

- North – Semi-detached and fully detached Low Density Residential
- East – Expressway, Open Space
- South – Commercial, Low Density Residential
- West – Semi-detached and fully detached Low Density Residential

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The applicant has requested to rezone the subject lands to add Place of Worship to the range of permitted uses, with special provisions to recognize existing site conditions. No additional development or site alteration is proposed.

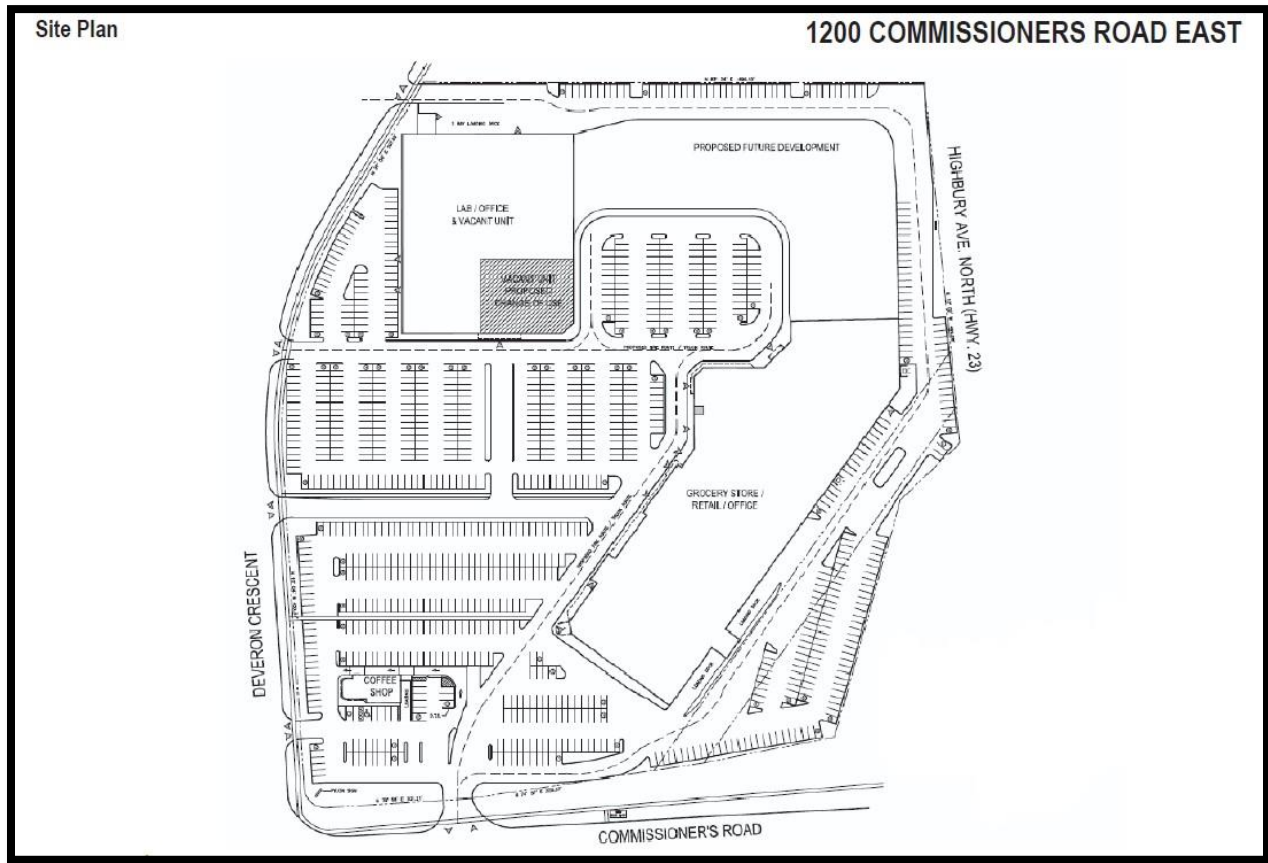


Figure 3: Existing conditions plan

2.2 Requested Amendment

The applicant has requested to rezone the lands to Community Shopping Area Special Provision (CSA5(2)) Zone to add Place of Worship as an additional permitted use within one of the existing buildings totalling 1,585.00 square metres (17,060.80 square feet). No additional development or site alterations are proposed as part of this amendment. The existing Special Provision will continue to apply on the site: the total Gross Floor Area (G.F.A) for Office Uses will be permitted in excess of 15%, to a maximum Gross Floor Area (G.F.A) of 5,000 square metres (53,921 square feet) within the existing central shopping plaza building.

2.3 Community Engagement (see more detail in Appendix B)

Through the community engagement process, no phone calls or emails were received.

2.4 Policy Context

Provincial Policy Statement, 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that

the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

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

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

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward. (Key Direction #5, Directions 2 and 4).

The proposed use supports these Key Directions by providing a convenient service to Londoners in the urban area of the city.

The site is in the Shopping Area Place Type, as identified on *Map 1 – Place types.

1989 Official Plan

The subject site is designated Community Commercial Node in accordance with Schedule ‘A’ of the 1989 Official Plan. Community Commercial Nodes are intended to provide a wide range of goods and services which are needed on a regular basis. Community Commercial Nodes are smaller in size than Enclosed and New Format Regional Commercial Nodes and there is less emphasis on comparison shopping needs and more emphasis on community specialized services (4.3.7.1).

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

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

The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader

mixed uses to meet long-term needs (1.3.1). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

The recommended amendment is in keeping with the PPS 2020 as it facilitates the introduction of a new use that is suitable within existing site context. The proposed Place of Worship would be located within the existing building, making use of existing building stock and efficiently using existing infrastructure and services. The recommended amendment contributes to an appropriate mix and range of uses by providing for an institutional use within the broader range of commercial and residential use in the community. The amendment will promote opportunities for economic development and community investment-readiness. Lastly, the recommended amendment provides a use or service in close proximity to residential neighbourhoods, thereby reducing the number of vehicle trips.

4.2 Issue and Consideration #2: Use, Intensity, and Form

The London Plan

The Shopping Area Place Type permits a broad range of retail, service, office, entertainment, recreational, institutional, and residential uses (877_1). Mixed-use buildings are encouraged and uses that are not compatible with residential and retail uses will not be permitted (877_2 and 822_3). A maximum intensity of four storeys, or six storeys with Type 2 Bonus Zoning, is contemplated (878_2).

The London Plan also identifies that smaller institutional uses are to be embedded within Neighbourhoods and a variety of other place types throughout the city. Schools, places of worship, facilities for community groups and faith-based organizations, and small health care services are examples of uses that are integrated into our communities (1083).

The proposed Place of Worship is contemplated in the Shopping Area Place Type as an institutional use. The proposed use complements the existing mixed uses such as commercial, office, lab on the subject site as well as the residential uses in the vicinity and is considered appropriate with the existing neighbourhood context. The existing one storey building is within the intensity contemplated by the Shopping Area Place type, and no changes to the intensity or form are proposed. The subject lands continue to be an appropriate shape and size to accommodate the existing uses. The proposed use is not anticipated to have any negative impacts on the neighbouring commercial sites or residential neighbourhood.

1989 Official Plan

Areas designated Community Commercial Node are primarily intended to provide a range of goods and services which are needed on a regular basis. The designation permits all types of retail outlets such as department stores, home improvement and furnishing stores, supermarkets, food stores and pharmacies, service-oriented office uses such as real estate, insurance and travel agencies; community facilities, such as libraries or day care centres, professional and medical/ dental offices; and commercial and private schools (4.3.7.3).

A Place of Worship is considered a community facility use which is contemplated by the Community Commercial Node designation. The requested amendment would facilitate the conversion of the existing building to a use that is considered compatible within the surrounding context.

4.3 Issue and Consideration #3: Zoning

The applicant has requested to rezone the lands from the existing Community Shopping Area Special Provision (CSA5(2)) Zone to a new Community Shopping Area Special Provision (CSA5(_)) Zone to add Place of Worship as an additional permitted use within one of the existing buildings totalling 1,585.00 square metres (17,060.80 square feet).

The existing range of uses and the existing special provision permitting Gross Floor Area (G.F.A) for office uses in excess of 15%, to a maximum Gross Floor Area of 5,000 square metres within the existing central shopping plaza building will continue to apply to the site.

The proposed amendment to add Place of Worship as an additional permitted use does not seek any site alteration or additional special provisions as the existing site conditions can accommodate the proposed use and will continue to conform to the current zoning regulations.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan and the 1989 Official Plan. The recommended amendment would facilitate the reuse of the existing building with a use that is appropriate and compatible within its surrounding context.

Prepared by: Olga Alchits
Planner I

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

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1- _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1200
Commissioners Road East

WHEREAS Pond Mills Square Realty Inc. has applied to rezone an area of land located at 1200 Commissioners Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable the lands located at 1200 Commissioners Road East, as shown on the attached map comprising part of Key Map No. A108, from a Community Shopping Area Special Provision (CSA5(2)) Zone to a Community Shopping Area Special Provision (CSA5(_)) Zone.
- 2) Section Number 22.4 d) of the Community Shopping Area (CSA5) Zone is amended by adding the following Special Provision:

CSA5(_) 1200 Commissioners Road East

a) Additional Permitted Uses:

i) Place of Worship

b) Regulations:

i) Gross Floor Area
For Place of Worship
(Maximum) 1,585.00 square metres
(17,060.80 square feet)

ii) Notwithstanding the provisions of Table 22.3 of this By-law to the contrary, the total Gross Floor Area (G.F.A) for Office Uses will be permitted in excess of 15%, to a maximum Gross Floor Area (G.F.A) of 5,000 square metres (53,921 square feet) within the existing central shopping plaza building.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

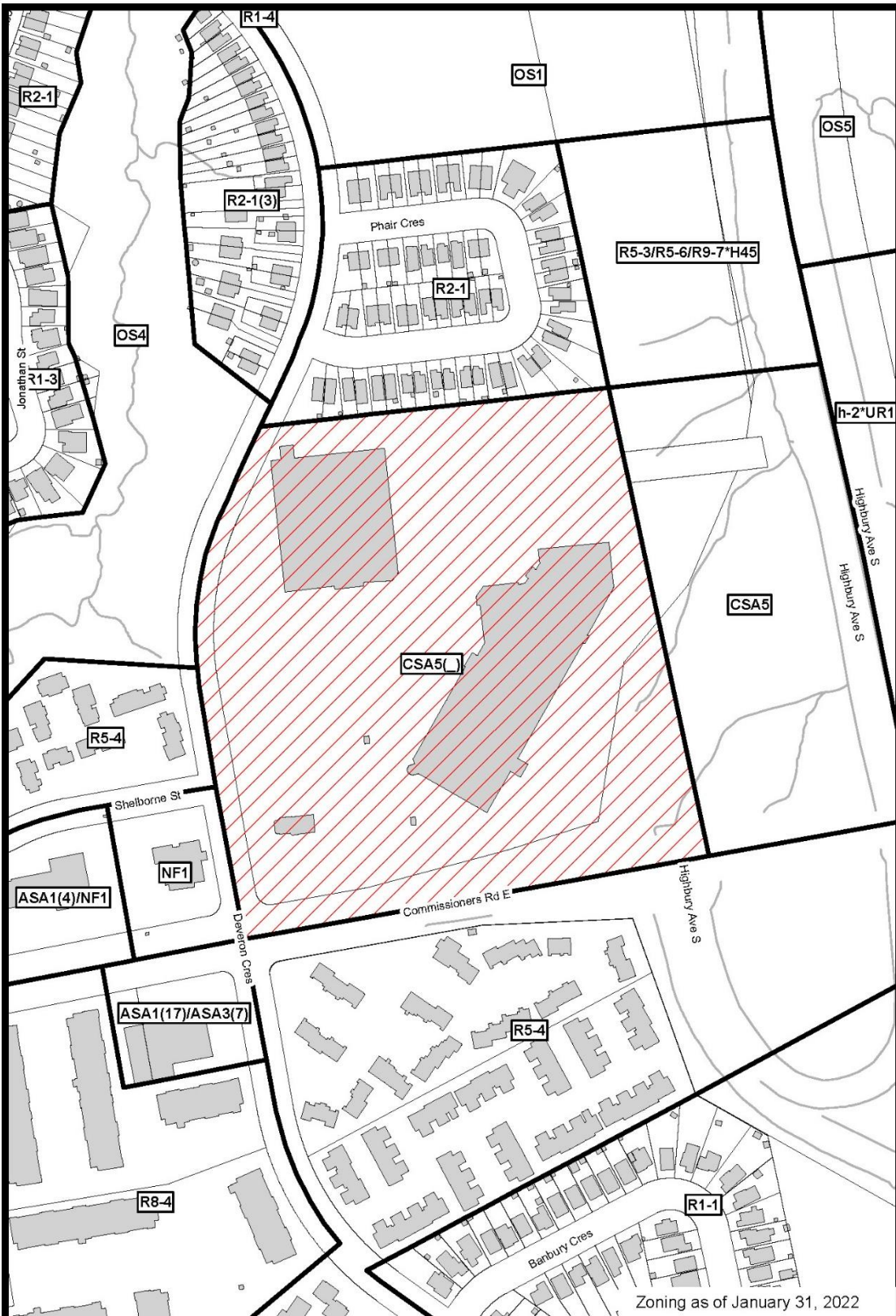
PASSED in Open Council on April 12, 2022.


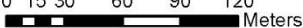

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

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



<p>File Number: Z-9468 Planner: OA Date Prepared: 2022/25/02 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p>0 15 30 60 90 120 Meters </p> <p></p>
--	--

GeoDatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: On February 9, 2023, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 10, 2022. A “Planning Application” sign was also posted on the site.

No public replies were received.

Nature of Liaison: The purpose and effect of this zoning change is to permit A Place of Worship. Possible change to Zoning By-law Z.-1 **FROM** a Community Shopping Area Special Provision (CSA5(2)) Zone **TO** a Community Shopping Area Special Provision (CSA5(_)) Zone. The following existing Special Provision will continue to apply on the site: the total Gross Floor Area (G.F.A) for Office Uses will be permitted in excess of 15%, to a maximum Gross Floor Area (G.F.A) of 5,000 square metres (53,921 square feet) within the existing central shopping plaza building. The City may also consider additional special provisions.

Responses: None.

Agency/Departmental Comments

February 10, 2022: Urban Design

Urban Design has no concerns with the change of use. No review/no comment on the submitted concept plan.

February 14, 2022: Water Engineering

No comments.

February 17, 2022: Parks Planning and Design

No comments.

February 22, 2022: Engineering

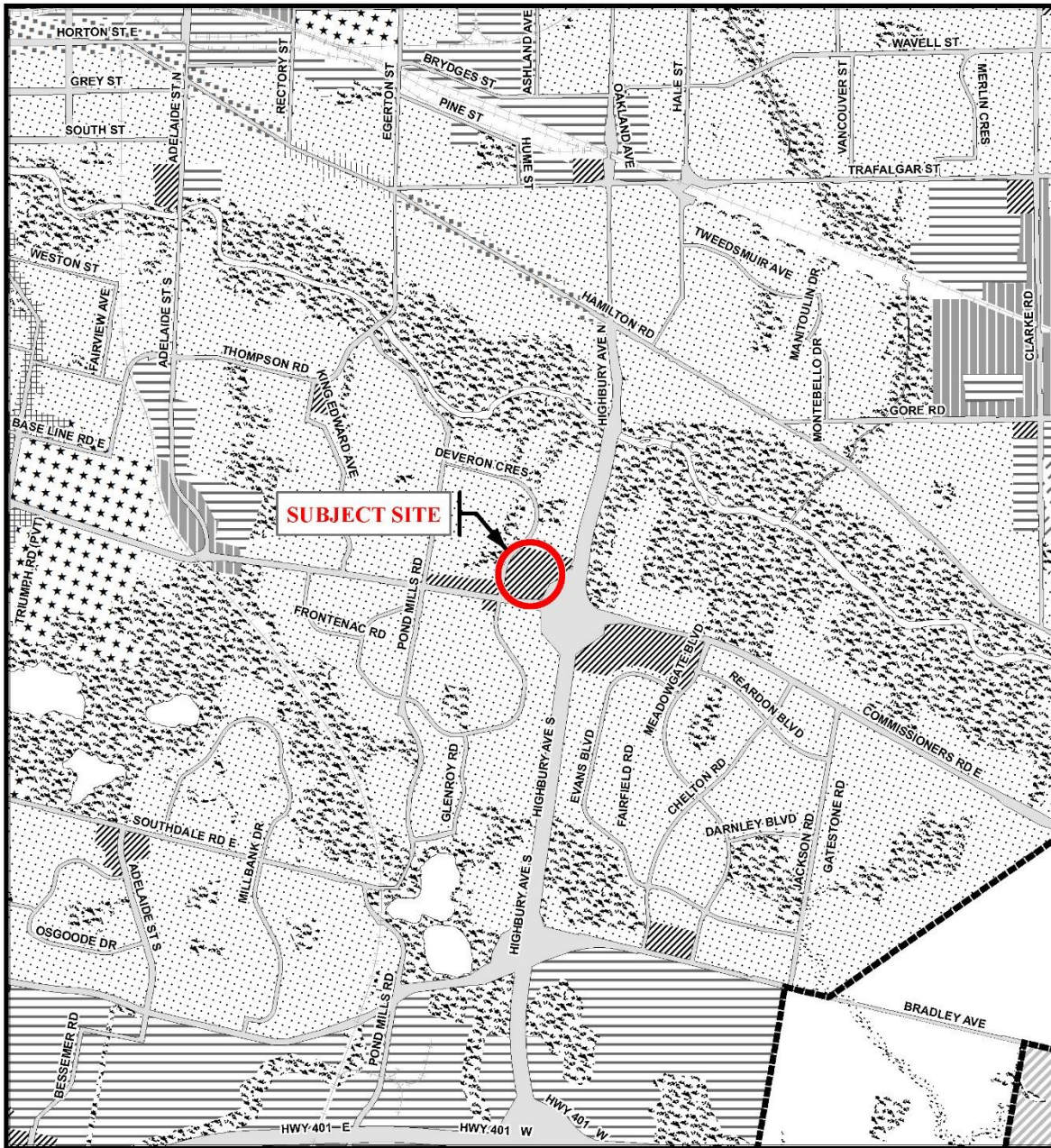
No comments.

February 10 2022: London Hydro

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

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



Legend

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

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

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

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000



File Number: Z-9468

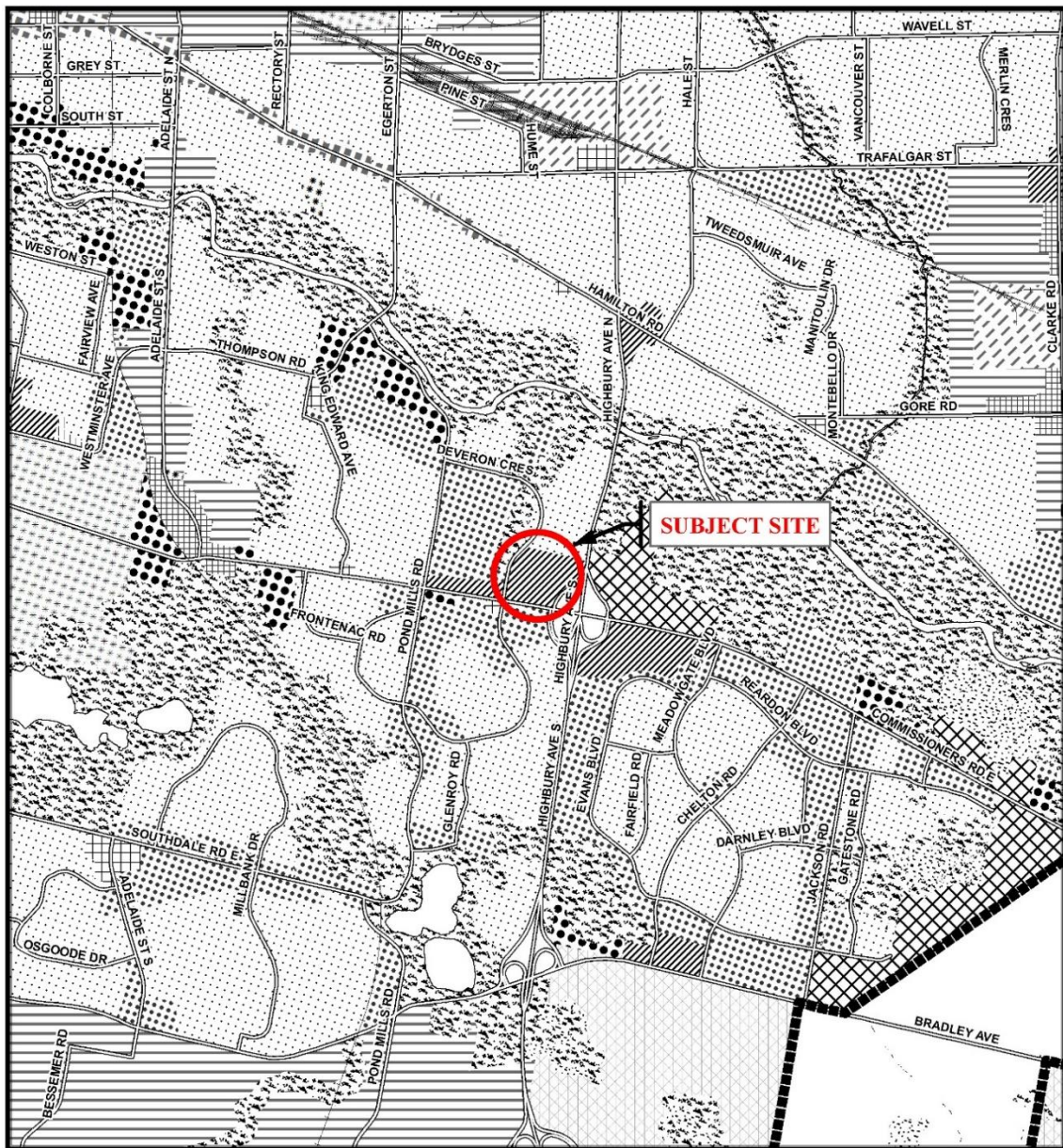
Planner: OA

Technician: RC

Date: February 16, 2022

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxd\Z-9468-Map1-PlaceTypes.mxd

1989 Official Plan – Schedule A – Land Use

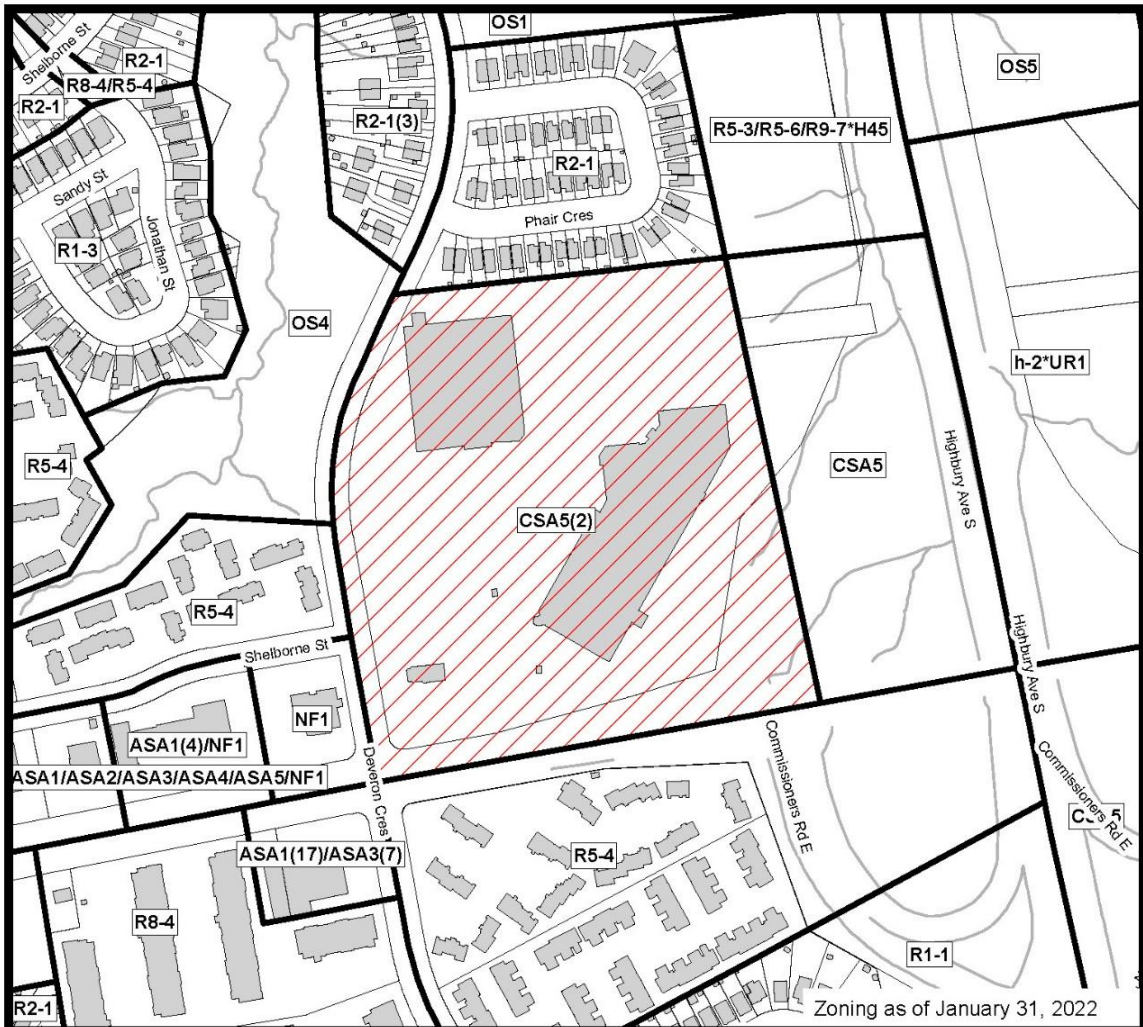


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	FILE NUMBER: Z-9468
		PLANNER: OA
		TECHNICIAN: RC
		DATE: 2022/02/25

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
Z-9468 OA

MAP PREPARED:
2022/02/25 RC

1:4,000
0 20 40 80 120 160
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 and Environment Committee

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

Subject: Demolition Request for Heritage Listed Property at 3700
Colonel Talbot Road by W-3 Lambeth Farms Inc.

Date: Monday March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Economic Development, with the advice of the Heritage Planner, the following actions **BE TAKEN** with respect to the request for the demolition of the buildings on the heritage listed property at 3700 Colonel Talbot Road:

- a) The Chief Building Official **BE ADVISED** that Municipal Council consents to the demolition of the buildings on this property;
- b) The property at 3700 Colonel Talbot Road **BE REMOVED** from the Register of Cultural Heritage Resources; and,
- c) The property owner **BE REQUESTED** to commemorate the historic contributions of the Burch family in the future development of this property.

Executive Summary

The property at 3700 Colonel Talbot Road is a heritage listed property on the Register of Cultural Heritage Resources. The house on the property appears to date prior to 1851 and demonstrates elements of the Georgian architectural style, although altered. The property included a barn that was destroyed by fire in 2021.

An evaluation of the property using the criteria of Ontario Regulation 9/06 has been completed in a Heritage Impact Assessment, submitted as part of a demolition request for the buildings on the property at 3700 Colonel Talbot Road. The evaluation found that the property does not meet the criteria for designation. Staff have reviewed and do not disagree with the conclusion of the Heritage Impact Assessment but note that further historical research of the Burch family should have been completed. While the property at 3700 Colonel Talbot Road does not meet the criteria for designation and should be removed from the Register of Cultural Heritage Resources, the historical contributions of the Burch family should be commemorated in the future development of this property.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2019-2023 Strategic Plan areas of focus:

- Strengthening Our Community:
 - Continuing to conserve London's heritage properties and archaeological resources.

Analysis

1.0 Background Information

1.1 Property Location

The property at 3700 Colonel Talbot Road is a large parcel located on the east side of Colonel Talbot Road between Pack Road and Main Street/Longwoods Road (Appendix A). The property spans from Colonel Talbot Road to Bostwick Road.

1.2 Cultural Heritage Status

The property at 3700 Colonel Talbot Road is a heritage listed property. The property was identified in an inventory project undertaken as part of the 1993 annexation and appears in the 1997 edition of the *Inventory of Heritage Resources*. The *Inventory of Heritage Resources* was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* on March 26, 2007.

1.3 Description

The property at 3700 Colonel Talbot Road is a large parcel that formerly operated as a farm. It is approximately 77 hectares (190 acres) in size. The property is comprised of part of Lot 74 and Lot 75, East Talbot Road (ETR). While the property's boundaries have changed, the large farm-type parcel remains legible.

A house, three outbuildings, and a silo presently exist on the property (Appendix B). A large barn was formerly located on the property but was destroyed by fire on May 18-19, 2021.

The house is a two-storey L-plan frame building, with several additions. The front (west) elevation of the house faces Colonel Talbot Road. The primary building is rectangular in plan and is identified by the gable-end roof, which features returned eaves and a cornice detail (see Appendix B, Image 9). These returned eaves are a common characteristic of the Georgian architectural style, and hints at the early origins of this building.

The Georgian architectural style was popular during the reign of the Hanoverian King Georges of England, from 1714 until the Regency period. While the style can be recognized in its colonial interpretations with a temporal lag, it was the preferred style for United Empire Loyalists eager to demonstrate their loyalty to the King in the homes constructed upon their arrival and establishment in Canada. Georgian homes can often be identified by stoic proportions, balanced and symmetrical façades with well-spaced windows, usually a central front door, and often a gable roof with restrained cornice detailing. Some of these characteristics were carried forward with the Georgian Revival, a period revival architectural style that was popular in the mid-twentieth century.

The house appears to retain a strong sense of proportion in the relationship of windows to the exterior wall, as well as symmetry – alluding to Georgian architectural influences, but noting that some window openings have been altered and a subsequently built front addition has interrupted the historic architectural composition of the building's main façade. Other additions to the historic building have a less substantial impact on the architectural character of the building. The exterior siding appears to be an asbestos-like tile material that has been painted dark grey, as well as horizontal aluminum siding. Tongue and groove wood siding can be seen underneath the existing exterior cladding, with staining from previous paint which suggests end boards (see Appendix B, Image 8). The roof material is a mostly corrugated sheet metal, which is also used as the exterior cladding of the northerly addition onto the house. There appears to be asphalt shingles under portions of the corrugated metal roofing; the asphalt shingles are still exposed on the westerly slope of the gable roof. The windows have been boarded, as the building is presently vacant, however previous photographs identify that most windows have been replaced with a variety of window styles and types. Some of the west-facing window openings also feature awnings. There is a brick chimney on the south elevation of the building, with inset accent stone detailing (see Appendix B, Image 10). A block chimney is located at the north corner of the building. The primary building is more elaborate in its detailing, whereas the rear ell is more simplified. For example, the returned eaves are presently found on only the primary building and not the rear ell; further investigation may determine if the returned eaves were formerly present on the rear ell. The date of construction for the house at 3700 Colonel Talbot Road is attributed to prior to 1851, which appears consistent with the stylistic references and type of building.

The barn was destroyed by a fire on May 18-19, 2021, but its two silos and two concrete gangways remain. The gangways are earthen and poured concrete. The silos are

constructed of 30" by 12" concrete block masonry, arranged on their ends on a poured circular concrete foundation (see Appendix B, Image 16). The silos appear to have been previously painted and are weathered. There is iron banding approximately every 12" at the base but increasing in spans between the bracing with the height of the silos. Both silos have a domed metal cap.

In addition to the barn, there is a garage, a driveshed, and a small outbuilding. The garage and driveshed have a poured concrete base with stud-frame wall clad in corrugated metal which also clads the gable roof of each building. The small outbuilding is on a frame base, with stud-frame wall also clad in corrugated metal and a shed-style roof.

The house was accessed via tree-line driveway from Colonel Talbot Road (see Appendix B, Image 18). The house, its barn, silos, and outbuildings, once operated as a farm as part of the agricultural landscape of the former Westminster Township. The property is surrounded by existing and proposed residential subdivision development, which is also planned for the property (subdivision file 39T-17503).

In 2020-2021, the Colonel Talbot Road Pumping Station (3690 Colonel Talbot Road) was constructed. A *Cultural Heritage Assessment Report* (Stantec, 2017) was prepared as part of the Colonel Talbot Road Pumping Station Environmental Assessment. An inventory sheet was prepared for the property at 3700 Colonel Talbot Road, but no additional research was undertaken (Appendix C). The *Cultural Heritage Assessment Report* found there were no direct impacts to any of the existing structures on the property, which were all located outside of a 50m vibration monitoring buffer area. The recommended mitigation was documentation. The pumping station was constructed at the foot of the driveway from Colonel Talbot Road to the farmhouse, which has interrupted its historic relationship to the road (see Appendix B, Image 17).

1.4 History

The survey of the North Talbot Road (now Colonel Talbot Road) was among the earliest areas of Westminster Township surveyed for colonial settlement. The road was intended to connect the Talbot Road (or Talbot Line, Highway 3) in Southwold Township with settlement to the north. Lots along the North Talbot Road were surveyed by Deputy Provincial Surveyor Simon T. Z. Watson according to the single front system in 1809. This system produced long and narrow lots, which concentrated settlers along the road. Concessions A, B, I, and II of Westminster Township were surveyed in 1810 by Deputy Provincial Surveyor Watson and Deputy Surveyor John Bostwick. Concessions III through IX were surveyed in 1820 by Colonel Mahlon Burwell and Deputy Surveyor Bostwick. Settlement generally began in the southwest along the North Talbot Road and spread north, with the southeast of Westminster Township as the last settled area.

The Crown patent for Lot 75 ETR was issued to William Swarts on December 13, 1822. It was sold to Calvin Burch (sic. Burtch, Birtch) (1798-1880) on February 20, 1824. The Burch family were United Empire Loyalists originally granted land in Blenheim Township, in Oxford County, but relocated to Westminster Township in about 1816. Calvin Burch had bought Lot 75 WTR (on the opposite side of the road) but sold soon after (*Together in History* 2006, 94). Calvin's wife, Elizabeth (Schram) Burch (1798-1880), as the daughter of a United Empire Loyalists was entitled to a land grant which was obtained on the adjacent Lot 74 ETR (*Together in History* 2006, 94). The family appears to have selected Lot 74 ETR as the location to build their home.

Calvin Burch was the first teacher in the log school in Westminster Township in 1817. This school later became SS #17, later known as the M. B. McEachren Public School. Calvin Burch was also an early magistrate and assessor/collector for Westminster Township. He took an active part in the Reform movement that led to the 1837 Rebellion. Due to his part in the Rebellion, Calvin Burch spent several years in the United States for his own safety. Calvin and Elizabeth Burch had at least twelve children.

One of their sons, David Burley (sic. Burleigh) (1825-1919), bought the “old homestead” after returning to Westminster Township from California in 1859. He spent most of the 1850s in California playing his part in the gold rush by driving a stagecoach from Sacramento to the mines, and later establishing stage and mail routes through British Columbia.

D. B. Burch’s ownership of the property is recorded on *Tremaine’s Map* (1862). The map of Westminster Township included in the *Illustrated Historical Atlas of Middlesex County* (1878) shows a house, as well as cemetery or burial ground, on the property.

With an attributed date of construction prior to 1851, the house was likely built by Calvin Burch. It could have been improved by David Burley Burch following his return to Westminster Township in 1859, as suggested by the large rear ell.

A profile of David Burleigh (sic.) Burch is included in the *History of the County of Middlesex County* (1889). David Burley Burch was a member of County Council, serving as Deputy Reeve for two years, and, like his father, a magistrate. He married Hannah Dennis Gordon in 1902. Upon his death in 1919, he and other members of the Burch family that had been buried on a family plot on the farm were reinterred in Woodland Cemetery.

The property was transferred many times in the intervening years and appears to have continued to operate as a farm. It was purchased by the current property owner, W-3 Farms Lambeth Inc., in 1990. The property was included in the 1993 annexation of the Town of Westminster by the City of London.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies of the *Provincial Policy Statement* (2020), the *Ontario Heritage Act*, and *The London Plan*.

2.1.1 Provincial Policy Statement

Heritage Conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement* (2020) promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Policy 2.6.1, *Provincial Policy Statement* 2020).

“Significant” is defined in the *Provincial Policy Statement* (2020) as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

Additionally, “conserved” means, “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.”

2.1.2 Ontario Heritage Act

Section 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed properties is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that

the London Advisory Committee on Heritage (LACH)¹ is consulted, and a public participation meeting is held at the Planning & Environment Committee.

Section 29, *Ontario Heritage Act* enables municipalities to designate properties to be of cultural heritage value or interest. Section 29, *Ontario Heritage Act* also establishes consultation, notification, and process requirements, as well as a process to appeal the designation of a property. Objections to a Notice of Intention to Designate are referred back to Municipal Council. Appeals to the passing of a by-law to designate a property pursuant to the *Ontario Heritage Act* are referred to the Ontario Land Tribunal (OLT).

2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

Ontario Heritage Act Regulation 9/06 establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are:

1. Physical or design value:
 - i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - ii. Displays a high degree of craftsmanship or artistic merit; or,
 - iii. Demonstrates a high degree of technical or scientific achievement.
2. Historical or associative value:
 - i. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
 - ii. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,
 - iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. Contextual value:
 - i. Is important in defining, maintaining or supporting the character of an area;
 - ii. Is physically, functionally, visually or historically linked to its surroundings; or,
 - iii. Is a landmark.

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet the criteria for designation, the demolition request should be granted. These same criteria are in Policy 573_ of *The London Plan*.

2.1.3 The London Plan

The Cultural Heritage chapter of *The London Plan* recognizes that our cultural heritage resources define our City's unique identity and contribute to its continuing prosperity. It notes, "The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in." Policies 572_ and 573_ of *The London Plan* enable the designation of individual properties under Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

Policies 575_ and 576_ of *The London Plan* also enable City Council to designate areas of the City under Part V of the *Ontario Heritage Act* as Heritage Conservation Districts. These policies include a set of criteria in the evaluation of an area. *Heritage Places 2.0* is a guideline document as a part of the Cultural Heritage Guidelines. The document describes potential heritage conservation districts and assigns a priority to these districts for consideration as heritage conservation districts.

2.1.4 Register of Cultural Heritage Resources

Municipal Council may include properties on the Register of Cultural Heritage Resources that it "believes to be of cultural heritage value or interest." These properties are not designated but are considered to have potential cultural heritage value or interest.

¹ At its meeting on February 15, 2022, Municipal Council reconstituted its advisory committees including the London Advisory Committee on Heritage (LACH). Until the new Community Planning Advisory Committee is composed, the LACH will continue to serve as the City's municipal heritage committee.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed properties. The property at 3700 Colonel Talbot Road is included on the Register of Cultural Heritage Resources.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1. Demolition Request

Written notice of intent to demolish the remaining buildings on the property at 3700 Colonel Talbot Road Drive was received by the City on February 22, 2022.

Municipal Council must respond to a notice of intention to demolish a building or structure on a heritage listed property within 60 days, or the request is deemed consented. During this 60-day period, the London Advisory Committee on Heritage (LACH) is consulted and, pursuant to Council Policy, a public participation meeting is held at the Planning and Environment Committee (PEC).

The 60-day period for the demolition request for the property at 3700 Colonel Talbot Road expires on April 23, 2022.

4.1.1 Heritage Impact Assessment

A Heritage Impact Assessment (MHBC, dated September 24, 2021) was submitted as part of the demolition request for the heritage listed property at 3700 Colonel Talbot Road. The Heritage Impact Assessment is attached as Appendix D.

4.2 Comparison

To understand the context of the heritage listed property at 3700 Colonel Talbot Road, a brief scan of potentially comparable properties was undertaken. Two strong comparison properties were identified – of comparable age, architectural style/influence, and type:

- 6283 Colonel Talbot Road – two-storey frame Georgian-style farmhouse built circa 1840 (see Appendix B, Image 19)
- 6993 Colonel Talbot Road – two-storey frame Georgian-style farmhouse built circa 1855 (see Appendix B, Image 20)

Both properties are also listed on the Register of Cultural Heritage Resources. Both properties demonstrate better integrity in their representation of Georgian architectural influences, through their strong symmetry and balanced proportions. In particular, the windows flanking the front door of the house at 6283 Colonel Talbot Road is a strong demonstration of Georgian architectural patterns.

While the farmhouse at 3700 Colonel Talbot Road has been more substantially altered, its returned eaves are a refined demonstration of the architectural influences not found on either comparison property. Additionally, the property at 3700 Colonel Talbot Road was historically associated with an early settler family in Westminster Township; further historical research would be required to identify historical associations of either comparison property.

While further research would have to be undertaken to determine the rarity of the silo's material and construction, a silo of similar material and construction was identified at 3095 Bostwick Road (not listed or designated). This may represent a local vernacular type.

4.4 Consultation

Pursuant to Council Policy for the demolition of buildings or structures on heritage listed properties, notification of the demolition request was sent to property owners within 120m of the subject property on March 1, 2022, as well as community groups including the Architectural Conservancy Ontario – London Region Branch, London & Middlesex

Historical Society, the Urban League of London, and the Westminster Township Historical Society. Notice was also published in *The Londoner*.

The LACH was consulted on the demolition request the buildings on this heritage listed property at its meeting on Wednesday March 9, 2022.

4.5 Evaluation

Staff have reviewed the evaluation completed as part of the Heritage Impact Assessment that was submitted as part of the demolition request for buildings on the heritage listed property at 3700 Colonel Talbot Road (see Appendix D).

As articulated in Section 1.4 of this report, there is historic interest in the Burch family and their contributions to the development and administration of the former Westminster Township. These contributions should be commemorated in the development of the property, for example, through street naming, parking naming, and/or commemorative or interpretive features in publicly accessible spaces.

The silos on the property at 3700 Colonel Talbot Road used a material and construction that did not initially appear common, though a cursory identified at least one other nearby example of the same material and construction. Further, while still rare, there are better examples of Georgian farmhouses.

The Heritage Impact Assessment found that the property at 3700 Colonel Talbot Road does not meet the criteria of *Ontario Regulation 9/06* and therefore, the property is not a significant cultural heritage resource and does not merit designation pursuant to the *Ontario Heritage Act*. Staff do not disagree with this conclusion.

Conclusion

A Heritage Impact Assessment was submitted as part of a demolition request for the heritage listed property at 3700 Colonel Talbot Road. Staff do not disagree with the conclusion of the Heritage Impact Assessment, which found the property does not merit designation pursuant to the *Ontario Heritage Act*.

However, efforts to commemorate the historical contributions of the Burch family should be encouraged in the development of this property.

Prepared by: Kyle Gonyou, CAHP
Heritage Planner

Submitted by: Jana Kelemen, M.Sc.Arch., MUDS, MCIP RPP
Manager, Urban Design, and Heritage

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

Appendices

Appendix A Property Location

Appendix B Images

Appendix C Inventory Sheet for 3700 Colonel Talbot Road from the Cultural Heritage Assessment Report for the Colonel Talbot Road Pumping Station Environmental Assessment (Stantec, 2017)

Appendix D Heritage Impact Assessment (MHBC, dated September 24, 2021)

Selected Sources

Bluestone Research Inc. *Stage 1-2 Archaeological of 3700 Colonel Talbot Road*. P344-0065-2015. February 2016.

Brock, D. *Fragments from the Forks*. 2011.

City of London. Property file.

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City of London. *The London Plan*. 2016.

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Delaware/Westminster Historic Book Committee. *Delaware and Westminster Townships – Together in History*, Vol. II. 2006.

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Goodspeed, W. A. & C. L. *History of the County of Middlesex*. 1889.

Land Registry. LRO33.

Library and Archives Canada. Census.

London Free Press. “Fire that demolished Lambeth-area barn deemed suspicious.” May 19, 2021. Retrieved from www.lfpress.com/local-news/fire-that-demolished-lambeth-area-barn-deemed-suspicious.

Mayer Heritage Consultants Inc. *Archaeological Assessment (Stage 1 and 2) Bethel Church Property, 3700 Colonel Talbot Road*. P066-003-2003. June 2003.

Stantec Consulting Ltd. *Cultural Heritage Assessment Report: Colonel Talbot Road Pumping Station*. 2017.

Westminster Map No. 38. 1843.

Appendix A – Property Location

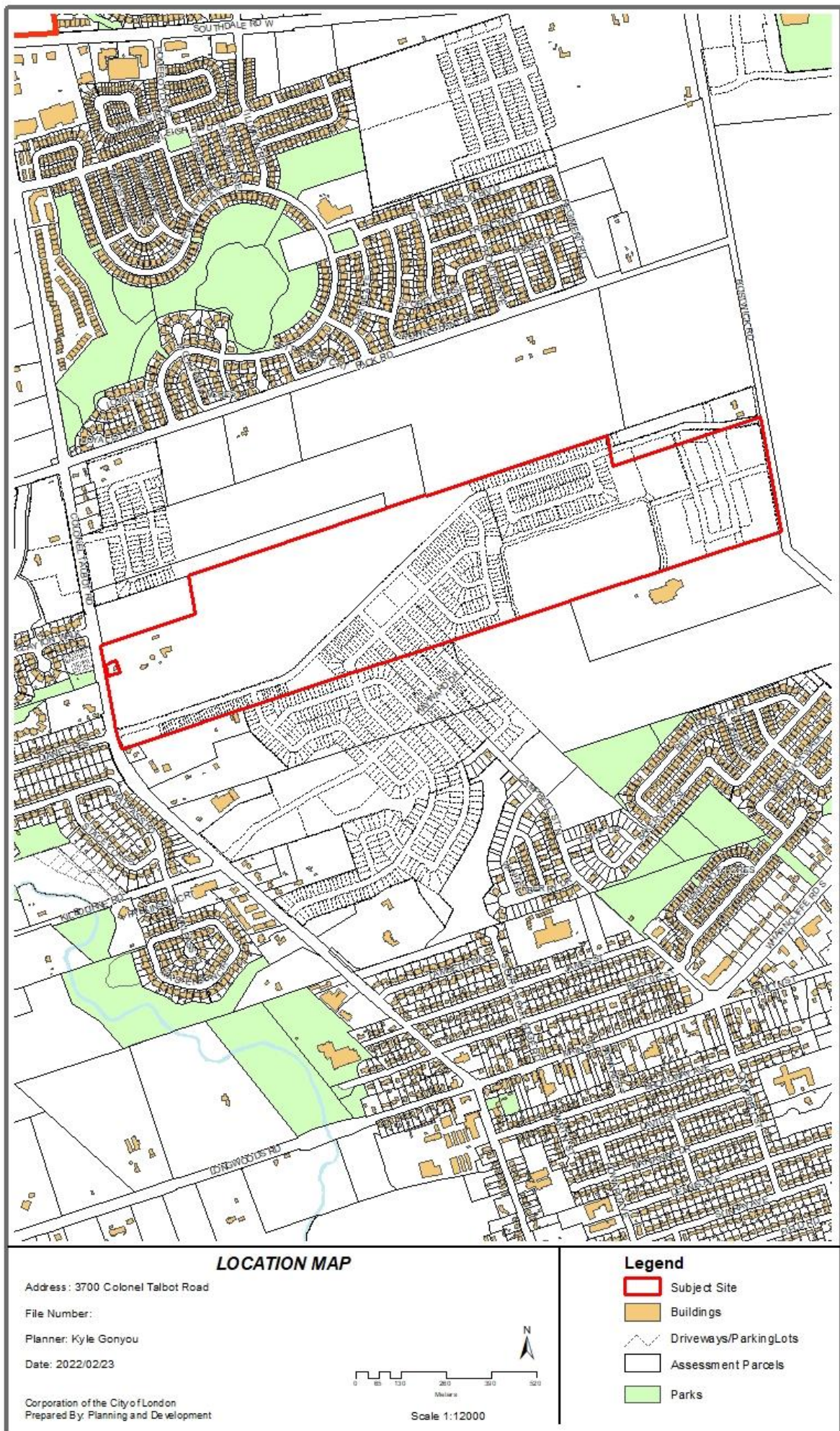


Figure 1: Location Map showing the property at 3700 Colonel Talbot Road.

Appendix B – Images

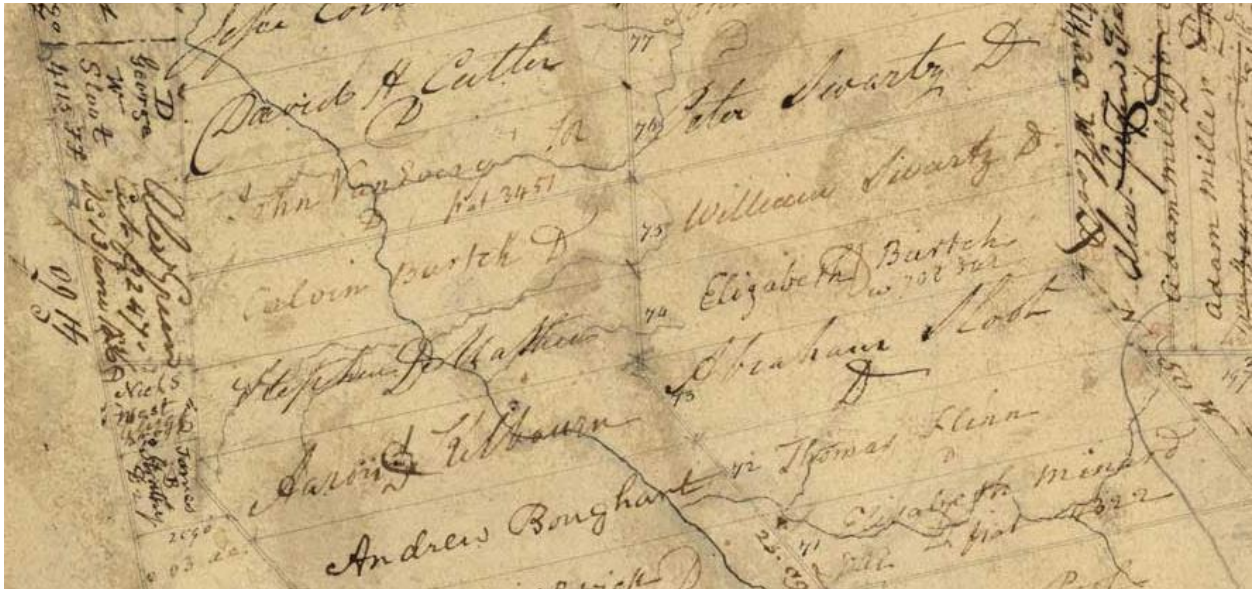


Figure 2: Detail of Westminster Map No. 38 (1843). Elizabeth Burch (sic.) is recorded as the owner of Lot 74 ETR; Calvin Burch (sic.) is recorded as the owner of Lot 75 WTR.



Figure 3: Detail of the Tremaine's Map (1862) for Westminster Township, showing D. B. Burch as the property owner of Lot 74 ETR.

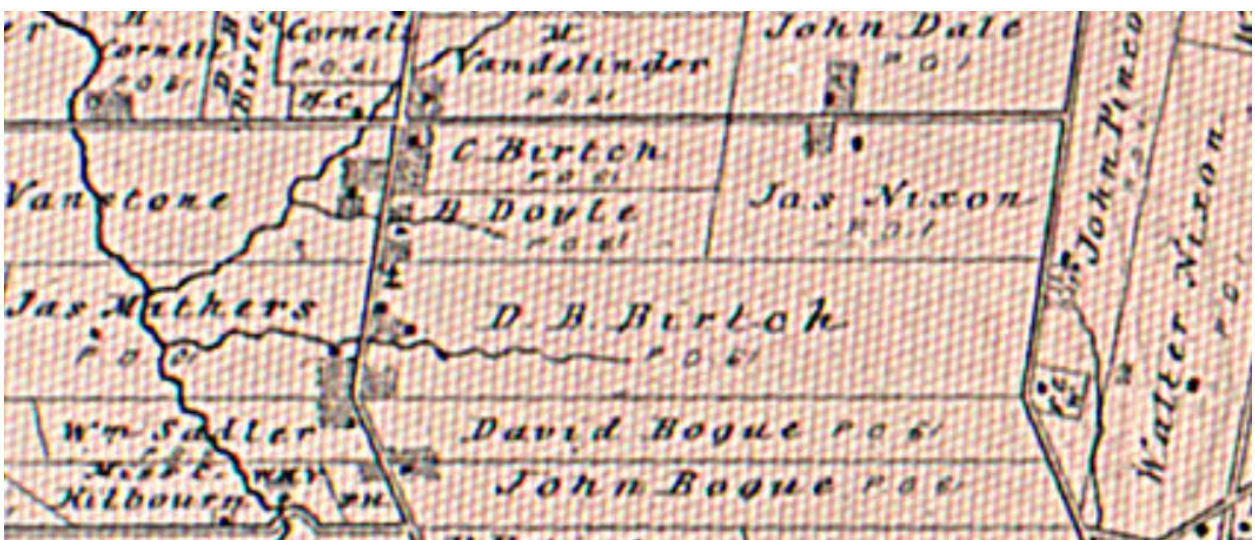
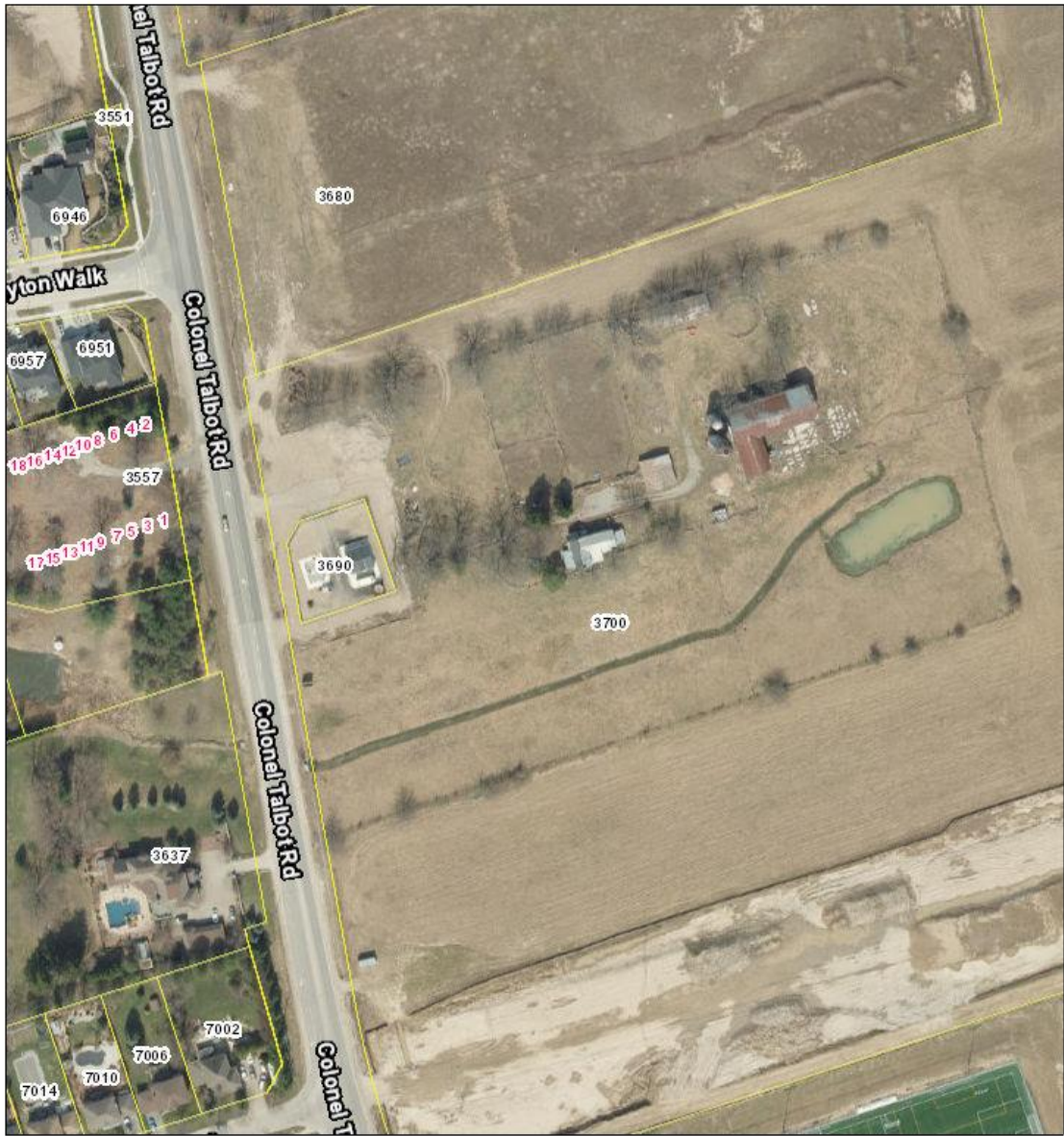
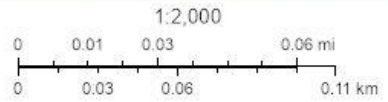


Figure 4: Detail of the Westminster Township map in the Illustrated Historical Atlas of Middlesex County (1878), showing D. B. Birtch as property owner. Structures are noted, as well as a cemetery or burial ground.

3700 Colonel Talbot Road



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The Corporation of the City of London
Corporation of the City of London | Produced For: Environmental & Engineering Services – Transportation Planning & Design | Produced by: Environmental & Engineering Services - Geomatics |

Figure 5: Aerial image of a portion of the property at 3700 Colonel Talbot Road (2021), showing the farmhouse, barn, silos, garage, driveshed, and outbuilding. Note the construction of the Colonel Talbot Road Pumping Station, located at 3690 Colonel Talbot Road.



Image 1: Photograph of the property at 3700 Colonel Talbot Road from the Annexed Area Inventory (1993).



Image 2: Photograph of the farmhouse at 3700 Colonel Talbot Road on April 29, 2016.



Image 3: Photograph of the farmhouse at 3700 Colonel Talbot Road on February 10, 2017.



Image 4: Photograph of the farmhouse at 3700 Colonel Talbot Road on February 23, 2022.



Image 5: View of the north elevation of the farmhouse at 3700 Colonel Talbot Road.



Image 6: View of the east elevation of the farmhouse at 3700 Colonel Talbot Road. Note the additions built onto the structure.



Image 7: View of the south elevation of the farmhouse at 3700 Colonel Talbot Road, seen from the adjacent pasture.



Image 8: Detail of the wood siding under the exterior cladding on the farmhouse at 3700 Colonel Talbot Road. Note the staining from previous paint, suggesting end boards.



Image 9: Detail of the cornice and return eave of the farmhouse at 3700 Colonel Talbot Road.



Image 10: Detail of the inset stone detailing in the brick masonry chimney on the south elevation.



Image 11: View of the detached garage at 3700 Colonel Talbot Road.



Image 12: Photograph of the driveshed at 3700 Colonel Talbot Road.



Image 13: View of the shed at 3700 Colonel Talbot Road.



Image 14: Photograph of the two concrete block silos, with the remains of the barn at 3700 Colonel Talbot Road.



Image 15: View of the silos, showing one of the concrete gangways (barn hill).



Image 16: Detail of the concrete block masonry, approximately 12" by 30", of the silos with the iron banding.



Image 17: View from the west side of Colonel Talbot Road looking east towards the farmhouse at 3700 Colonel Talbot Road, interrupted by the Colonel Talbot Road Pumping Station.



Image 18: View looking east from the fence surrounding the Colonel Talbot Road Pumping Station down the farm lane and towards the farmhouse at 3700 Colonel Talbot Road.



Image 19: Photograph of a comparison property at 6283 Colonel Talbot Road, which was built circa 1840 and demonstrates elements of the Georgian architectural style particularly in the symmetry and restrained balance of the façade, as well as the windows flanking the front door.



Image 20: Photograph of a comparison property at 6993 Colonel Talbot Road, built circa 1855 and demonstrating some influences of the Georgian architectural style in its proportions and symmetry.

Appendix C – Inventory Sheet – 3700 Colonel Talbot Road

File path: I:\014409\active\1409\archaeology\intermd\165630057 - colonel talbot pumping station env\work\program\report\draft\heritage\ch-hr_fm_165630057_colonel talbot_ea_20170401.docx

Municipal Address: 3700 Colonel Talbot Road

Former Township or County: Westminster Township, Middlesex County

Municipality: City of London

Resource Type: Farmstead

Associated Dates: 1850 (City of London Inventory of Heritage Resources)

Relationship to Project: Within Project Location

Description: The property contains a tree alleé laneway, that leads up to a residence, outbuildings, silos, and a barn.

The residence is a two storey massing, with a low-pitched cross gable roof, with a return eaves and chimney. The exterior is clad with modern siding. The front (west) façade has a partial enclosed porch.

The timber frame barn has a cross gable roof, and a gambrel roof with a hay hood.

The property is listed on the City of London Inventory of Heritage Resources as a Priority 2 property.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None identified. Although the structure may date to the mid-19th century, it has been modified with additions and 20th century materials and is not representative of mid-19th century building materials or form.

Historical or Associative Value: The property, Lot 74, Concession East of the Talbot Road, is connected to the Burch family who owned the property throughout the 19th century. The adjacent Lot 75, Concession East of the Talbot Road, was granted to Nathan Burch in 1816. The property passed to his son Calvin Burch, who owned the property until his death in 1863. In following it passed to Burch's son David Burleigh Burch, who owned the property into the 20th century.

Contextual Value: The formerly rural area has undergone change in recent years with several suburban developments along Colonel Talbot Road. The date of construction and representative farm layout support the character of the remaining rural area.

Identified Heritage Attributes: Farmstead: Relationship of residence, outbuildings and laneway; tree-lined laneway. Barn: Timber frame structure, cross gable roof, and gambrel roof with hay hood.


Identification of CHVI: Yes

Completed by (name): Laura Walter

Date Completed: December 15, 2016

Heritage Resource Number: CHR-22





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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM	

Figure 6: Inventory sheet prepared for the property at 3700 Colonel Talbot Road from the Cultural Heritage Assessment Report for the Colonel Talbot Road Pumping Station Environmental Assessment (Stantec 2017).

Appendix D – Heritage Impact Assessment

Heritage Impact Assessment (MHBC, dated September 24, 2021) – *attached separately*

HERITAGE IMPACT ASSESSMENT

3700 Colonel Talbot Road,
City of London, Ontario

Date:

September 24, 2021

Prepared for:

York Developments

Prepared by:

**MacNaughton Hermsen Britton Clarkson
Planning Limited (MHBC)**

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Project No. 1094U

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Disclaimer: Due to the Covid-19 pandemic, in-person research has been limited and therefore, this report may not be able to reference relevant hard copy sources that are within collections that are temporarily closed to the public.

PROJECT PERSONNEL

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*Managing Director of
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Senior Review

Rachel Redshaw, MA, HE
Dipl.

Heritage Planner

Research and Author

GLOSSARY OF ABBREVIATIONS

CHVI	<i>Cultural Heritage Value or Interest</i>
HIA	<i>Heritage Impact Assessment</i>
HCD	<i>Heritage Conservation District</i>
MHBC	<i>MacNaughton Hermsen Britton Clarkson Planning Limited</i>
MHSTCI	<i>Ministry of Heritage, Sport, Tourism and Culture Industries</i>
OHA	<i>Ontario Heritage Act</i>
OHTK	<i>Ontario Heritage Toolkit</i>
O-REG 9/06	<i>Ontario Regulation 9/06 for determining cultural heritage significance</i>
PPS 2020	<i>Provincial Policy Statement (2020)</i>

Acknowledgement of Indigenous Communities

This Cultural Heritage Impact Assessment acknowledges that the subject property located at 3700 Colonel Talbot Road, City of London, is situated within territory of the Haudenosaunee Confederacy. The subject property is within lands included in the McKee Purchase (also known as Treaty #2) which was signed on May 19, 1790 (Ministry of Indigenous Affairs, Government of Ontario).

This document takes into consideration the cultural heritage of indigenous communities including the Chippewas of the Thames First Nation, Oneida Nation of the Thames, Munsee-Delaware Nation, Chippewas of Kettle, Stony Point First Nation and Walpole Island First Nation, including their oral traditions and history when available and related to the scope of work.

EXECUTIVE SUMMARY

The subject lands contain a former Georgian farmhouse constructed in the mid-19th century. However, the dwelling has undergone several alterations that have removed much of the original heritage fabric. As a result, there is little remaining design value. The barn was destroyed by fire and no longer exists. The remaining outbuildings do not have significant heritage value.

The property is not associated with a theme, person or event that is historically significant. The property was owned by Burtch Family who lived on the farm for over half a century. It is encouraged that the owner acknowledges the Burtch family name within the overall development (i.e. street, park).

This report concludes that the proposed development of the subject lands will not result in adverse impacts to heritage resources on the subject property nor the adjacent listed property located at 3800-3808 Colonel Talbot Road and therefore, no mitigation and conservation measures are recommended.

1.0 INTRODUCTION

The purpose of this Cultural Heritage Impact Assessment (CHIA) is to assess the impact of the proposed development at 3700 Colonel Talbot, London, hereinafter referred to as ‘the subject property’. The subject property is ‘listed’ (non-designated) under the City of London’s *Register of Cultural Heritage Resources* and is described as ‘Georgian’ circa 1851 and entitled the ‘Burtch Farm.’ The adjacent property at 3800-3808 Colonel Talbot Road is also listed on the Register. The proposed development includes the demolition of the existing building and structures on the subject property and establishment of the Plan of Subdivision. The owners propose to develop the lands as a residential subdivision. The existing building and structures are proposed to be demolished.

1.1 DESCRIPTION OF SUBJECT PROPERTY

The subject property is located at 3700 Colonel Talbot Road (legally described as Part Lots 74 & 75 Etr As in Er365635 Save & Except Part 1 33r19801 Subject To An Easement In Gross Over Parts 1 & 2, 33r20389 As In Er1263018 City of London). The property is 77 hectares in size and has frontage on Colonel Talbot Road and Bostwick Road. The lands are agricultural, however, to the east, north and south there are residential subdivisions.



Figures 1 & 2: (above) View of the subject property outlined by red (MHBC, 2021); (below) Aerial photograph of 3700 Colonel Talbot Road, City of London (VuMap, 2021).




Figure 3: Aerial photograph of 3700 Colonel Talbot Road, City of London (VuMap, 2021 & MHBC, 2021).

1.2 ADAJCENT PROPERTY AND SURROUNDING AREA

1.2.1 Adjacent Property

The subject property is adjacent to 3800-3808 Colonel Talbot Road, London, Ontario. The farmhouse identified as having potential cultural heritage value by the municipality could not be viewed from the public realm so an aerial image has been provided below; the farmhouse is set back approximately 276 metres from the Colonel Talbot Road.

Address/ Location	Description	Photographs
<p>3800-3808 Colonel Talbot Road</p>	<p>c. 1860 farmhouse</p> <p>The property largely contains open space; the farmhouse is located within an industrial yard to the rear of the property. Access to the farmhouse can be made via a laneway which also provides access to the existing farmhouse on the subject lands.</p>	 <p>Photo from public realm not available. Source: VuMap, 2021</p>

1.2.2 Surrounding Area

The surrounding area has a variety of uses including agricultural, industrial, mineral aggregate and residential. The western side of Colonel Talbot Road is lined with vegetation along a ditch that abuts a residential subdivision. To the east are agricultural fields and to the north and south are residential subdivisions.



Figures 4 & 5: (above) View of Colonel Talbot Road looking southwards; (below) View of Colonel Talbot Road looking northwards (Source: Google Earth Pro, 2021).

1.2.3 Heritage Status

The subject property is 'listed' (non-designated) under the City of London's *Register of Cultural Heritage Resources* and is described as 'Georgian' circa 1851 and entitled the 'Burtch Farm' (entry 1040). The adjacent property at 3808 Colonel Talbot Road is also listed on the Register although it does not include a description (entry 1041). Both properties were added to the Register on March 26, 2007.

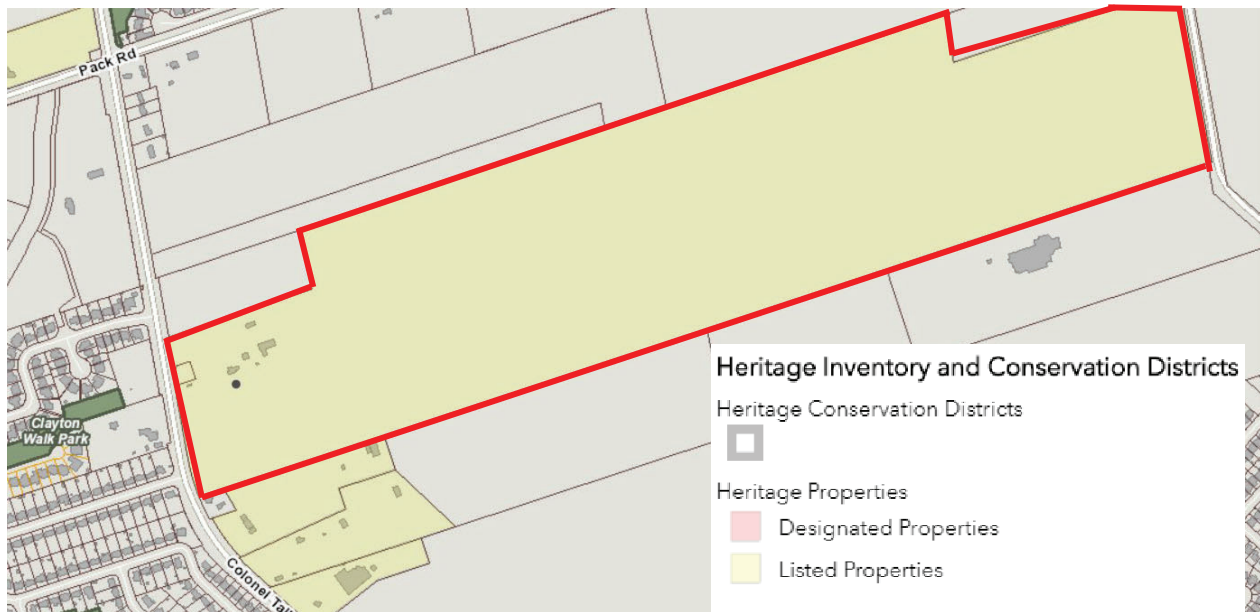
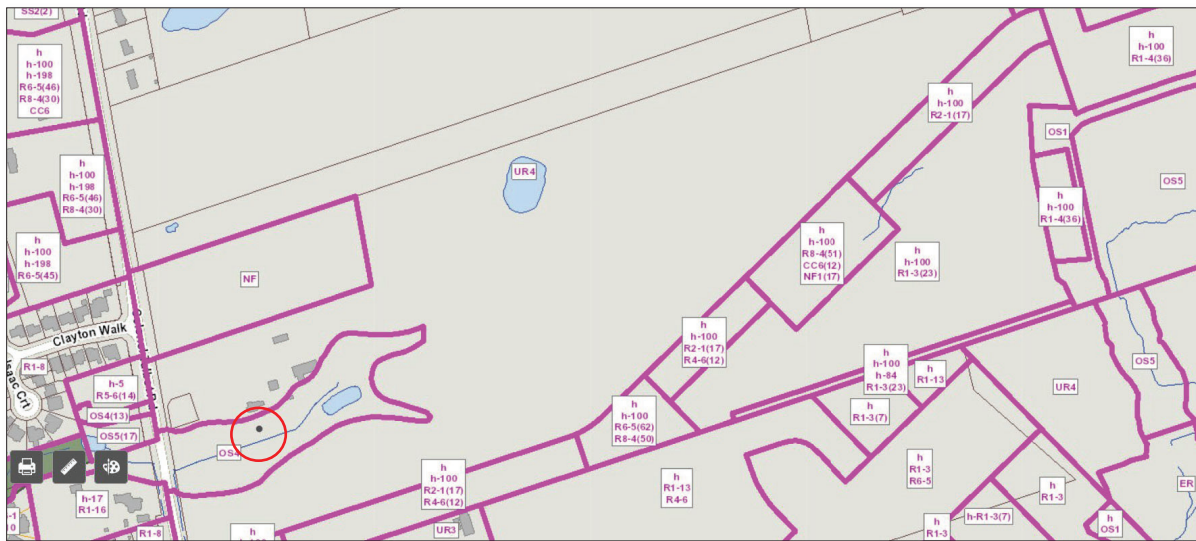


Figure 6: Excerpt of the London's City Map noting the location of the subject property (outlined in red), listed on the heritage register (Source: City of London City Map, Heritage Inventory and Conservation Districts layer, accessed 2021)

The subject property and adjacent listed property are not identified by the City of London as being part of a cultural heritage landscape as per Map 9 of The London Plan (see Figure 5). Both the subject property and adjacent listed property are not located in a heritage conservation district or on a 'historic main street' as identified in Figure 15 of the Official Plan.

1.3 LAND USE AND ZONING

The subject property is located within the Talbot Planning District and includes Zoning OS4. According to Section 36 of the Zoning By-law Z. -1, the OZ Zone represents Open Space.



Figures 7: Excerpt of the City of London Interactive Map noting the location of the subject property and associated zone (Source: City of London City Map, accessed May 2021); red circle indicates the approximate location of the former farmstead on the subject property.

2.0 POLICY CONTEXT

2.1 THE PLANNING ACT AND PPS 2020

The *Planning Act* makes a number of provisions respecting cultural heritage, either directly in Section 2 of the Act or Section 3 respecting policy statements and provincial plans. In Section 2, the *Planning Act* outlines 18 spheres of provincial interest that must be considered by appropriate authorities in the planning process. One of the intentions of *The Planning Act* is to “encourage the co-operation and co-ordination among the various interests”. Regarding cultural heritage, Subsection 2(d) of the Act provides that:

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as, ...

(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

The *Planning Act* therefore provides for the overall broad consideration of cultural heritage resources through the land use planning process.

In support of the provincial interest identified in Subsection 2 (d) of the *Planning Act*, and as provided for in Section 3, the Province has refined policy guidance for land use planning and development matters in the *Provincial Policy Statement, 2020* (PPS). The PPS is “intended to be read in its entirety and the relevant policy areas are to be applied in each situation”. This provides a weighting and balancing of issues within the planning process. When addressing cultural heritage planning, the PPS provides for the following:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Significant: *e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and*

criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

The PPS 2020 also states in Sub-section 2.6.3 that,

Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The following definitions are provided in Section 6.0 of the PPS 2020 outline key terms that are valuable in the overall evaluation of cultural heritage resources:

Heritage attributes: *means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the 45 | Provincial Policy Statement, 2020 property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).*

Built Heritage Resource: *means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.*

Protected Heritage Property: *means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.*

2.3 ONTARIO HERITAGE ACT

The *Ontario Heritage Act*, R.S.O., 1990, c.0.18 remains the guiding legislation for the conservation of significant cultural heritage resources in Ontario. This HIA has been

guided by the criteria provided with *Regulation 9/06* of the *Ontario Heritage Act* outlines the mechanism for determining cultural heritage value or interest. The regulation sets forth categories of criteria and several sub-criteria.

2.4 CITY OF LONDON OFFICIAL PLAN

As per Policy 565 within the City Building Policies of *The London Plan* (2016), new development on or adjacent to heritage properties will require a heritage impact assessment,

New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impacts on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and heritage attributes.

The London Plan identifies adjacent as follows:

Adjacent when considering potential impact on cultural heritage resources means sites that are contiguous; sites that are directly opposite a cultural heritage resource separated by a laneway, easement, right-of-way, or street; or sites upon which a proposed development or site alteration has the potential to impact identified visual character, streetscapes or public views as defined within a statement explaining the cultural heritage value or interest of a cultural heritage resource.

Policy 152 discusses the importance of urban regeneration in the City which includes the protection of built and cultural heritage resources while “facilitating intensification within [the City’s] urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood” (Policy 152, 8). Policy 554, reinforces the protection and conservation of built and heritage resources within the City. As part of this initiative the City states in Policy 586, that,

The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has

been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

Thus, it is the purpose of this report to analyze the potential impact(s) to the existing built heritage located at 3700 Colonel Talbot Road, City of London to determine whether the development is appropriate or not as it relates to the conservation of its associated heritage attributes.

2.5 CITY OF LONDON TERMS OF REFERENCE

This Heritage Impact Assessment is based on the requirements of a Heritage Impact Assessment as per the Ministry of Heritage, Sport, Tourism and Culture Industries *Info Sheet #5* which are as follows:

- Historical Research, Site Analysis and Evaluation;
- Identification of the Significance and Heritage Attributes of the Cultural Heritage Resource;
- Description of the Proposed Development or Site Alteration;
- Measurement of Development or Site Alteration Impact;
- Consideration of Alternatives, Mitigation and Conservation Methods;
- Implementation and Monitoring; and
- Summary Statement and Conservation Recommendations.

The above-noted categories will be the method to determine the overall impact to the subject property and its heritage attributes as it relates to the proposed development.

3.0 HISTORICAL BACKGROUND

3.1 INDIGENOUS COMMUNITIES AND PRE-CONTACT HISTORY

The pre-contact period of history in Ontario specifically refers to the period of time prior to the arrival of Europeans in North America. The prehistory of Ontario spans approximately 11,000 years from the time the first inhabitants arrived in the Paleo-lithic period to the late Woodland period, just before the arrival of Europeans and the “contact” period, in the 16th and 17th centuries. The periods (and sub-periods) of Indigenous history in Ontario includes the Paleo period (beginning approximately 11,500 B.P.), the Archaic Period (9,500 B.P. to 2,900 B.P.), and the Woodland period (900 B.C. to approximately the 16th century). There are several registered archaeological sites in London dating to the Paleo period, the Early, Middle and Late Archaic period, as well as Early, Middle, and Late Woodland period. This includes Iroquoian longhouse settlements during the Early and Late Ontario Iroquoian period (*Archaeological Management Plan* (2017)). The Region included the Anishnaabeg, Haudenosaunee, and Lenni-Lenape Nations (City of London, 2020).

On May 19, 1790, the McKee Purchase (also known as Treaty 2) which includes the subject lands was signed by the Crown and various First Nations. The treaty payments included: cloth, linen, hunting and cooking tools, looking glasses, combs, ribbons and laced hats (Government of Ontario, 2021).

Today, the neighbouring First Nations communities including: the Chippewas of the Thames First Nation, Munsee- Delaware Nation and Oneida Nation of the Thames, identify the City of London and area as traditional territory (The London Plan, 2019, 137).

3.2 TOWNSHIP OF WESTMINSTER, MIDDLESEX COUNTY

The subject property is located in the former Township of Westminster in rural farmland between the police village of Lambeth and the south side of the City of London (see Figure 6). The Council for the Westminster Township was first established March 4, 1817 (Brock and Moon, 84). In the latter half of the 19th century, Westminster Township was one of the largest townships within Middlesex County (Whebell & Gooden, 2020).

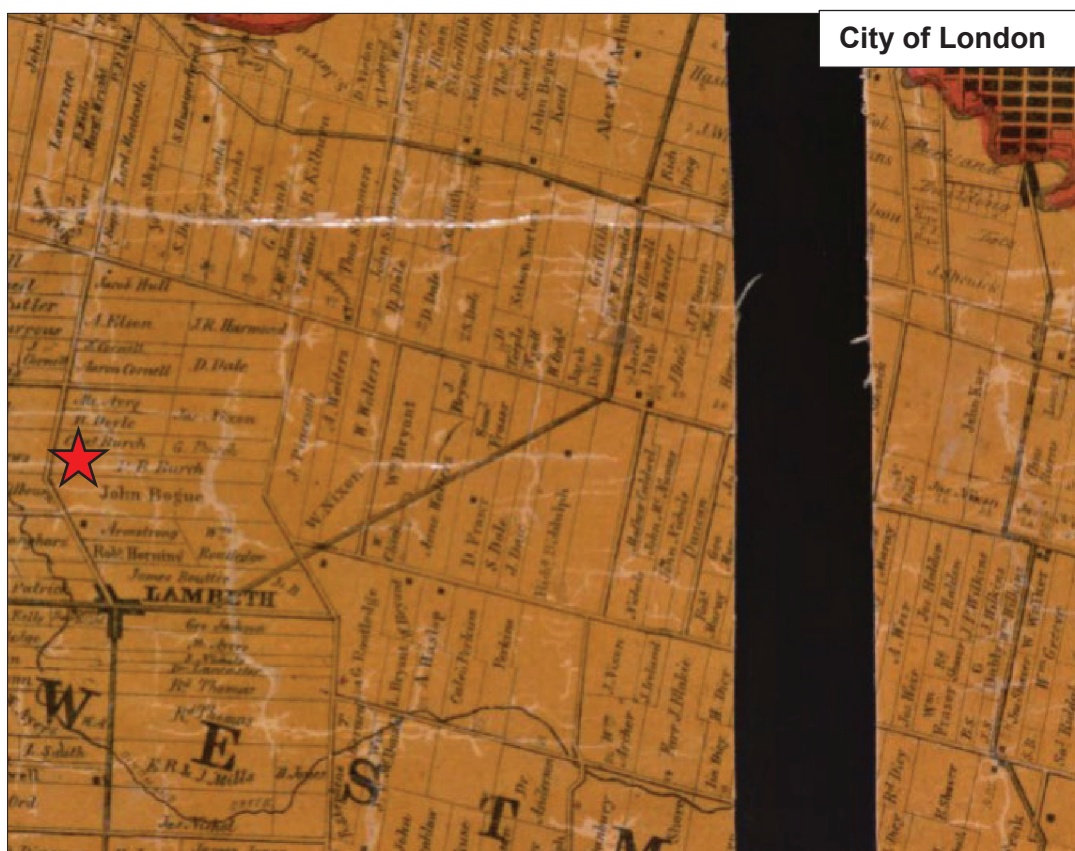


Figure 8: Excerpt of Tremaine's Map of the County of Middlesex, Canada West, 1862; red star indicates approximate location of 3700 Colonel Talbot Road, London (Courtesy of Ontario Historical County Maps Project, accessed May, 2021).

In 1855, the City of London was officially incorporated as a City which resulted in development to the south of the Thames River (Whebell & Gooden, 2020). As a result of this development, the City of London had significantly expanded resulting in the annexation of land from Westminster Township as part of the city's boundaries. In the 1940s and 1950s, the City continued to grow south of the Thames River. The year 1961

marked the great annexation of London which increased its population by 60,000 residents which included the annexation of the majority of Westminster Township (Meligrana, 5) (Whebell & Goodden, 2020). Remaining non-annexed largely rural portions of the Township became annexed in 1993 (Meligrana, 5). Since then, the City has grown and as of 2016, the population of the City has reached approximately 383, 822 (Canadian Census, 2016).

3.3 3700 Colonel Talbot Road

The subject property was originally Lot 74 and parts of 75 of the Talbot Road Concession. An excerpt of a pre-confederation map of the Township of Westminster demonstrates that in 1843, Lot 74 was owned by Elizabeth Burtch¹. Elizabeth (maiden name Schram) was the mother of David Burch, who later inherited the property.

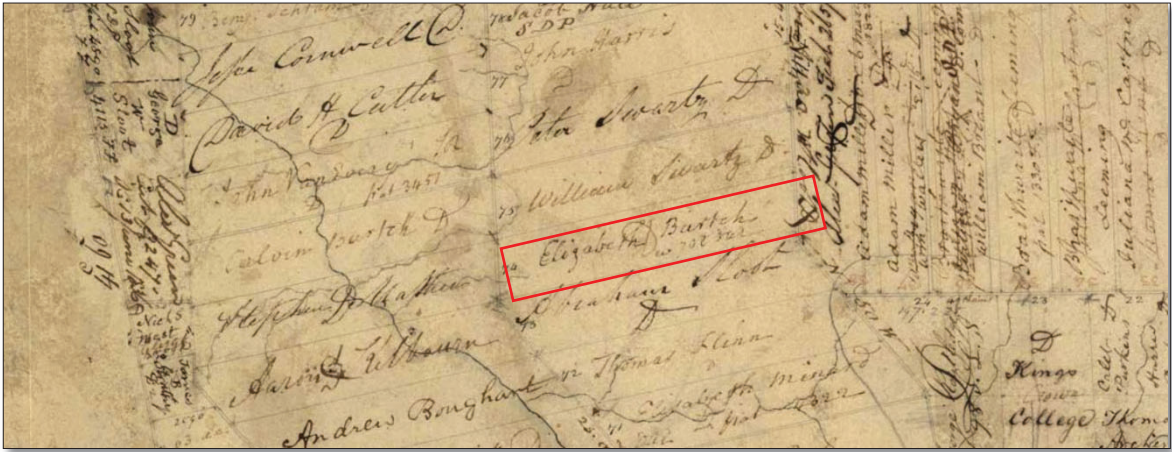
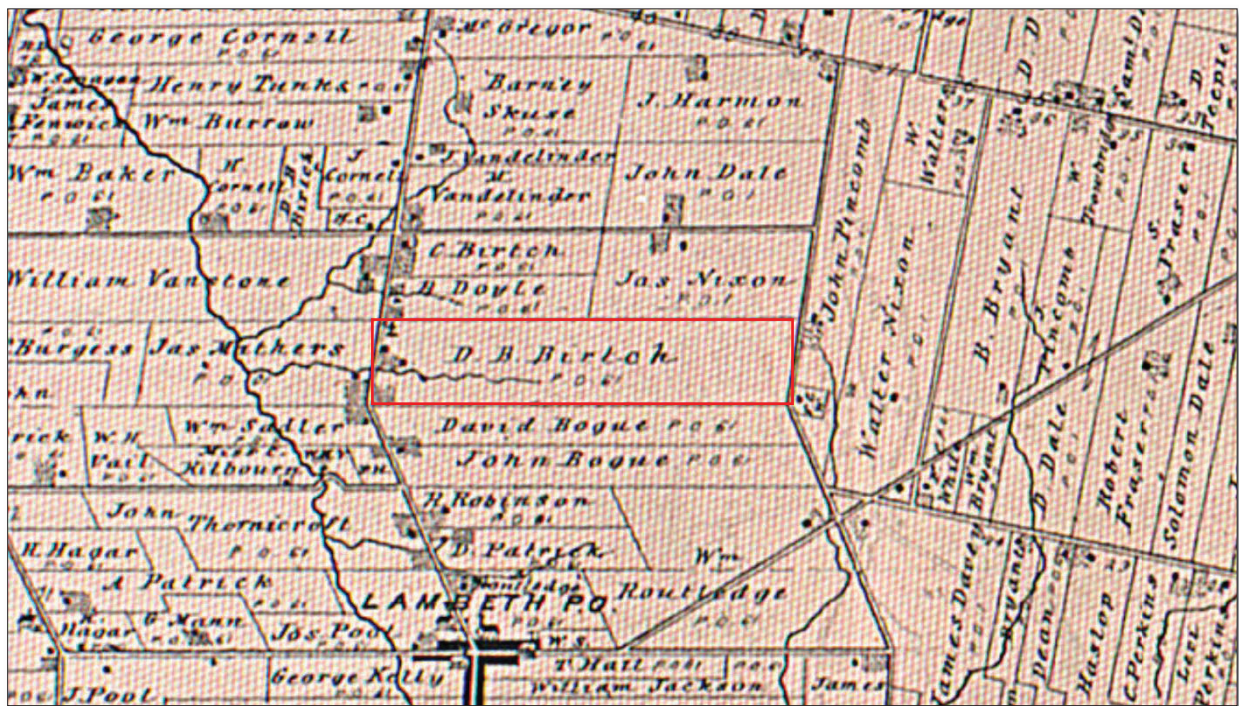
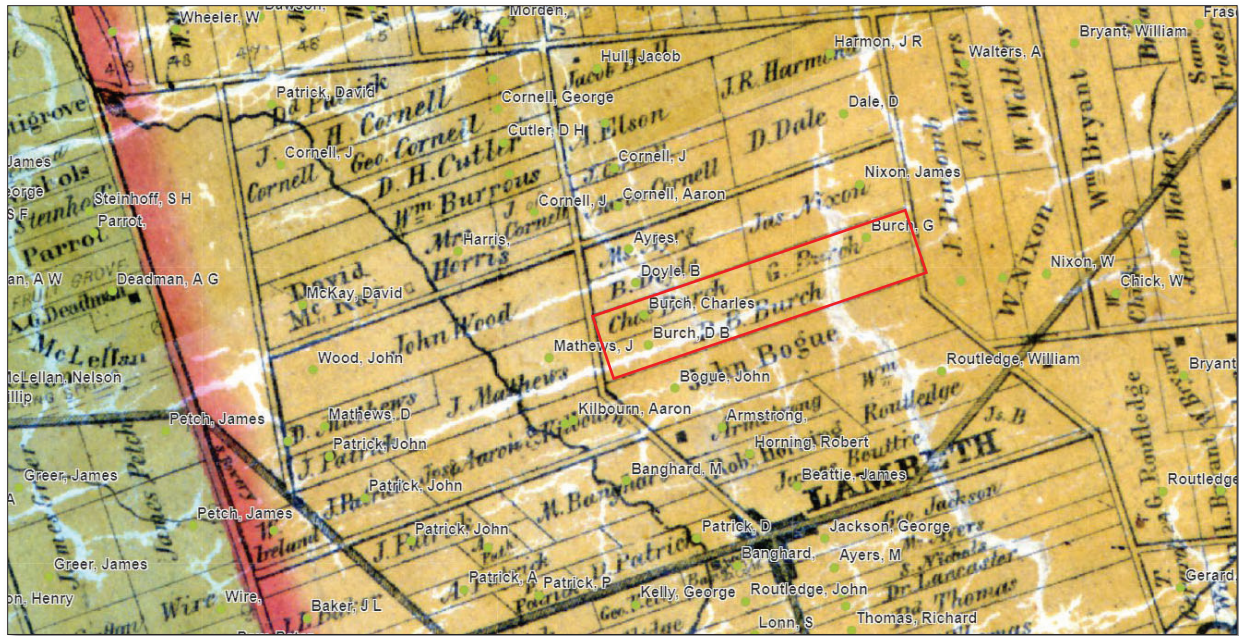


Figure 9: Excerpt of 1843 Township of Westminster Map, No. 38 (Courtesy of Heritage Property Index, 2021).

The 1862 *George R. Tremaine Map* of Middlesex County identifies D. B. Burch as the owner of the south half of Lot 74 and Charles Burtch was the owner of the north west corner of the lot and G. Burtch was the owner of the east corner of the lot.

By April of 1866, David Burch acquired the north-west corner of Lot 74 (LRO). In the 1878 *Illustrated Historical Atlas of the County of Middlesex, Ontario*, D.B. Birtch is listed as the owner of Lot 74, Concession East of the North Branch of Talbot Road which consisted of 200 acres. There are three structures on the western part of Lot 74, two of which are still in existence (dwelling and barn). Lot 73 to the south was owned by David and John Bogue.

¹ Spelling of surname varies in records including: Burtch, Birtch and Burch



Figures 10 & 11: (above) Excerpt of 1862 Tremaine Map of the County of Middlesex (courtesy of Ontario Historical County Map Project); (below) Excerpt of the 1878 Illustrated Atlas of the County of Middlesex, Ontario (Courtesy of McGill University).

In 1902, David still resided on the subject property and married Hannah Gordon at the ages of 60 and 70 years old (see Figure 12) (Library and Archives Canada).

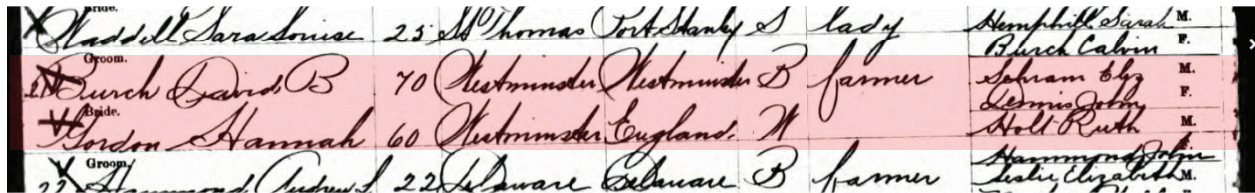


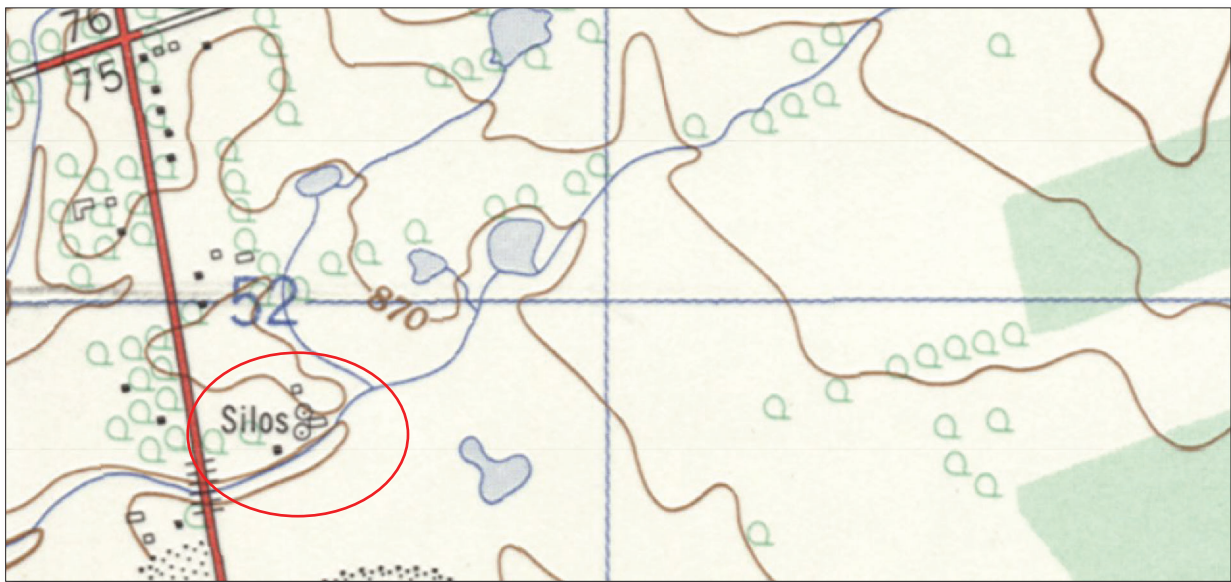
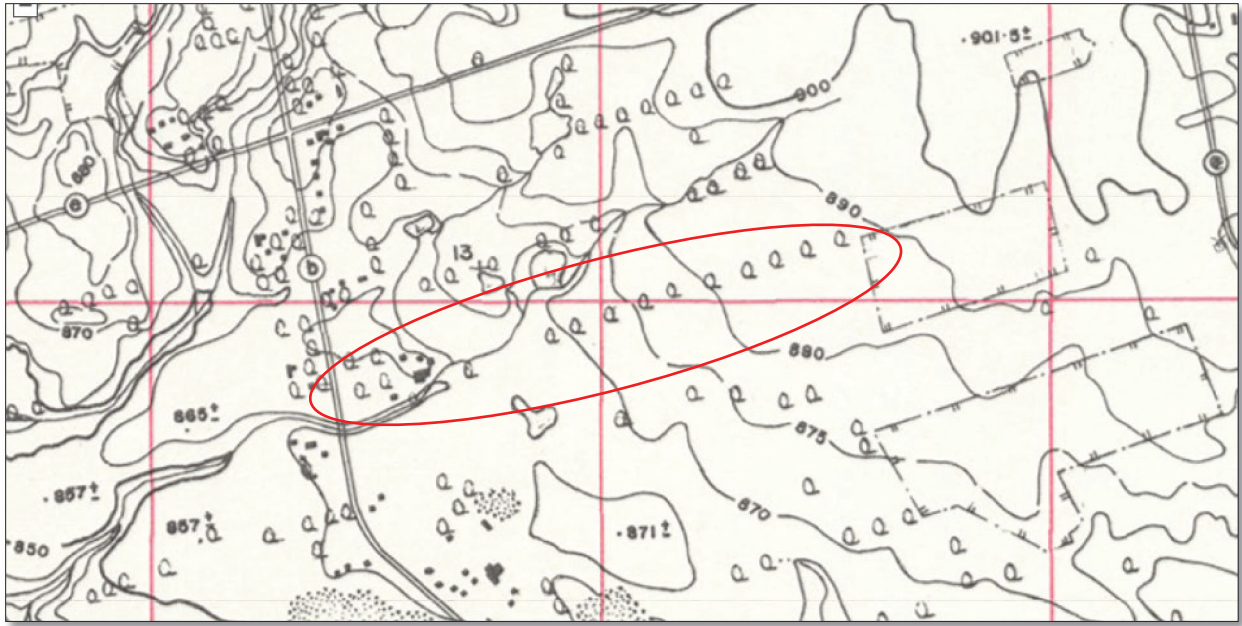
Figure 12: Excerpt of marriage certificate for David B. Burch and Hannah Gordon on May 31, 1902 (Library Archives Canada).

In 1919, David Burley Burch's estate which included all of Lot 74 (200 acres) was granted to Richard W. Boyne (LRO). In 1924, the Lot 74 and part of lot 75 were granted to John Pringle for \$18,000 (LRO).

Between 1920 and 1990, the land was owned by several different families and in 1990 the property was transferred to W-3 Lambeth Farms Inc. Aerial photography and topographical mapping from 1942 to present is shown in the figures on the following pages. The property originally contained the farm house and four outbuildings, including the barn. Furthermore, there was a tree-line driveway that provided access from Colonel Talbot Road.



Figures 13 & 14: (above) Excerpt of 1942 aerial photograph (courtesy of Western University); (below) Excerpt of the 1954 aerial photograph (Courtesy of University of Toronto).



Figures 15 & 16: (above) Excerpt of 1961 topographic map; (below) Excerpt of 1973 topographic map (courtesy of Historical Topographical Map Digitization Project).

By 2021, however, access to the property had changed and most of the mature trees had been lost. The 2021 aerial image shows the barn, however in the summer of 2021, the barn was destroyed by fire. The house and three outbuildings and the remains of the silos are the only structures on the property.



Figure 17: Aerial photograph of farmstead in 2021 (Vu Map, 2021).

4.0 DETAILED DESCRIPTION OF POTENTIAL CULTURAL HERITAGE RESOURCES

4.1 DESCRIPTION OF BUILT FEATURES

Dwelling

There is an L-shaped, two storey dwelling on-site with a rear wing clad in siding that includes an addition on the front (west) façade. The opening(s) behind the addition on the front façade are unknown as Staff were unable to enter the building due to health and safety concerns. There is a larger, boarded window opening on the left side of the front elevation and two window openings and door opening on the second level. All visible openings have wood surrounds and awnings. There is a small addition located on the north elevation including a lean-to at the corner of the north and west elevation as well as an enclosed, gabled portico leading into the main house. The north elevation includes a variety of both window and door openings that have been boarded. There is a lean-to addition located on the east elevation; a cinder block, concrete chimney is also located on this elevation. The main house includes deep, corncicing and extended, returning eaves (Figure 20); the rear wing also displays this type of architectural articulation, however, not as decorative as the front.

The original, wood shiplap exterior is exposed in various location on the south, west and north elevation of the main house which also display square, cut iron nails c. 1850 which coincides with the construction date of 1851. The wood, where exposed, was in poor condition and badly damaged by water infiltration.

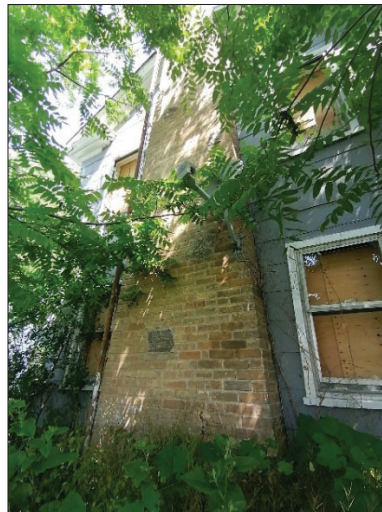


Figure 18, 19, 20, 21, 22 & 23: (above left) View of front façade of house; (above right) View of north elevation of house; (middle left) View of north elevation of the house; (middle right) South and west (front) elevation showing poor additions; (below left) View of east (rear) elevation; (below right) View of brick and fieldstone chimneys (MHBC, 2021).

Outbuilding 1

There is an outbuilding located directly east to the rear of the dwelling. It is a one storey building constructed on metal with metal, gabled roof. There is a human door entry on the north elevation and a variety of window openings.



Figure 24: View of outbuilding 1 looking east (MHBC, 2021)

Outbuilding 2

There is a one storey outbuilding located to the west of the silos and former barn and appears to have been a driver's shed. It is constructed a wood frame building with metal siding and metal roof. It has two vehicular openings and door opening on the west elevation.



Figure 25: View of outbuilding 2 looking east (MHBC, 2021)

Outbuilding 3

There is a one storey outbuilding on the northern boundary of the property, northwards from the former barn. It appears to have been a driver's shed. It is a wood frame building with metal siding and roof and concrete foundation. It has two vehicular openings on the south elevation.



Figure 26: View of outbuilding 3 looking north (MHBC, 2021)

Ruins of Former Barn

There are remnants of the former barn on-site as a result of a fire. Remnants are composed of a few concrete walls and two (2) silos.

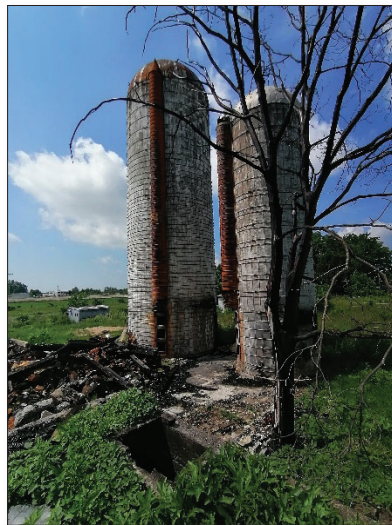


Figure 27: View of ruins of former barn and remaining silos (MHBC, 2021)

4.2 DESCRIPTION OF LANDSCAPE FEATURES

Landscape features include the tree-lined drive towards the farmhouse which, however, has been interjected by the establishment of the pumping station (see Figure 28). There is also a row of mature trees along the northern property boundary. There is a white fence that runs along the rear yard of the farmhouse which includes overgrown vegetation (see Figure 29). The majority of the property is open, agricultural fields and there is a pond located to the south of the former barn.



Figures 28 & 29: (left) Tree-lined drive to farmhouse; (right) View of white fence surrounding rear yard of farmhouse (MHBC, 2021).

5.0 EVALUATION OF CULTURAL HERITAGE RESOURCES

5.1 EVALUATION CRITERIA

The following sub-sections of this report will provide an analysis of the cultural heritage value of the subject property as per *Ontario Regulation 9/06*, which is the legislated criteria for determining cultural heritage value or interest. This criteria is related to design/physical, historical/associative and historical values as follows:

1. *The property has design or physical value because it:*
 - a. *Is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - b. *Displays a high degree of craftsmanship or artistic merit, or*
 - c. *Demonstrates a high degree of technical or scientific achievement.*
2. *The property has historical value or associative value because it,*
 - a. *Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - b. *Yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
 - c. *Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
3. *The property has contextual value because it,*
 - a. *Is important in defining, maintaining or supporting the character of an area,*
 - b. *Is physically, functionally, visually or historically linked to its surroundings, or*
 - c. *Is a landmark.*

5.2 EVALUATION OF THE BURTCH FARM

5.2.1 Design/Physical Value

The dwelling on-site is a former Georgian farmhouse constructed in the mid-19th century. The dwelling, however, has undergone several alterations including additions, re-cladding, removal of original doors and windows, extension or expansion of original openings and has therefore, lost the majority of its heritage integrity. The outbuildings and ruins of the former barn are not rare, unique, representative or early example of a style, type, expression, material or construction method, nor do they display a high degree of technical or scientific achievement.

5.2.2 Historical/Associative Value

The property was owned by the Burtch family for over half a century and continues to be known as the 'Burtch Farm' by the community as indicated by the description within the City's Municipal Heritage Register.

5.2.3 Contextual Value

The subject property is surrounded by newer development and is not important in defining, maintaining or supporting the character of the area particularly as the barn has been removed and therefore, no longer represents a historic farmstead; only the tree-lined drive remains as a contributing feature of the former farmstead. Due to this, it is not physically or functionally linked to its surroundings. The subject property is not visually linked to its surroundings, partly due to the location of the pumping station which obstructs it from the public realm. The property is not a landmark.

See following page for evaluation through Ontario Regulation 9/06

5.3 SUMMARY OF CHVI

Ontario Regulation 9/06		Burtch Farm
1. Design/Physical Value		
i.	Rare, unique, representative or early example of a style, type, expression, material or construction method	No.
ii.	Displays high degree of craftsmanship or artistic merit	No.
iii.	Demonstrates high degree of technical or scientific achievement	No.
2. Historical/Associative value		
i.	Direct associations with a theme, event, belief, person, activity, organization, institution that is significant	No.
ii.	Yields, or has potential to yield information that contributes to an understanding of a community or culture	No.
iii.	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.	Unknown.
3. Contextual Value		
i.	Important in defining, maintaining or supporting the character of an area	No.
ii.	Physically, functionally, visually, or <u>historically</u> linked to its surroundings	No.
iii.	Is a landmark	No.

Summary

In summary, the subject property, known as the “Burtch Farm”, contains a Georgian influenced dwelling constructed in the mid-19th century. The building has been significantly altered and has lost the majority of its heritage integrity. The building would not be a good candidate for a Part IV designation under the Ontario Heritage Act.

6.0 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development of the subject property includes a Plan of Subdivision with a total of 42 lots/ blocks and approximately 751 residential units (see Figure 30). The development includes a variety of low and medium density residential development, including 32 mixed use, multiple residential units. See Appendix 'B' for larger version of the site plan. The existing farmhouse and outbuildings are located in Block 35 which is identified as open space which is south of the proposed access to the subdivision off of Colonel Talbot Road.

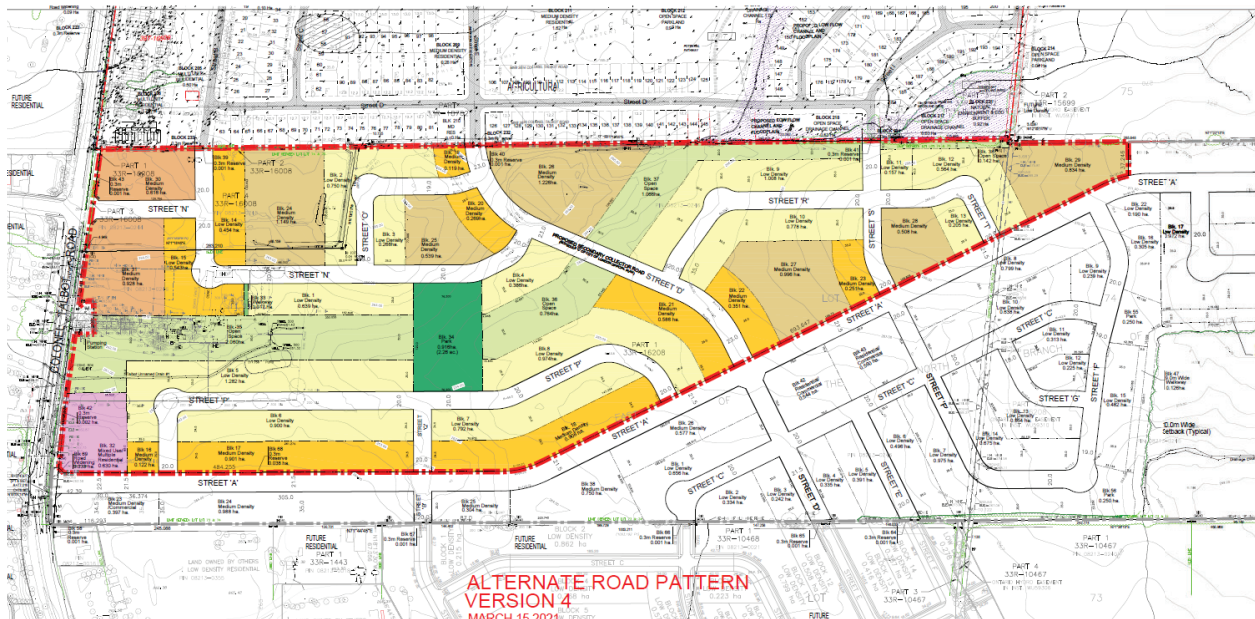


Figure 30 – Excerpt of draft plan of subdivision (Source: MHBC, March 2021)

7.0 IMPACT ANALYSIS

7.1 INTRODUCTION

The impacts of a proposed development or change to a cultural heritage resource may be direct or indirect. They may occur over a short term or long term duration, and may occur during a pre-construction phase, construction phase or post-construction phase. Impacts to a cultural heritage resource may also be site specific or widespread, and may have low, moderate or high levels of physical impact.

The following sub-sections of this report provide an analysis of the impacts which may occur as a result of the proposed development.

- **Destruction:** of any, or part of any *significant heritage attributes* or features;
- **Alteration:** that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- **Shadows:** created that alter the appearance of a *heritage attribute* or change the viability of a natural feature or plantings, such as a garden;
- **Isolation:** of a *heritage attribute* from its surrounding environment, context or a significant relationship;
- **Direct or Indirect Obstruction:** of significant views or vistas within, from, or of built and natural features;
- **A change in land use:** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- **Land disturbances:** such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource.

7.2 IMPACT ANALYSIS- 3700 COLONEL TALBOT ROAD

The following chart evaluates the impact of the proposed development on the subject property to the adjacent cultural heritage resource. These impacts are based on the heritage attributes outlined in sub-section 5.2.4 of this report.

Table 1.0 Adverse Impacts

Impact	Level of Impact (Potential, No, Minor, Moderate or Major)	Analysis
Destruction or alteration of heritage attributes	No.	No heritage attributes were identified and therefore, there is no impact.
Shadows	No.	
Isolation	No.	
Direct or Indirect Obstruction of Views	No.	
A Change in Land Use	No.	
Land Disturbance	No.	

7.3 IMPACT ANALYSIS- 3800-3808 COLONEL TALBOT ROAD

The existing farmhouse located on the adjacent property is approximately 26 metres from the southern property line of the subject property.

Table 2.0 Adverse Impacts

Impact	Level of Impact (Potential, No, Minor, Moderate or Major)	Analysis
Destruction or alteration of heritage attributes	No.	The proposed development will not destruct or alter heritage attributes.
Shadows	No	Proposed development will not result in shadows that negatively impact heritage attributes.
Isolation	No.	The proposed development will not isolate the adjacent property.
Direct or Indirect Obstruction of Views	No	There will be no direct or indirect obstruction of significant views of the house.
A Change in Land Use	No.	There will be no change in land use.
Land Disturbance	No.	There are no expected land disturbances as the building is 26 metres is a significant distance between the cultural heritage resources on-site and the new construction.

8.0 ALTERNATIVE

DEVELOPMENT OPTIONS AND MITIGATION MEASURES

Understanding there are no adverse impacts identified, other development options were not explored. It is recommended, however, that the Burtch family name be acknowledged within the overall development (i.e. street, park/ open space).

9.0 CONCLUSIONS & RECOMMENDATIONS

The subject lands contain a former Georgian farmhouse constructed in the mid-19th century. However, the dwelling has undergone several alterations that have removed much of the original heritage fabric. As a result, there is little remaining design value. The barn was destroyed by fire and no longer exists. The remaining outbuildings do not have significant heritage value.

The property is not associated with a theme, person or event that is historically significant. The property was owned by Burtch Family who lived on the farm for over half a century. It is encouraged that the owner acknowledges the Burtch family name within the overall development (i.e. street, park).

This report concludes that the proposed development of the subject lands will not result in adverse impacts to heritage resources on the subject property nor the adjacent listed property located at 3800-3808 Colonel Talbot Road and therefore, no mitigation and conservation measures are recommended.

Respectfully submitted,



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Dan Currie, MA, MCIP, RPP, CAHP
Partner, MHBC

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APPENDIX A – MAP FIGURES



Location Map

LEGEND



Subject Lands
(3700 Colonel Talbot Road)



Listed Properties on the City of London's *Register of Cultural Heritage Resources*
(3800-3808 Colonel Talbot Road)

DATE: June 2021

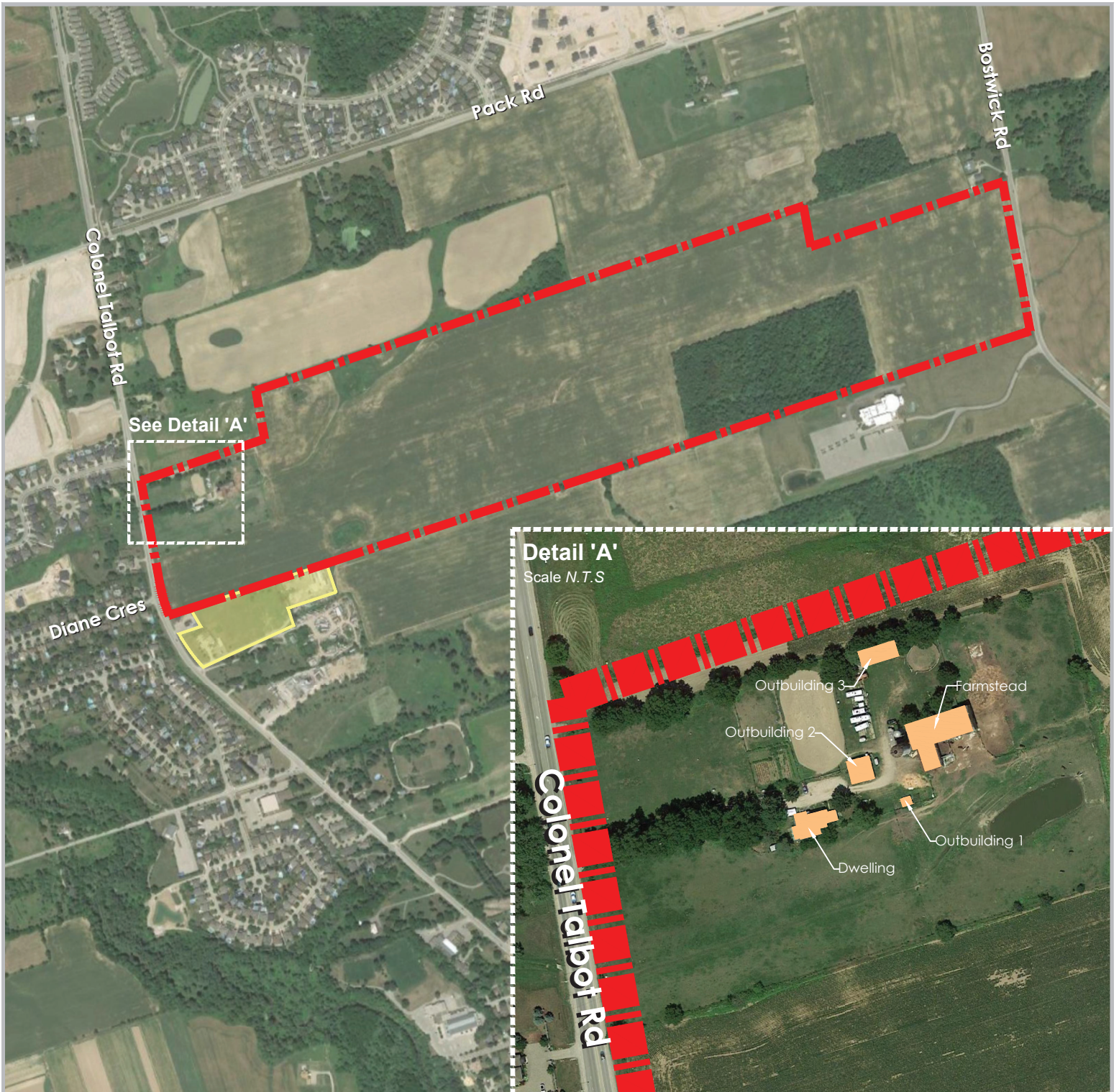
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Detailed Location Map

LEGEND

 Subject Lands
(3700 Colonel Talbot Road)

DATE: June 2021

SCALE: 1:12,000

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DRAWN: LC



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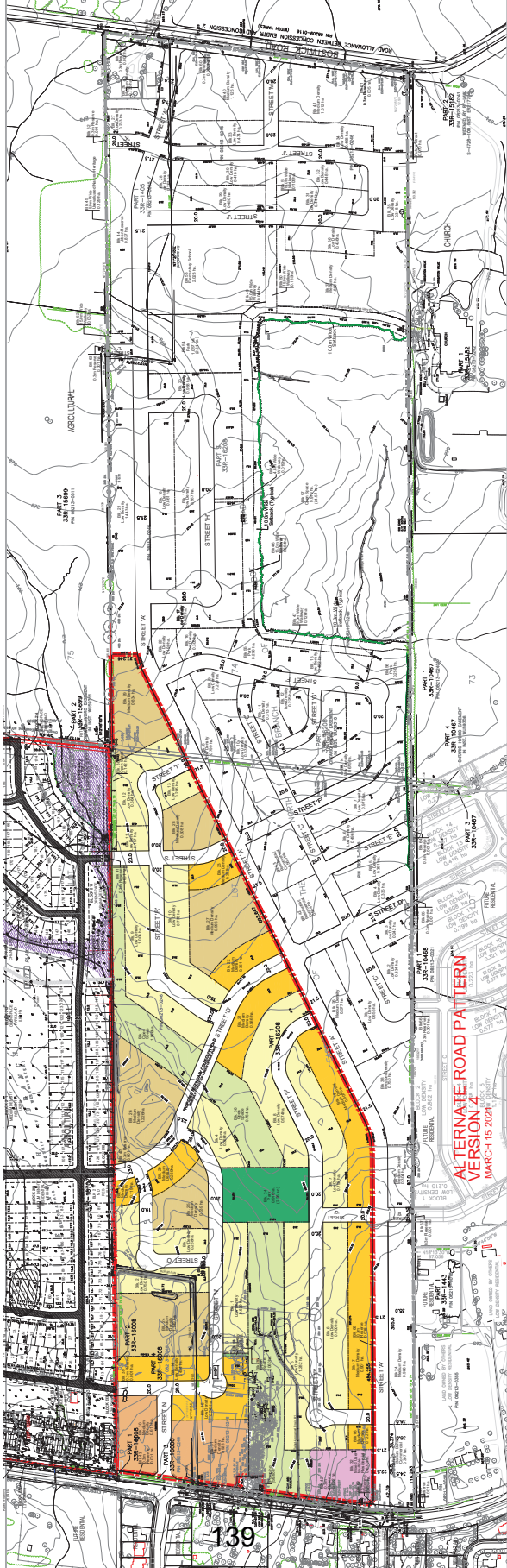
APPENDIX B –SITE PLAN

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 Phoenix, AZ 85004
 (602) 955-1100
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MHBC
 METRO HUMAN BUILDING CONCEPTS
 ARCHITECTURE

PROPOSED
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ALTERNATE ROAD PATTERN
VERSION 4
 MARCH 15, 2023

APPENDIX C—CURRICULUM VITAE



CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Dan Currie, a Partner and Managing Director of MHBC's Cultural Heritage Division, joined MHBC Planning in 2009, after having worked in various positions in the public sector since 1997 including the Director of Policy Planning for the City of Cambridge and Senior Policy Planner for the City of Waterloo.

Dan provides a variety of planning services for public and private sector clients including a wide range of cultural heritage policy and planning work including strategic planning, heritage policy, heritage conservation district studies and plans, heritage master plans, heritage impact assessments and cultural heritage landscape studies.

EDUCATION

2006

Masters of Arts (Planning)
University of Waterloo

1998

Bachelor of Environmental Studies
University of Waterloo

1998

Bachelor of Arts (Art History)
University of Saskatchewan

PROFESSIONAL ASSOCIATIONS

Full Member, Canadian Institute of Planners

Full Member, Ontario Professional Planners Institute

Professional Member, Canadian Association of Heritage Professionals

SELECTED PROJECT EXPERIENCE

Heritage Conservation District Studies and Plans

Alton Heritage Conservation District Study, Caledon (underway)

Port Stanley Heritage Conservation District Plan (underway)

Port Credit Heritage Conservation District Plan, Mississauga

Town of Cobourg Heritage Conservation District Plan updates

Rondeau Heritage Conservation District Study & Plan, Chatham Kent,

Barriefield Heritage Conservation District Plan Update, Kingston

Victoria Square Heritage Conservation District Study, Markham

Bala Heritage Conservation District Study and Plan, Township of Muskoka Lakes

Downtown Meaford Heritage Conservation District Study and Plan

Brooklyn and College Hill Heritage Conservation District Plan, Guelph

Garden District Heritage Conservation District Study and Plan, Toronto

Heritage Master Plans and Management Plans

City of Guelph Cultural Heritage Action Plan

Town of Cobourg Heritage Master Plan

Burlington Heights Heritage Lands Management Plan

City of London Western Counties Cultural Heritage Plan

CONTACT

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CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Cultural Heritage Evaluations

MacDonald Mowatt House, University of Toronto
 City of Kitchener Heritage Property Inventory Update
 Niagara Parks Commission Queen Victoria Park Cultural Heritage Evaluation
 Designation of Main Street Presbyterian Church, Town of Erin
 Designation of St Johns Anglican Church, Norwich
 Cultural Heritage Landscape evaluation, former Burlingham Farmstead, Prince Edward County

Heritage Impact Assessments

Heritage Impact Assessment for Pier 8, Hamilton
 Homer Watson House Heritage Impact Assessment, Kitchener
 Expansion of Schneider Haus National Historic Site, Kitchener
 Redevelopment of former industrial facility, 57 Lakeport Road, Port Dalhousie
 Redevelopment of former amusement park, Boblo Island
 Redevelopment of historic Waterloo Post Office
 Redevelopment of former Brick Brewery, Waterloo
 Redevelopment of former American Standard factory, Cambridge
 Redevelopment of former Goldie and McCullough factory, Cambridge
 Mount Pleasant Islamic Centre, Brampton
 Demolition of former farmhouse at 10536 McCowan Road, Markham

Heritage Assessments for Infrastructure Projects and Environmental Assessments

Heritage Assessment of 10 Bridges within Rockcliffe Special Policy Area, Toronto
 Blenheim Road Realignment Collector Road EA, Cambridge
 Badley Bridge EA, Elora
 Black Bridge Road EA, Cambridge
 Heritage and Cultural Heritage Landscape Assessment of Twenty Mile Creek Arch Bridge, Town of Lincoln
 Heritage Evaluation of Deer River, Girven, Burnt Dam and MacIntosh Bridges, Peterborough County

Conservation Plans

Black Bridge Strategic Conservation Plan, Cambridge
 Conservation Plan for Log house, Beurgetz Ave, Kitchener
 Conservation and Construction Protection Plan - 54 Margaret Avenue, Kitchener

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CURRICULUM VITAE

Dan Currie, MA, MCIP, RPP, CAHP

Tribunal Hearings: Local Planning Appeal Tribunal & Conservation Review Board
 Port Credit Heritage Conservation District (LPAT)
 Demolition 174 St Paul Street (Collingwood Heritage District) (LPAT)
 Brooklyn and College Hill HCD Plan (LPAT)
 Rondeau HCD Plan (LPAT)
 Designation of 108 Moore Street, Bradford (CRB)
 Redevelopment of property at 64 Grand Ave, Cambridge (LPAT)
 Youngblood subdivision, Elora (LPAT)
 Designation of St Johns Church, Norwich (CRB - underway)
 Designation of 27 Prideaux Street, Niagara on the Lake (CRB – underway)

MASTER PLANS, GROWTH MANAGEMENT STRATEGIES AND POLICY STUDIES

Town of Frontenac Islands Marysville Secondary Plan
 Niagara-on-the-Lake Corridor Design Guidelines
 Cambridge West Master Environmental Servicing Plan
 Township of West Lincoln Settlement Area Expansion Analysis
 Ministry of Infrastructure Review of Performance Indicators for the Growth Plan
 Township of Tiny Residential Land Use Study
 Port Severn Settlement Area Boundary Review
 City of Cambridge Green Building Policy
 Township of West Lincoln Intensification Study & Employment Land Strategy
 Ministry of the Environment Review of the D-Series Land Use Guidelines
 Meadowlands Conservation Area Management Plan
 City of Cambridge Trails Master Plan
 City of Kawartha Lakes Growth Management Strategy

DEVELOPMENT PLANNING

Provide consulting services and prepare planning applications for private sector clients for:

- Draft plans of subdivision
- Consent
- Official Plan Amendment
- Zoning By-law Amendment
- Minor Variance
- Site Plan

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EDUCATION

2011

Higher Education Diploma
Cultural Development/ Gaelic Studies

Sabhal Mòr Ostaig, University of the Highlands and Islands

2012

Bachelor of Arts
Joint Advanced Major in Celtic Studies and Anthropology

Saint Francis Xavier University

2014

Master of Arts
World Heritage and Cultural Projects for Development

The International Training Centre of the ILO in partnership with the University of Turin, Politecnico di Torino, University of Paris 1 Pantheon- Sorbonne, UNESCO, ICCROM, Macquarie University

www.linkedin.com/in/rachelredshaw

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CURRICULUMVITAE

Rachel Redshaw, MA, H.E. Dipl.

Rachel Redshaw, a Heritage Planner with MHBC, joined the firm in 2018. Ms. Redshaw has a Bachelor of Arts in Anthropology and Celtic Studies and a Master of Arts in World Heritage and Cultural Projects for Development. Ms. Redshaw completed her Master's in Turin, Italy; the Master's program was established by UNESCO in conjunction with the University of Turin and the International Training Centre of the ILO. Rachel is member of the Canadian Association of Heritage Professionals.

Ms. Redshaw provides a variety of heritage planning services for public and private sector clients. Ms. Redshaw has worked for years completing cultural heritage planning in a municipal setting. She has worked in municipal building and planning departments and for the private sector to gain a diverse knowledge of building and planning in respect to how they apply to cultural heritage. Rachel enjoys being involved in the local community and has been involved in the collection of oral history, in English and Gaelic, and local records for their protection and conservation and occasionally lecturers on related topics. Her passion for history and experience in archives, museums, municipal building and planning departments supports her ability to provide exceptional cultural heritage services.

PROFESSIONAL ASSOCIATIONS

Intern Member, Canadian Association of Heritage Professionals (CAHP)

PROFESSIONAL HISTORY

2018 - Present Heritage Planner,
MacNaughton Hermsen Britton Clarkson Planning Limited

2018 Building Permit Coordinator, (Contract)
Township of Wellesley

2018 Building Permit Coordinator (Contract)
RSM Building Consultants

2017 Deputy Clerk,
Township of North Dumfries

2015-2016 Building/ Planning Clerk
Township of North Dumfries



CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl.

- 2009-2014 Historical Researcher & Planner
Township of North Dumfries
- 2012 Translator, Archives of Ontario
- 2012 Cultural Heritage Events Facilitator (Reminiscence Journey)
and Executive Assistant, Waterloo Region Plowing Match
and Rural Expo
- 2011 Curatorial Research Assistant
Highland Village Museum/ Baile nan Gàidheal

PROFESSIONAL/COMMUNITY ASSOCIATIONS

- 2019-2020 Intern Member, Canadian Association of Heritage
Professionals
- 2017-2020 Member, AMCTO
- 2018-2019 Member of Publications Committee, Waterloo Historical
Society
- 2018 Member, Architectural Conservancy of Ontario- Cambridge
- 2018 - 2019 Secretary, Toronto Gaelic Society
- 2012 -2017 Member (Former Co-Chair & Co-Founder), North Dumfries
Historical Preservation Society
- 2011 - 2014 Member, North Dumfries Municipal Heritage Committee
- 2013 Greenfield Heritage Village Sub-committee, Doors Open
Waterloo Region
- 2012 Volunteer Historical Interpreter, Doon Heritage Village, Ken
Seiling Waterloo Region Museum
- 2008-2012 Member, Celtic Collections, Angus L. Macdonald Library
- 2012-2013 Member (Public Relations), Mill Race Folk Society
- 2011 Member, University of Waterloo Sub-steering Committee for
HCD Study, Village of Ayr, North Dumfries
- 2010-2011 Member (volunteer archivist), Antigonish Heritage Museum

AWARDS / PUBLICATIONS / RECOGNITION

- 2019 Waterloo Historical Society Publication, *Old Shaw: The Story
of a Kindly Waterloo County Roamer*
- 2014 Master's Dissertation, *The Rise of the City: Social Business
Incubation in the City of Hamilton*
- 2014 Lecture, *A Scot's Nirvana*, Homer Watson House and
Gallery

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl.

- | | |
|-----------|--|
| 2013 | Lecture, <i>The Virtual Voice of the Past: The Use of Online Oral Accounts for a Holistic Understanding of History</i> , University of Guelph Spring Colloquium |
| 2012-2013 | Gaelic Events Facilitator, University of Guelph |
| 2012-2015 | Intermediate Gaelic Facilitator, St. Michael's College, University of Toronto |
| 2012 | <i>Nach eil ann tuilleadh: An Nòs Ùr aig nan Gàidheal</i> (BA Thesis) Thesis written in Scottish Gaelic evaluating disappearing Gaelic rites of passage in Nova Scotia. |
| 2012 | Waterloo Historical Society Publication, <i>Harvesting Bees and Feasting Tables: Fit for the Men, Women and Children of Dickie Settlement and Area, Township of North Dumfries</i> |
| 2007-2012 | 25 historical publications in the Ayr News (access to some articles http://ayrnews.ca/recent) |

PROFESSIONAL DEVELOPMENT COURSES

- | | |
|-----------|---|
| 2020 | Condo Director Training Certificate (CAO) |
| 2018 | Building Officials and the Law (OBOA Course) |
| 2017-2018 | AMCTO Training (MAP 1) |
| 2017 | AODA Training |
| 2010 | Irish Archaeological Field School Certificate |

COMPUTER SKILLS

- Microsoft Word Office
- Bluebeam Revu 2017
- ArcGIS
- Keystone (PRINSYS)
- Municipal Connect
- Adobe Photoshop
- Illustrator
- ABBYY Fine Reader 11
- Book Drive

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl.

SELECT PROJECT EXPERIENCE 2018-2020

CULTURAL HERITAGE IMPACT ASSESSMENTS

- Peterborough Lift Lock and Trent-Severn Waterway (TSW), National Historic Sites, Development for 380 Armour Road, City of Peterborough
- City of Waterloo Former Post Office, Development for 35-41 King Street North, City of Waterloo, Phase II
- Consumers' Gas Station B, Development for 450 Eastern Avenue, City of Toronto
- 82 Weber Street East, City of Kitchener
- 87 Scott Street, City of Kitchener
- 2348 Sovereign Street, Town of Oakville (Phase I)
- Carriage House Restaurant, 2107-2119 Old Lakeshore Road, City of Burlington
- 34 Manley Street, Village of Ayr, Township of North Dumfries
- Quinte's Isle Campark, 558 Welbanks Road, Prince Edward County (LPAT)
- 174 St. Paul Street, Town of Collingwood (LPAT)
- 30-40 Margaret Avenue, City of Kitchener
- McDougall Cottage and Historic Site, Development for 93 Grand Avenue South, City of Kitchener
- 60 Broadway, Town of Orangeville
- 45 Duke Street, City of Kitchener
- 383-385 Pearl Street, City of Burlington
- Old Kent Brewery, 197 Ann Street, City of London
- St. Patrick's Catholic Elementary School, (SPCES), 20 East Avenue South, City of Hamilton
- 2325 Sunningdale Road, City of London
- 250 Allendale Road, City of Cambridge
- 110 Deane Avenue, Town of Oakville
- 249 Clarence Street, City of Vaughan
- 2-16 Queen Street West, City of Cambridge (Hespeler)

Specific for Relocation of Heritage Buildings

- 1395 Main Street, City of Kitchener
- 10379 & 10411 Kennedy Road, City of Markham
- 50-56 Weber Street West & 107 Young Street, City of Kitchener (temporary relocation of 107 Young St)

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl.

CULTURAL HERITAGE SCREENING REPORT

- Kelso Conservation Area, Halton County

CULTURAL HERITAGE EVALUATION REPORTS

- 52 King Street North, City of Kitchener
- Sarnia Collegiate Institute and Technical School (SCITS), 275 Wellington, City of Sarnia (Municipal contingency study)
- 10536 McCowan Road, City of Markham
- Former Burns Presbyterian Church, 155 Main Street, Town of Erin (Designation Report)
- Former St. Paul's Anglican Church, 23 Dover Street, Town of Otterville, Norwich Township (CRB)
- 6170 Fallsview Boulevard, City of Niagara Falls

CONSERVATION PLANS

- City of Waterloo Former Post Office, 35-41 King Street North, City of Waterloo
- 82 Weber Street East, City of Kitchener
- 87 Scott Street, City of Kitchener
- 107 Young Street, City of Kitchener (Temporary relocation)
- 1395 Main Street, City of Kitchener (Relocation)
- 10379 & 10411 Kennedy Road, City of Markham (Relocation)

Cultural Heritage Conservation Protection Plans (Temporary protection for heritage building during construction)

- 12 & 54 Margaret Avenue, City of Kitchener
- 45 Duke Street, City of Kitchener
- 82 Weber Street West and 87 Scott Street, City of Kitchener

DOCUMENTATION AND SALVAGE REPORTS

- 57 Lakeport Road City of St. Catharines
- Gaslight District, 64 Grand Avenue South, City of Cambridge
- 242-262 Queen Street South, City of Kitchener (Photographic Documentation Report)
- 721 Franklin Boulevard, City of Cambridge

HERITAGE PERMIT APPLICATIONS

- 35-41 King Street North, City of Waterloo (Old Post Office), Phase II (alteration to building with a municipal heritage easement, Section 37, OHA)

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CURRICULUM VITAE

Rachel Redshaw, MA, H.E. Dipl.

- 50-56 Weber Street West & 107 Young Street, City of Kitchener (demolition and new construction within HCD)
- 30-40 Margaret Avenue, City of Kitchener (new construction within HCD)
- 249 Clarence Street, City of Vaughan (alteration within HCD)
- 174 St. Paul Street, Town of Collingwood (demolition within HCD)

MASTER PLANS/ HERITAGE CHARACTER STUDY

- Elgin, Central and Memorial Neighbourhoods, Municipality of Clarington

CONTACT

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MHBC
P L A N N I N G
U R B A N D E S I G N
& L A N D S C A P E
A R C H I T E C T U R E

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 910 Gainsborough Road
Public Participation Meeting on: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Crown Homes London relating to the property located at 910 Gainsborough Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-11) Zone, **TO** a Residential R6 Special Provision (R6-5(_)) Zone.
- (b) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Engineering
 - a. Ensure stormwater runoff and drainage is contained on site
 - ii) Urban Design/Landscaping
 - a. Consider appropriate measures to further mitigate privacy impacts on abutting townhouse units to the east, including the provision of transom windows and additional plantings
 - b. Enhanced design of Unit 1 to establish a pedestrian-friendly streetscape
 - c. Include a walkway that extends across the front of the units and connects to the public sidewalk on Gainsborough Road
 - d. Locate any surface parking area away from Gainsborough Road and provide additional screening and landscaping
 - e. Include all requirements of the Site Plan Control By-Law in the site design, in particular as it relates to parking (landscape islands, parking setbacks) and garbage pick-up (location)
 - f. Take into consideration any existing significant mature trees on the site and along property boundaries

Executive Summary

Summary of Request

The applicant is requesting to rezone 910 Gainsborough Road (the "subject lands") to permit a two-storey semi-detached dwelling and five-unit, two-storey townhouse.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to permit a multi-unit residential development including a two-storey semi-detached dwelling and a two-storey, five-unit townhouse with a total density of approximately 25.2 units per hectare. Additional Special Provisions are requested to permit a reduced east and west interior side yard depth of 3.8 metres and 5.3 metres, respectively.

Rationale of Recommended Action

1. The requested amendment is consistent with the policies of the Provincial Policy Statement, 2020 that encourage efficient development and land use patterns.
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Neighbourhood Place Type policies;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential designation;
4. The requested amendment conforms to the Residential Intensification policies of The London Plan and the 1989 Official Plan which direct intensification to ensure that character and compatibility with the surrounding neighbourhood is maintained.
5. The subject lands represent an appropriate location for Residential Intensification, within the Built-Area Boundary, along a higher-order street at the periphery of an existing neighbourhood.
6. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood.
7. The recommended amendment facilitates the development of a vacant, underutilized site within the Built-Area Boundary with an appropriate form of infill development.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located on the south side Gainsborough Road, approximately 550 metres east of Hyde Park Road in the Hyde Park Planning District. Surrounding land uses include single-storey and two-storey townhouses to the immediate east and west, respectively, a parking lot to the immediate south, and a place of worship to the north.

Currently, the subject lands are vacant with an existing paved driveway located along the westerly lot line (see figure 3, below). The site was previously occupied by a one storey, single-detached dwelling that was demolished sometime in 2021 (see figure 1, below). The subject lands are generally flat in topography and contain several mature trees and existing vegetation growing along the interior and rear property lines. The southwest corner of the site is encumbered by an existing servicing easement for 466 Sophia Crescent (stormwater sewer).



Figure 1. View of the Subject Lands and Previously Existing Single Detached Dwelling (Demolished), facing South from Gainsborough Road (June, 2021)



Figure 2. View of the Subject Lands, facing Southwest from Gainsborough Road (December, 2021)



Figure 3. View of the Subject Lands, facing South from Gainsborough Road (December, 2021)

1.2 Current Planning Information

- Official Plan Designation – Multi-Family, Medium Density Residential (MFMDR)
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential R1 (R1-11)

1.3 Site Characteristics

- Current Land Use – Vacant (previously single detached dwelling)
- Frontage – 45.7 metres
- Depth – ~61.0 metres
- Area – 2,878.1 square metres (0.29 hectares)
- Shape – Rectangular

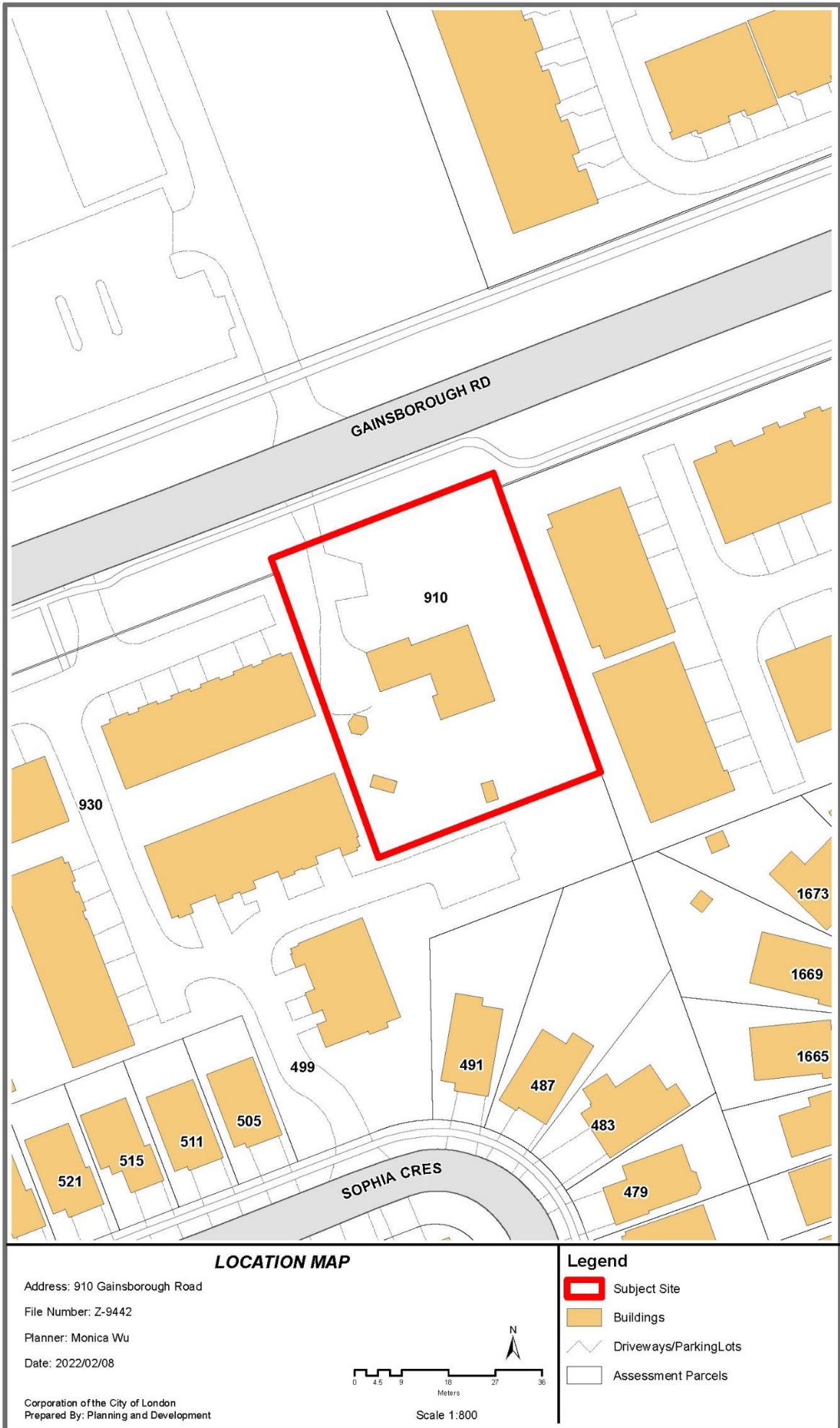
1.4 Surrounding Land Uses

- North – Place of worship
- West – Townhouses
- East – Townhouses
- South – Parking area, single detached dwellings

1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary through the addition of seven (7) new residential units. The site is located outside of the Primary Transit Area (PTA).

1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposed multi-residential development includes a two-storey semi-detached dwelling and a two-storey townhouse comprising a total of seven units. As shown on the applicant's site concept plan (see figure 5, below), the semi-detached dwelling is proposed to be located perpendicular to Gainsborough Road, facing west, and the five-unit townhouse is proposed along the rear of the site, facing north.

Access to the site is provided off of Gainsborough Road by a two-way driveway and a 1.5m-wide sidewalk located on the westerly portion of the site. Three visitor parking spaces, including one barrier-free parking space, are proposed near the entrance of the site. Each individual unit contains a private, single-vehicle garage accessed by a private driveway, for a total of 14 parking spaces. Private amenity areas are proposed at the rear of each unit. The proposed development will retain a number of boundary trees located along the east property line, as well as the three existing trees located next to the visitor parking (see figure 9, below).

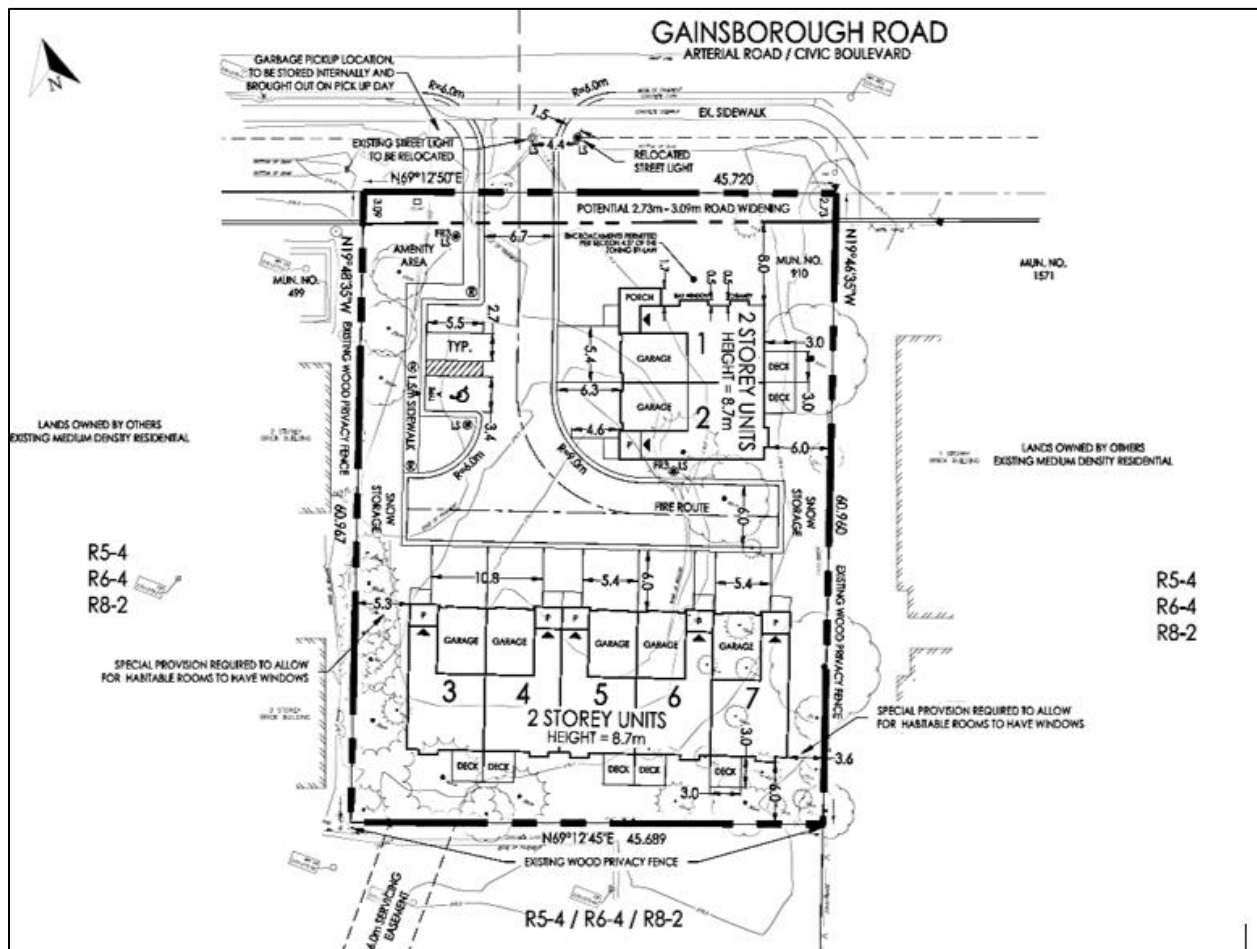


Figure 5. Site Concept Plan



Figure 6. Rendering of the Proposed Development, facing Northeast from Gainsborough Road

3.0 Relevant Background

3.1 Planning History

No previous planning applications.

3.2 Requested Amendment

The applicant is requesting an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R1 (R1-11) Zone, which permits the use of the subject lands for one single-detached dwelling, to a Residential R6 Special Provision (R6-5 (_)) Zone to permit a two-storey semi-detached dwelling and a two-storey townhouse with 5 units for a total density of approximately 25.2 units per hectares. Special provisions are requested to permit a reduced east and west interior yard setback.

3.3 Community Engagement (see more detail in Appendix A)

Staff received six (6) comments during the public consultation period, which will be addressed under Section 4 of this report. The comments can be summarized as follows:

- Privacy impacts on the neighbouring properties to the east as a result of a reduced east interior side yard setback;
- Concerns about stormwater run-off towards the neighbouring properties to the east;
- The proposed height and density are too intense for the site.

3.4 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2020

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

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 (Section 1.1.1 b)). The PPS also directs planning authorities to identify appropriate locations and promote opportunities for transit-

supportive development and accommodating a range of housing options through residential intensification (Section 1.1.3.3).

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 and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and 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 London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Relevant Key Directions are outlined below.

Key Direction #5: The London Plan provides direction to build a mixed-use compact city by:

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

Key Direction #7: The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Direction 10).

The subject lands are located within the Neighbourhoods Place Type on *Map 1 – Place Types of The London Plan, with frontage on a Civic Boulevard (Gainsborough Road) as identified on Map 3 – Street Classifications. The Neighbourhoods Place Type contemplates a broad range of residential uses at this location including, but not limited to single-detached, semi-detached, duplex and converted dwellings, triplexes, fourplexes, townhouses, stacked townhouses and low-rise apartments (Table 10 – Range of Permitted Uses). With respect to intensity, a minimum height of 2-storeys up to a maximum height of 4-storeys (or 6-storeys through bonusing) is permitted (Table 11 – Range of Permitted Heights).

In addition to the above-noted policies, consideration has been given to the general policies of the Our Strategy, Our City, City Building and Design sections of The London Plan.

Official Plan (1989)

The subject lands are designated Multi-Family, Medium Density Residential (MFMDR) in accordance with Schedule ‘A’ of the 1989 Official Plan. The MFMDR designation primarily permits multiple-attached dwellings, such as row houses or cluster houses, and low-rise apartments buildings. These areas may also be developed for single detached, semi-detached and duplex dwellings (3.3.1). Development shall have a low-rise form and a site coverage and density that could serve as a transition between low-density residential areas and more intensive forms of commercial, industrial, or high-density residential development, and will generally not exceed four-storeys in height (3.3.3 i)). Medium density development will not exceed an approximate net density of 75 units per hectare (3.3.3. ii)).

4.0 Key Issues and Considerations

4.1 – Issue and Consideration # 1: Use & Intensity

Provincial Policy Statement, 2020 (PPS)

The PPS directs settlement areas to be the focus of intensification and redevelopment (1.1.2). To achieve this, appropriate land use patterns within settlement areas are to be established by providing appropriate densities and mix of land uses that efficiently use land and resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.1.3.2). As well, the PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)).

The proposed development is considered residential intensification through the development of an underutilized site and the creation of new residential units. The mixed-residential development comprising a semi-detached dwelling and five-unit townhouse represents a more compact, higher density form of development than the previously existing use and will contribute to providing choice and diversity in housing options for current and future residents. The recommended amendment will result in an efficient, cost-effective development pattern within an existing settlement area and no new roads or infrastructure are required to service the site.

The London Plan and Official Plan (1989)

The subject lands are located in the Neighbourhoods Place Type along a Civic Boulevard (Gainsborough Road) in The London Plan (*Map 1 – Place Types and Map 3 – Street Classifications). A broad range of residential uses are contemplated at this location, including semi-detached dwellings and townhouses (Table 10 – Range of Permitted Uses). The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of two-storeys and a maximum height four-storeys (up to six-storeys with bonusing) is contemplated where a property has frontage on a Civic Boulevard (*Table 11 – Range of Permitted Heights).

The London Plan encourages intensification where appropriately located and provided in a way that is sensitive to and a good fit within existing neighbourhoods (83; 937; 953_1). The intensity of development must be appropriate to the neighbourhood context as it relates to height, massing, setbacks etc. (953_2), as well as appropriate for the size of the lot, and accommodate such things as adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area etc. (953_3).

Within the 1989 Official Plan, the subject lands are designated MFMDR which permits multiple-unit residential developments having a low-rise profile (3.3). The primary permitted uses include multiple-attached dwellings, such as row houses, and low-rise apartments, however these areas may also be developed for low-density forms of development, including single detached and semi-detached dwellings (3.3.1.).

Development within areas designated MFMDR shall take into account surrounding land uses in terms of height, scale and setbacks and shall not adversely impact the amenities and character of the surrounding area (3.3.2.i)). Medium density development will not exceed a net density of 75 units per hectare and shall be no more than four-storeys in height (3.3.3.i); 3.3.3.ii)).

The proposed development, being a two-storey semi-detached dwelling and a five-unit, two-storey townhouse, is contemplated in both Official Plans as it relates to the use and intensity of the site. The proposed building height of two-storeys meets the minimum height requirements in The London Plan; at the same time, the proposed density of 25.2

units per hectares is well below the maximum permitted density of 75 units per hectare in the 1989 Official Plan.

With respect to the appropriateness of the proposed intensity, the site design provides for all required parking spaces and sufficient private outdoor amenity space and landscaped open space. Generally, reductions in parking and landscaped open space, as well as increases in height, density, and lot coverage often serve as indicators of possible over-intensification. With the exception of the requested reductions in the east and west interior side yard setbacks, no additional special provisions are required to facilitate the proposed development, indicating that the site is of sufficient size to support the proposed intensity and site design.

Issues relating to the compatibility and fit within the surrounding neighbourhood will be addressed in the following section.

4.2 – Issue and Consideration #2: Reduced Interior Side Yard Setback

The requested amendment includes a reduced east and west interior side yard setback of 3.6 metres and 5.3 metres, respectively, whereas a minimum setback of 6.0 metres is required for the Residential R6 Zone variation when the wall of a unit contains windows to habitable rooms. Due to the existing sanitary servicing easement that runs north-south along the westerly property line, a reduced west interior side yard setback is required to provide for sufficient space from the easement. It is noted that relief from east and west interior side yard setback is only required for the end units of the proposed townhouse and not the semi-detached dwelling, which will maintain the minimum 6.0 metres yard setback.

West Interior Side Yard Setback

As shown on the applicant's site concept plan, the proposed townhouse will directly abut the interior side yard of the townhouses on the neighbouring property to the west (499 Sophia Crescent). The height of the proposed two-storey townhouse units is similar to that of the existing two-storey townhouses on 499 Sophia Crescent, alleviating concerns with respect to shadowing and overlook. Further, the end unit located on the west abutting property does not contain any windows or openings along the portion of the wall facing the subject lands (see figure 7, below). As such, Planning staff are of the opinion that a reduction of 0.7 metres in the required west interior side yard setback is minor and will not result in adverse impacts.



Figure 7. View of 499 Sophia Crescent – Unit 30, Facing East Towards the Subject Lands (2021)

East Interior Side Yard Setback: Privacy Impacts

Through the circulation of the application, multiple concerns were raised by the

neighbouring property owners to the east that the reduced east interior side yard setback of 3.6 metres would negatively impact the privacy and amenity of their properties. In this instance, the end unit of the proposed townhouse row will directly abut the rear yard of two townhouse units on 1571 Coronation Drive, being units 37 and 39.

Currently, there is an existing board-on-board privacy fence located along the property boundary (see figure 8, below). To further mitigate potential privacy impacts, the applicant is proposing to retain several existing boundary trees located along the east property line to screen the proposed end townhouse unit from the east abutting townhouses, including two mature trees located adjacent to units 37 and 39 (see figure 11, below). Moreover, windows facing the adjacent properties will be transom-style windows to further maintain the privacy of both future tenants and existing adjacent homeowners (see figure 10, below) As noted in the applicant's Planning and Design Report, the windows at the end of walls of the proposed townhouse row are intended to let in additional light but are not necessarily intended to serve as the primary windows for habitable rooms. City staff may require the applicant to provide additional mitigation measures at the time of Site Plan Approval to ensure that impacts on the east abutting townhouses are further minimized, such as additional plantings along the east property line and architectural treatments.

Based on the above analysis, Planning staff are of the opinion that a reduced 3.6m east interior side yard setback is appropriate and will not result in significant impacts on the abutting properties to the east.



Figure 8. View of Subject Lands and East Abutting Townhouses, facing Northeast from Gainsborough Road

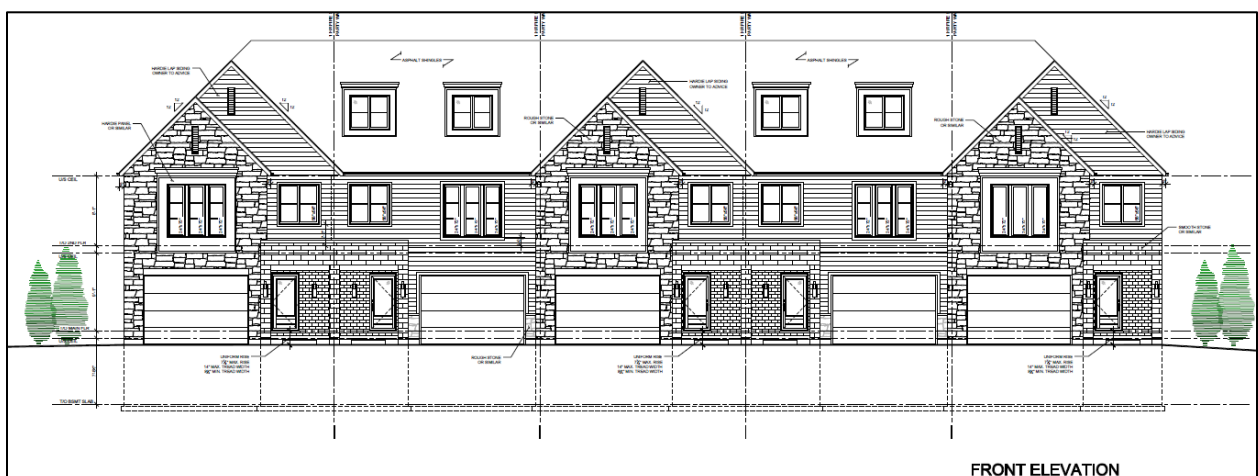


Figure 9. Front (North) Elevation of the Proposed Townhouses

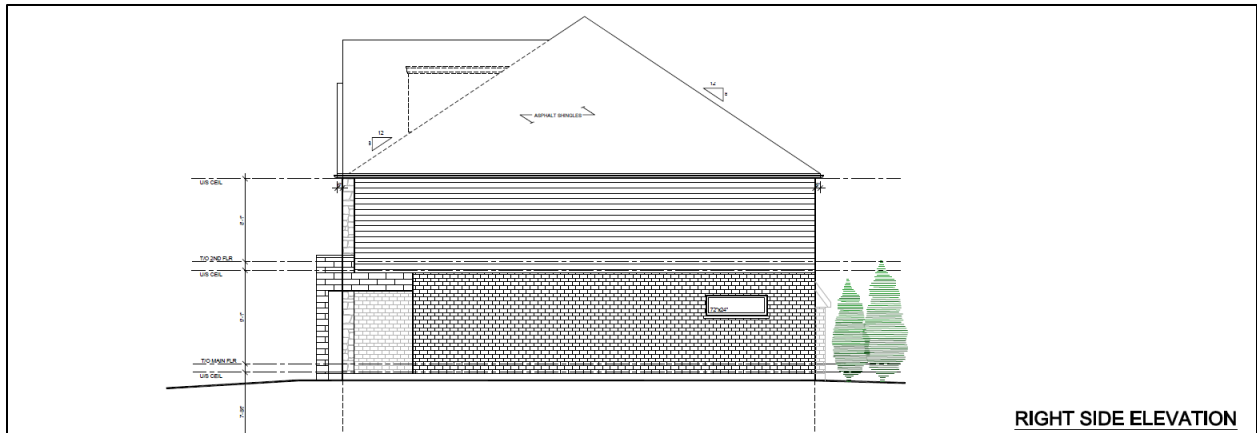


Figure 10. Right Side (East) Elevation of the Proposed End Townhouse Unit

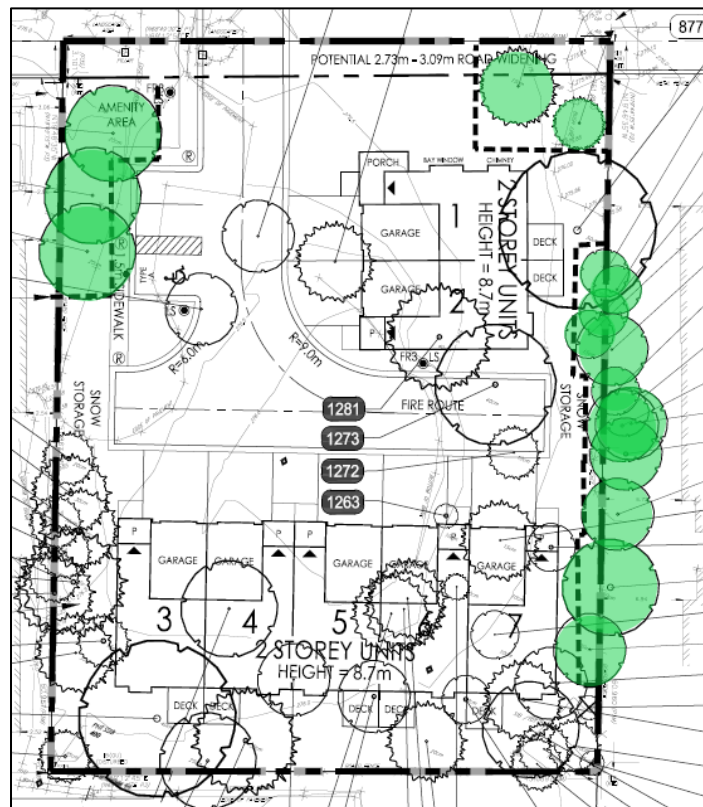


Figure 11. Existing Trees on the Subject Lands (Retained Trees shown in Green)

East Interior Side Yard Setback: Stormwater Runoff

In addition to privacy impacts, concerns were raised about stormwater runoff and drainage impacts on the abutting townhouse units to the east resulting from the proposed development.

Per the City of London’s Design Specifications & Requirements Manual (DSRM), all multi-family block drainage is to be self-contained (DSRM, 9.4.1). Through the Site Plan Approval process, the owner will be required to provide a lot grading plan for stormwater flows and major overland flows on site demonstrating that all stormwater flows will be self-contained on site, up to the 100 year event and safely convey the 250 year storm event. Approval will not be granted for the development until such time that all grading standards can be met.

4.3 – Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define

character (1.7.1 e)).

Consistent with the PPS, the proposed intensification and redevelopment of the subject lands will optimize the use of land and public investment in infrastructure within a developed area of the City and would contribute to achieving more efficient forms of growth. The proposed two-storey semi-detached dwelling and cluster townhouses represent a more compact form of development than the current undeveloped state of the site and the single-detached dwelling that previously existed. Further analysis of the built form will be provided below.

The London Plan and (1989) Official Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_ ; 66_) and encourages growing “inward and upward” to achieve compact forms of development (59_ 2; 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms that take advantage of existing services and facilities (59_ 4).

Within the Neighbourhoods Place Type, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2. a.-f.). The City Design and Our Tools sections of The London Plan contain additional considerations for the evaluation of all planning and development applications as it relates to the built form (1578; 194).

Development within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high-density residential development, and shall generally not exceed four storeys. Applications for residential intensification are also to be evaluated on the basis of Section 3.7 – Planning Impact Analysis (3.3.3 ii)).

The proposed two-story semi-detached dwelling and two-storey townhouse are generally consistent with the existing built form and housing types observed along Gainsborough Road, which include one to two-storey townhouse clusters and single detached dwellings. As noted in the applicant’s Planning and Design report, the proposed orientation and layout of the buildings is intentional. The semi-detached dwelling will maintain an inward-facing façade to mirror the townhouse development to the immediate east (see figures 10 and 11, below). A front yard setback of 8.0 metres is proposed from the required road widening, which is generally consistent with the existing setback of the east abutting townhouse development, thereby maintaining a continuous street wall. Additional contemporary architectural elements are incorporated in the building design to create visual interest along the streetscape and to mimic the design of the adjacent townhouses to the west. The end-unit abutting Gainsborough Road (unit 1) will be designed with a strong side façade with large windows and wrap-around deck to maintain a more continuous connection to the streetscape (see figure 10, below). Main entrances for each of the units will contain a bricked, covered porch, and bay windows, bump outs, and feature materials of differing colours that will provide a pedestrian-scale environment along the street.



Figure 10. Rendering of the Proposed Development, Facing South on Gainsborough Road

Finally, surface parking is provided near the front of the site to align with the access road of the adjacent development to the west (see figure 12, below). Landscaping is to be provided between the adjacent development to the west and the proposed surface parking to allow for natural screening between these uses (see figure 9).



Figure 11. View of the Townhouse Development to the Immediate East of the Subject Lands (1571 Coronation Drive), Facing South on Gainsborough Road (June 2021)



Figure 12. View of the Townhouse Development to the Immediate West of the Subject Lands (499 Sophia Crescent), Facing South on Gainsborough Road (June 2021)

Comments provided by Urban Design and Site Plan staff highlighted various considerations for an improved site layout and building design, as summarized below:

- Consider reconfiguring the site layout to locate the semi-detached dwelling and townhouses parallel to Gainsborough Road, with street-oriented units and garages accessed by a rear lane;
- Alternatively, enhance the design of 'Unit 1' so that it is oriented towards Gainsborough Road, including the principal entrance, a wrap-around porch, and

the same number of windows, articulation, materials, etc. that would typically be found on a front elevation;

- Include a walkway that extends across the front of the units and connects to the public sidewalk on Gainsborough Road;
- Locate any surface parking area away from Gainsborough Road and provide additional screening and landscaping;
- The proposal should take into consideration any existing significant mature trees on the site and along property boundaries.

City staff will continue to work with the applicant at the Site Plan Approval stage to incorporate appropriate building and site design features in the final approved drawings and development agreement. Overall, Planning staff are of the opinion that the proposed mixed-residential development is appropriate and sensitive to the abutting lands and provides a form of compatibility that aligns with the design, density, height, and scale of the adjacent land uses and surrounding neighbourhood.

5.0 Conclusion

The requested amendment to permit a two-storey, seven-unit mixed residential development is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation. The recommended amendment will facilitate the development of an underutilized vacant site located within the Built-Area Boundary with a land use, intensity, and form that is appropriate for the site and compatible with the surrounding context.

Prepared by: **Monica Wu, MCIP, RPP
Planner II**

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

Recommended by: **Gregg Barrett, AICP
Director, Planning and Development**

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 910 Gainsborough Road.

WHEREAS Crown Homes London has applied to rezone an area of land located at 910 Gainsborough Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 910 Gainsborough Road, as shown on the attached map comprising part of Key Map No. A101, from a Residential R1 (R1-11) Zone to a Residential R6 Special Provision (R6-5()) Zone.
- 2) Section 10.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:

R6-5()	910 Gainsborough Road		
a)	Regulations		
i)	East interior side yard depth for walls with windows to habitable rooms (minimum)	3.6 metres (11.8 feet)	
ii)	West interior side yard depth for walls with windows to habitable rooms (minimum)	5.3 metres (17.4 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 April 12, 2022.

Ed Holder
Mayor


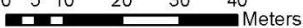

Michael Schulthess
City Clerk

First Reading – April 12, 2022

Second Reading – April 12, 2022
Third Reading – April 12, 2022

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



<p>File Number: Z-9442 Planner: MW Date Prepared: 2022/02/09 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</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: On December 10, 2021, Notice of Application was sent to all property owners with 120 m of the property. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 9, 2021. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 8, 2-storey stacked back-to-back townhouse dwellings. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4 (_)) Zone with a 0.0 minimum front yard setback and 8 parking spaces whereas 12 parking spaces are required.

Responses: Six (6) comments were received (see below).

We would like to express our concerns about building two story units proposed by Crown Homes London. When we moved in at 1571 Coronation Dr. We asked our agent would the ranch behind us remain a single-family home, there were no plans at that time and a limited number owns the property. If 2 story units are built it will block our view of the sunsets. And the two-unit deck will look into our back deck. Therefor our privacy is gone. Wondering if building one-story units would help our problem some. Thanks for your consideration in this matter.

Gerald and Linda Perry
1571 Coronation Dr. Unit 45

I am writing in regards to the requested zoning change and special provision by Crown Homes London on 910 Gainsborough Rd.

I am very much against the proposals. First of all this company purchased a well cared for home with a lovely yard and pool and allowed it to become vacant, rundown and eventually filled with mold to the point it had too be destroyed. To me it was a dishonest and careless disregard of property.

When I purchased my condo approximately 10 years ago I took great care in choosing my retirement home, considering where it was located. Our living room faces the back of the property overlooking a portion of 910 Gainsborough and at that time, felt that the home located there was a permanent structure especially as it was zoned single family. What could go wrong? Crown Homes purchasing this property and allowing it to be destroyed! Is this what corporations can do and the neighborhood having no recourse?

I am particularly opposed to the special provision request to reduce the side yard depth to 3.6 meters. There is a reason for these zoning bylaws. As I mentioned above my living room window faces the back and as I currently look at trees, bushes and greenery etc I am NOT willing to have to look right inside a neighbour's side window, so close that neither home owner will have privacy.

I feel the existing home owners need to be protected with the least amount of disruption as possible under these circumstances.

Thank you

Pam and Jerry Golab
1571 Coronation Dr unit 37

I am writing to express my opposition to the zoning change and special provision requested by Crown homes London on 910 Gainsborough Rd.

I bought this specific unit for my retirement home with the knowledge that a residential house behind me would provide a quiet and private atmosphere. Crown Homes subsequently purchased this beautiful residential house and had it demolished in preparation for this proposal, prior to receiving any zoning change. This seems like the behaviour of a corporation who would rather ask forgiveness than approval for their plans.

To add insult to injury, they are trying to cram more units onto this property than is possible. The request of a special provision to permit a reduced east side yard depth of only 3.6 m is insulting and offensive. If anything, they should be proposing to double the minimum side yard allotment to try and offset some of the inconvenience/detriment to the current residents of our complex.

In my opinion, this proposal shows a blatant disregard for existing community members. I think the city should send a clear message to the builders, that city of London residents come before their profits, by rejecting this proposal.

Sincerely,
Nancy Hickling
1571 Coronation Dr, unit 35

I am writing in regards to the requested zoning change and special provision by Crown Homes on 910 Gainsborough Road.

I have only been living here for 1 year, I bought my house in Nov 2020 and the house on the property was abandoned and in disrepair. I was absolutely amazed that anyone could let a beautiful piece of property and a beautiful house fall into such disrepair. It was heartbreaking. My bedroom, office and kitchen look directly onto the property and if the zoning is changed I will be have to keep my bedroom curtains closed all the time and will not have any privacy in my ensuite bathroom. I will have to shower in the dark, get dressed in the dark and if I do open the blinds I will look directly into someone's back deck and kitchen.

I work shift work and do midnight shifts. I am able to sleep because there is quiet but if that goes away who knows what kind of noise I will need to put up with. To even consider allowing this indicates a complete lack of respect for the current homeowners. I believe we should have some form of protection given the property taxes we currently pay. If you are reducing the amount of property footage we will have are you planning to reduce our taxes ? I doubt it.

Kathy Chadwick
1571-Coronation Drive, Unit 39

Middlesex Standard Condominium Corporation Number 800 (1571 Coronation Drive) is in receipt of file : Z-9442 regarding a Zoning By-law Amendment for 910 Gainsborough Rd.

This development will be located to the west side of MSCC 800 and will create drainage problems. Currently, the condo corporation is addressing their problem by having the west side of the property re-graded and adding enhanced drainage at considerable cost. The new property will add to this problem if the grading and drainage slopes in any way towards 1571 Coronation Drive.

Terry McDonald

Further to my communication on December 20th, Middlesex Standard Condominium Corporation would like to go in record regarding the grading and drainage for the proposed development at 910 Gainsborough Rd. After a review of the property it is

apparent that a retaining wall and underground drainage to be directed to the north would be required in order to eliminate any drainage towards the adjacent property to the east. (MSCC 800 – 1571 Coronation Dr.)

Terry McDonald

As a resident of 1571 Coronation Drive, I wish to comment on the proposed development for 910 Gainsborough Rd.

Initially, this property contained a single family one story home and over the past 6 years it was allowed to deteriorate to the point that it had to be torn down. I remember when Mr M Plumbo purchased the property to the west of it he told me personally that he was not going to purchase the house, as it was a good solid home and too good to tear down. This was just 6 years ago.

I understand the importance of infill, however, I feel that 7 units on this property is too dense. A single story home occupied this area and I believe a more appropriate number would be 5. or perhaps 6.

I am not in support of the proposed variances being made as this brings the units too close to the existing homes and will impose unreasonably on their privacy and light exposure. Two story units are being proposed and I believe the developer should propose one story units. These one story units would fit in more appropriately with the Coronation Dr. neighbours. There are many seniors and empty nesters looking for this type of housing and very little is available in our neighbourhood at this time.

In addition, I would like to suggest that the developer consider switching the two units proposed for the east side of the property to the west side, as this would have very little impact on the neighbours to the west. In the proposal, the units to the west are 2 story units and there are no windows, backyards or decks along this area. If built in the suggested manner, they will tower over our homes and there will be no privacy for them or us. The new units will also impact the amount of light and sun our properties would receive.

There is also a very large, healthy tree that could possibly be saved if my suggestion is considered. Aesthetically, this would contribute in a real way to the neighbourhood, as well as the property in question.

Thank you for taking time to look at these suggestions and I look forward to being more involved with this important process.

Regards,
Muriel Stilson
1571 Coronation Dr. Unit 43

Agency/Departmental Comments

Archaeology

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9442):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 910 Gainsborough Road* [...] Middlesex County, Ontario (PIF P344-0410-2020), May 2020.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that "no archaeological resources were identified during the Stage 2

archeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.” (p.2)

An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries archaeological assessment compliance letter has also been received, dating June 2, 2020 (MHSTCI Project Information Form Number P344-0410-2020, MHSTCI File Number 0012519).

Archaeological conditions can be considered satisfied for this application.

Urban Design

- Submit a full set of dimensioned elevations for the proposed addition with materials and colours labelled. Further urban design comments may follow upon receipt of the elevations.
- Explore opportunities for joint access with the neighbouring property (499 Sophia Cres) to continue the window street towards the west and to the south.
- If a joint access is not possible, reconfigure the site layout to locate semi-detached/ townhouses parallel to Gainsborough Road, with street-oriented units and garages accessed by a rear lane.
- Alternatively, enhance the design of ‘Unit 1’ so that it is oriented towards Gainsborough Road, including the principal entrance, a wrap-around porch, and the same number of windows, articulation, materials, etc. that would typically be found on a front elevation. Include direct access from the unit entrance to the public sidewalk on Gainsborough Road.
- Include a walkway that extends across the front of the units and connects to the public sidewalk on Gainsborough Road.
 - Include a walkway that connects to the unit entrance (Unit 1) flanking Gainsborough Rd.
- Locate any surface parking area away from Gainsborough Road and behind the building frontage. Screen any surface parking exposed to a public street with enhanced landscaping.
- Locate all parking areas and drive aisles a minimum of 1.5 metres (3.0 metres if along a street) from the property line to allow space for landscaping.
- Include all requirements of the Site Plan Control By-Law in the site design, in particular as it relates to parking (landscape islands, parking setbacks) and garbage pick-up (location).
- The proposal should take into consideration any existing significant mature trees on the site and along property boundaries.

Landscaping

- I have reviewed the Arborist Report prepared by Stantec Consulting Ltd, October 21, 2021 based on a tree inventory conducted by Landon Black on May 3, 2021. The tree inventory and assessment included the trees located within the property boundary, and trees on adjacent lands that may be impacted by the development and proposed grading work.
- No rare or endangered species were inventoried.
- Tree protection fencing is proposed at the dripline of offsite trees which will protect their critical root zones. This is acceptable practice.
- No City trees are impacted by the development proposed.
- I have no comments to provide on this application.

Engineering

- Engineering has no further comment on the provided application material. [The applicant is to confirm] that an easement with 499 Sophia Crescent exists for the proposed sanitary routing.

Appendix B – Policy Context

1577_Evaluation Criteria for Planning and Development Applications	
Criteria – General Policy Conformity	Response
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural, cultural heritage, or archaeological resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the proposed buildings can be appropriately integrated into the community through the application of the relevant City Design policies at the Site Plan Approval stage.
Conformity with the policies of the place type in which they are located	The proposed two-storey semi-detached and townhouse proposal provides for the use and intensity of development contemplated within the Neighbourhoods Place Type on a Civic Boulevard. Compatible intensification is encouraged in existing neighbourhoods. (937_)
Consideration of applicable guideline documents that apply to the subject lands	No additional guideline documents apply to the subject lands.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan	The site will be fully serviced by municipal water, sanitary and storm.
Criteria on Adjacent Lands	Response
Traffic and access management	Further consideration of traffic controls related to the driveway will occur at the Site Plan Approval stage.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was not required for the Zoning By-law amendment application.
Parking on streets or adjacent properties	The proposal includes a slight excess of parking relative to the 1.5 spaces per unit normally required for townhouse development. It is not anticipated that overflow parking will be required on local streets.
Emissions generated by the use such as odour, dust or other airborne emissions	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at the Site Plan Approval stage. It is a Site Plan standard that any lighting fixture is to minimize light spill onto abutting properties.

Garbage generated by the use	Garbage facilities should be screened; storage inside the building is a standard requirement for townhouse forms, with garbage to be placed outside on collection day.
Privacy	<p>As noted in the report, there is an existing board-on-board fence that surrounds the site and several existing boundary trees located along the east property line are to be retained to screen the proposed townhouses from the east abutting townhouse development. Transom-style windows are proposed to further maintain the privacy of future tenants and existing adjacent homeowners. Additional mitigation measures will be considered at the time of Site Plan Approval, such as additional plantings along the east property line and architectural treatments.</p> <p>Privacy impacts are not anticipated on the west abutting townhouses as a result of a 0.7m reduction in the west interior side yard depth.</p>
Shadowing	Acceptable shadowing impacts on the abutting properties to the east and west are anticipated as a result of the proposed development. The abutting townhouses to the east are further setback from the east lot line by approximately 4.8 to 5.0 metres, which is an appropriate distance.
Visual Impact	Landscaping, articulated building design, and architectural details and materials are to be implemented at the Site Plan Approval stage, with a focus on enhancing the design of Unit 1 and providing additional screening measures for the surface parking area to establish a positive visual presence and to maintain an active frontage along Gainsborough Road.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed development.
Trees and canopy cover	The proposed development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the City. A total of 18 trees are recommended for preservation. At the Site Plan stage, a complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources	The subject lands are identified as having archaeological potential on the City's 2018 Archaeological Mapping. Based on the findings from the Stage 1-2 Archaeological Assessment prepared by Lincoln Environmental Consulting Corp, no archaeological resources were identified on the lands and all archaeological conditions can be considered satisfied for this application.
Natural heritage resources and features	Not applicable.
Natural resources	Not applicable.
Other relevant matters related to use and built for	Not applicable.

3.7 Planning Impact Analysis	
Criteria	Response

<p>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;</p>	<p>The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.</p>
<p>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;</p>	<p>The site concept achieves an intensity that allows for other on-site functions such as visitor and accessible parking, emergency services, and private and common amenity space.</p>
<p>The supply of vacant land in the area which is already designated and/or zoned for the proposed use;</p>	<p>There is no vacant land in the area which is already designated and/or zoned for the proposed use.</p>
<p>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;</p>	<p>The site is located within a 400 metres walking distance of public parks, a place of worship and an elementary school, and within 1000-1500 metres of commercial and service uses along Hyde Park Road and Fanshawe Park Road West. Bus service from the intersection of Gainsborough Road and Hyde Park Road, approximately 600-800 metres west of the site, provides public transit access to other parts of the City.</p>
<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>The proposal is not eligible to be considered for affordable housing as a bonus provision is not requested.</p>
<p>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</p>	<p>The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses</p>	<p>The scale/height of the proposed two-storey semi-detached and townhouse development is appropriate at this location as the adjacent land uses include a two-storey townhouse development to the west of the site and a one-storey townhouse development to the east. Privacy impacts on the abutting townhouses to the east as a result of a reduced east interior side yard depth of 3.6 metres are intended to be mitigated by the retention of existing trees and transom windows, as noted in the report. No adverse impacts are anticipated on the west side of the property.</p>
<p>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</p>	<p>A total of 18 trees are recommended to be retained, with the majority located along the east lot line. Additional landscaping and screening opportunities will be considered at the Site Plan Approval stage that maintains, to the best extent possible, existing vegetation and introduces additional shrubs as needed to screen the proposed accessible and visitor parking and the overall development from adjacent properties.</p>
<p>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</p>	<p>Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that driveway location and design can be addressed at the Site Plan Approval stage. Gainsborough Road is an arterial road which serves high volumes of intra-urban traffic at moderate</p>

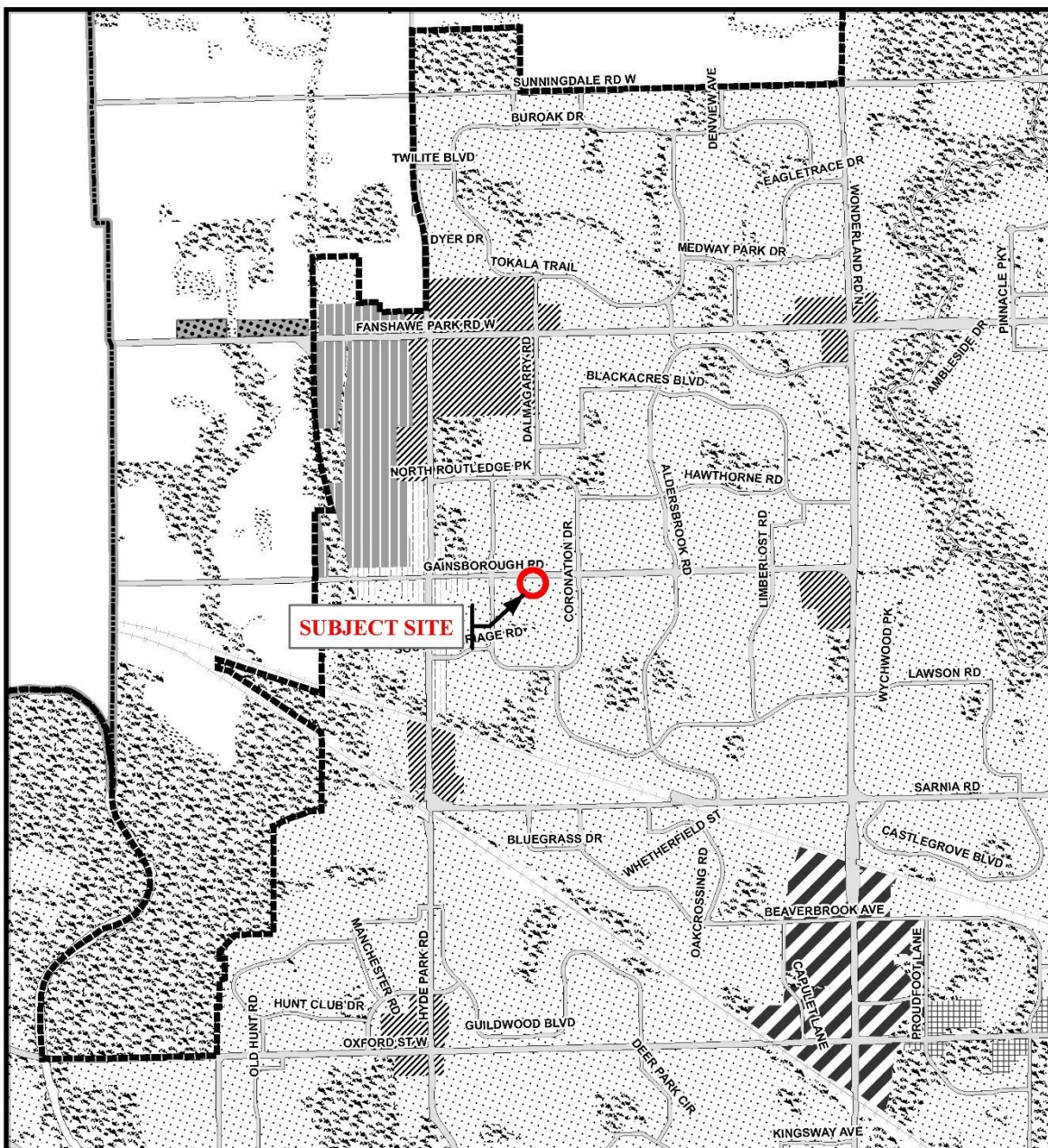
<p>pedestrian and vehicular safety, and on surrounding properties</p>	<p>speeds and has controlled or limited property access.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area</p>	<p>The orientation of the two-storey semi-detached block is intended to create a strong visual presence along Gainsborough Road and is in keeping with the building design of the adjacent development to the west while mirroring the development to the east. At the Site Plan stage, additional attention should be paid to the orientation and design of Unit 1 along Gainsborough Road, in accordance with comments provided by Urban Design staff.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources</p>	<p>The subject lands are identified as having archaeological potential on the City's 2018 Archaeological Mapping. Based on the findings from the Stage 1-2 Archaeological Assessment prepared by Lincoln Environmental Consulting Corp, no archaeological resources were identified on the lands and all archaeological conditions can be considered satisfied for this application.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development</p>	<p>Development is prohibited on top of the existing 6.0m wide sanitary sewer easement, which extends across the southwest corner of the site. The proposed west interior side yard setback of 5.6m ensures that sufficient space is provided between the townhouse building and existing easement.</p>
<p>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</p>	<p>The requested amendment is consistent with the in-force policies of the Official Plan. The majority of requirements of the Site Plan Control By-law have been considered through the design of the site, including provision of amenity space, drive aisle and driveway widths, sidewalk widths, and parking. The applicant is to identify areas for garbage storage and show parking setbacks and landscape islands through the Site Plan Approval process.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis</p>	<p>As noted in the report, several existing boundary trees located along the east property line are to be retained to screen the proposed townhouses from the east abutting townhouse development. Transom-style windows are proposed to further maintain the privacy of future tenants and existing adjacent homeowners. Additional mitigation measures will be considered at the time of Site Plan Approval, such as additional plantings along the east property line and architectural treatments. As well, the owner will be required to provide a lot grading plan for stormwater flows and major overland flows on site demonstrating that all stormwater flows will be self-contained on site, up to the 100 year event and safely convey the 250 year storm event</p>

Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.
--	--

Appendix C – Relevant Background

Additional Maps

London Plan Designation



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.

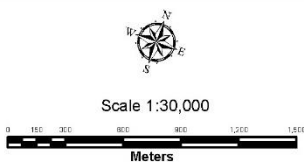
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

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

PREPARED BY: Planning Services



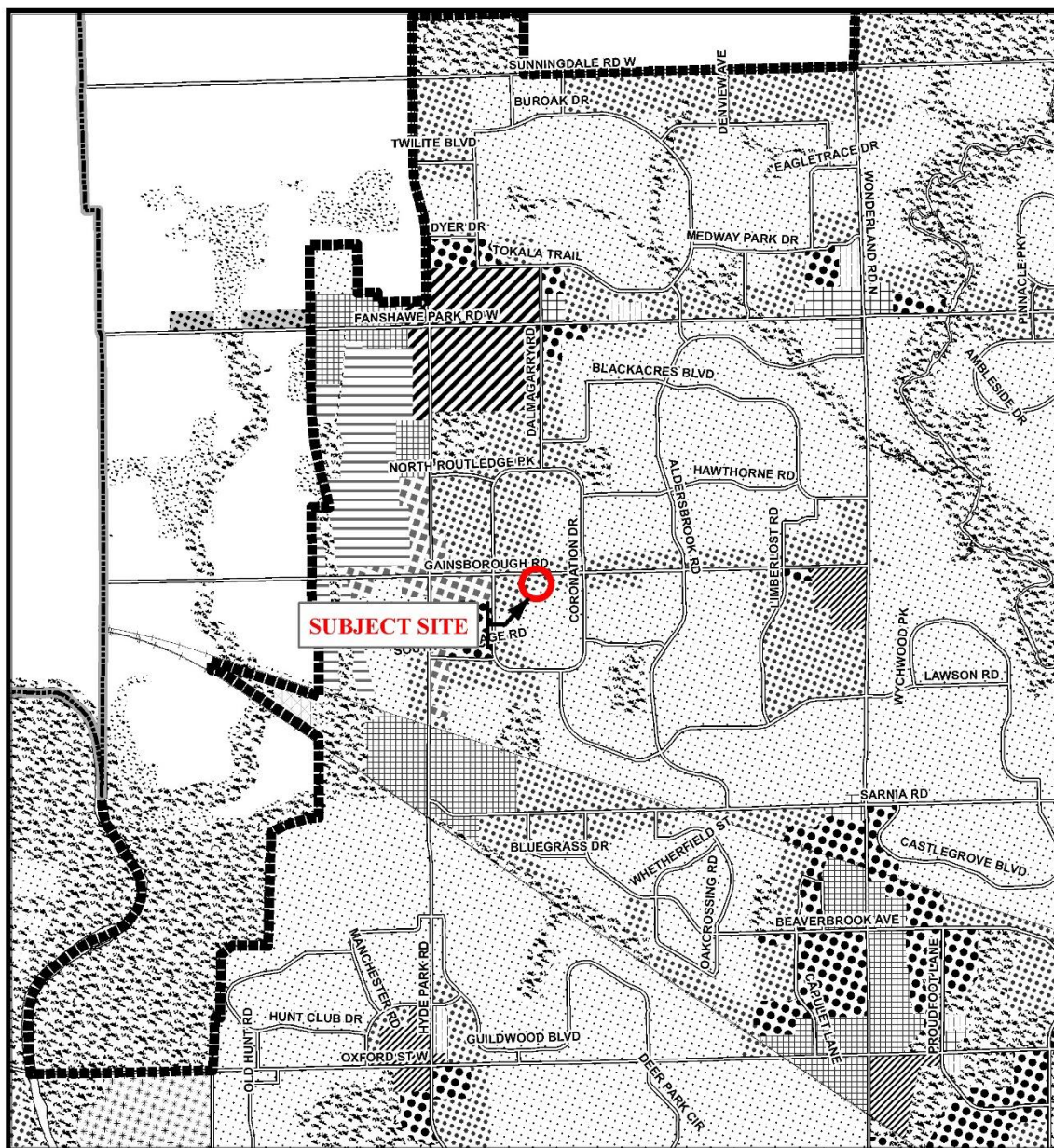
File Number: Z-9442

Planner: MW

Technician: RC

Date: February 9, 2022

Official Plan Designation



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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 450 600 750 900 1,050 1,200</p> <p>Meters</p>	FILE NUMBER: Z-9442
		PLANNER: MW
		TECHNICIAN: RC
		DATE: 2022/02/09

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\lrx\templates\scheduleA_b&w_8x14_with_SWAP.mxd

Existing Zoning



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. | |
| R10 - HIGH DENSITY APARTMENTS | OB - OFFICE BUSINESS PARK |
| R11 - LODGING HOUSE | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9442

MW

MAP PREPARED:

2022/02/08

RC

1:1,500

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Meters

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Innovation Park Phase IV – 2520-2544 Advanced Avenue,
2475-2555 Bonder Road & Other Properties
Public Participation Meeting

Date: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of the Corporation of the City of London relating to the property located at 2520-2544 Advanced Avenue, 2475-2555 Bonder Road and 2560-2580 Boyd Court:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, by **ADDING** new definitions to Section 2 (Definitions) and by **AMENDING** the Light Industrial Special Provision (LI2(23)) Zone; and
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend the Airport Road South Business Park Urban Design Guidelines by **AMENDING** Section 5.1.1 (Guidelines for Building Design), Subsection 3. to permit increased height limits.

Executive Summary

Summary of Request

The Corporation of the City of London (the "City") has requested a change to the City's Zoning By-law No. Z.-1 to add new definitions to Section 2 (Definition) and amend the Light Industrial Special Provision (LI2(23)) Zone that applies to Innovation Park Phase IV to expand the range of permitted uses and to permit an increased maximum height. The existing permitted uses would continue to be permitted. Adding to the requested change, Planning and Development staff are recommending that the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth appropriate for heights over 30.0 metres (98.4 feet).

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit an expanded range of permitted uses that are similar in nature and intensity to the existing permitted uses and increase the maximum height to be consistent with the standard Light Industrial Zone variations, which will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020. It will contribute to the effective and efficient uses of land, and will promote economic development and competitiveness and community investment-readiness by allowing for an expanded range of permitted uses and increased heights for a more vertical form of development that will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV and reduce potential obstacles for industrial development and the need for additional planning approvals and

2. The recommended amendment conforms to the in-force policies of The London Plan, that contemplate a broad range of industrial uses that are unlikely to impose impacts as permitted uses on lands in the Light Industrial Place Type and in Innovation Parks. Permitted uses in Innovation Parks are to incorporate knowledge-based functions with industrial production. Industrial uses are encouraged to utilize land efficiently and limit the extent of their nuisance emissions; and the intensity of development is to be appropriate for individual sites.
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, that contemplate a broad range of industrial uses that are unlikely to impose impacts as permitted uses on lands in the Light Industrial designation. Industrial uses are encouraged to utilize land efficiently and limit the extent of their nuisance emissions; and the intensity of development is to be appropriate for individual sites.
4. The expanded range of permitted uses proposed include industries that involve advance or emerging activities or products in Science, Technology, Engineering or Mathematics. The expanded range of permitted uses continue to direct more traditional industrial uses to other areas intended to accommodate a wider range of industrial uses. With respect to the specific policy area, the expanded range of permitted uses and increased height is compatible with the vision of a high-quality, well-designed prestige innovation park subject to enhanced yard depths and adherence to urban design guidelines. Together with the recommended amendment to the Airport Road South Business Park Urban Design Guidelines, the increased height proposed conforms to intensity of development contemplated The London Plan and the 1989 Official Plan.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging sustainable and resilient development and directing intensification and growth to appropriate locations. This includes encouraging innovation and clean-tech industries, and development patterns that utilize land and resources efficiently.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

The subject lands are part of a registered Plan of Subdivision commonly referred to as Innovation Park Phase IV (39T-06506). In November 2009, a report to the former Board of Control recommended that the City develop an advanced manufacturing industrial park subject to a Joint Venture Agreement (“JVA”) with Fanshawe College and Western University. The purpose of the JVA, was to establish a high-quality, well-designed prestige innovation park to attract research and manufacturing uses which involve high-tech activities or produce high-tech products and create skilled employment opportunities. A subsequent report to the Board of Control in March 2010 recommended a number of actions to implement the JVA including a zone change application to be initiated by the City and urban design guidelines to be prepared by the City to ensure a high standard of site and building design to support the development of a high-quality, well-designed prestige innovation park

In June 2010, a City-initiated zone change application (File No. Z-7779) replaced the existing Light Industrial Special Provision (LI2(9)) Zone with a new Light Industrial Special Provision (LI2(16)) Zone to recognize “Advanced Manufacturing Industrial Uses” and “Advanced Manufacturing Educational Uses” as permitted uses. The site-specific special provision regulated minimum lot area, minimum lot frontage, minimum front yard and exterior side yard depths, minimum interior side yard and rear yard depths,

minimum landscape open space, maximum lot coverage, maximum height, maximum open storage, and for properties adjacent to Veterans Memorial Parkway regulated the location and screening of loading and open storage and the location of landscape open space. The new uses were added to the definition section in the Zoning By-law, and provide with minimum parking rates.

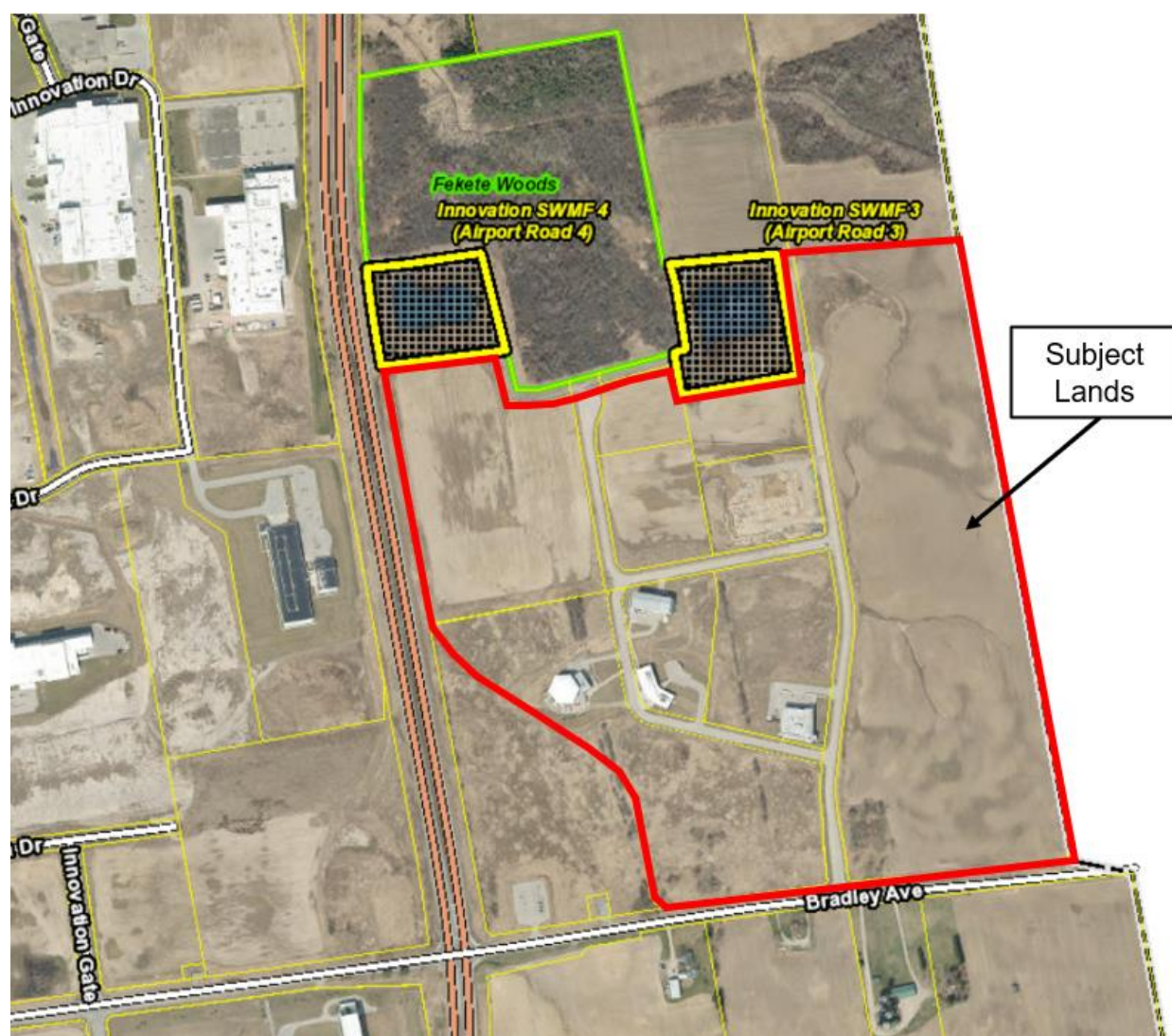
In September 2018, a City-initiated Minor Variance (File No. A.109/18) was approved for the lands located at 2475 Bonder Road within Innovation Park Phase IV that increased the maximum lot coverage from 40% to 60%. In January 2019, a City-initiated zone change application (File No. Z-8949) increased the maximum lot coverage from 40% to 60% for all of Innovation Park Phase IV to be more flexible and allow a greater portion of a property to be covered by buildings and structures. The increased maximum lot coverage of 60% is consistent with the maximum lot coverage permitted by the standard Light Industrial Zone variations.

In July 2017, a City-initiated zone change application (File. No Z-8744) unrelated to Innovation Park Phase IV, increased the maximum height permitted in all standard Light Industrial Zone variations to adapt to contemporary, innovative industrial processes that require increased height, and utilize land more efficiently.

1.2 Property Description

The subject lands are generally bounded by Fekete Woods and Stormwater Management Facilities to the north, the City of London/Municipality of Thames Centre boundary to the east, Bradley Avenue to the south and Veterans Memorial Parkway to the west (See Figure 1). The subject lands exclude lands located at the northeast corner of Veterans Memorial Parkway and Bradley Avenue required for a future interchange. The subject lands are approximately 55.8 hectares (137.9 acres) in size and have access to full municipal services (sanitary and stormwater sewers and watermains).

Figure 1 – Subject Lands



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

- Official Plan Designation – Light Industrial
- The London Plan Place Type – Light Industrial
- Existing Zoning – Light Industrial Special Provision (LI2(23)) Zone

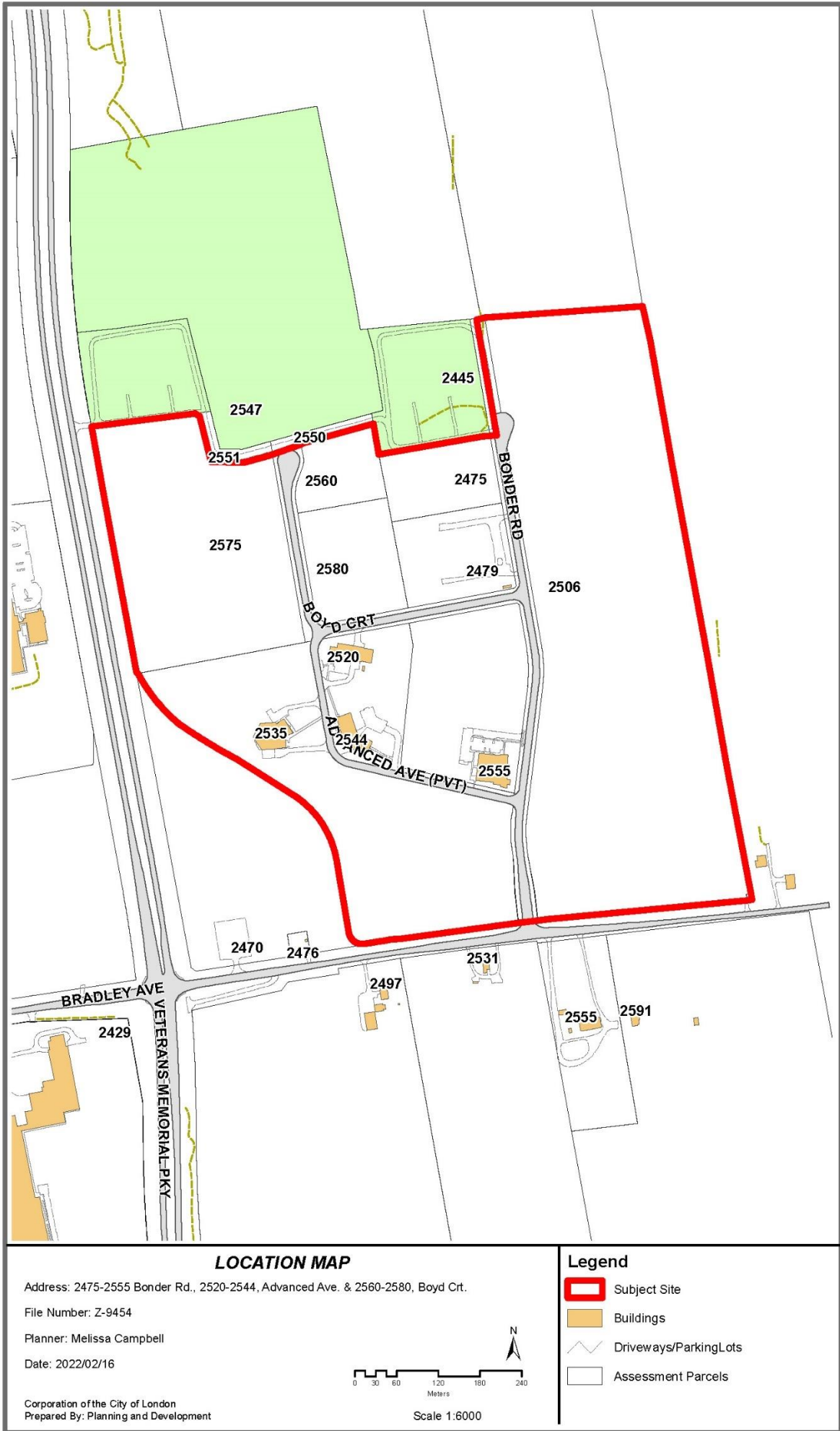
1.4 Site Characteristics

- Current Land Use – Light Industrial and Vacant Land
- Area – 55.8 hectares (137.9 acres)
- Shape – Irregular

1.5 Surrounding Land Uses

- North – Open Space and Stormwater Management Facilities
- East – Agricultural (Municipality of Thames Centre)
- South – Agricultural
- West – Light Industrial

1.6 Location Map



2.0 Discussion and Considerations

2.1 Requested Amendment

This is a City-initiated request to change the zoning of the subject lands by amending the Light Industrial Special Provision (LI2(23)) Zone. The recommended amendment includes new definitions be added to Section 2 (Definition) for “High-Tech Industries” and “Production Studio” and that the following uses be added to the list of permitted uses:

- “Data Processing Establishments”;
- “High-Tech Industries”;
- “Laboratories”;
- “Laboratories, Scientific or Research and Development”;
- “Pharmaceutical and Medical Products Industries”;
- “Printing, Reproduction and Data Processing Industries”;
- “Production Studio”; and
- “Research and Development Establishments”.

The existing permitted uses that include “Advance Manufacturing Industrial Uses” and “Advance Manufacturing Education Uses would continue to be permitted. The recommended amendment would also remove the maximum height of 15 metres specified in the site-specific regulation, so that the maximum height of the standard Light Industrial Zone variations will apply. That maximum height would permit up to 50 metres (164.0 feet) adjacent to non-residential zones.

Planning and Development staff are also recommending that the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits above 4-stories for Innovation Park Phase IV; and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth of 12.0 metres for heights over 30.0 metres.

2.2 Community Engagement (see more detail in Appendix B)

Notice of Application was published in the Public Notices and Bidding Opportunities section of The Londoner on December 23, 2021 and sent to property owners in the surrounding area on December 22, 2021.

The notice advised of a possible zone change to amend the Light Industrial Special Provision (LI2(23)) Zone to permit an expanded range of permitted uses and an increase in maximum height. The existing permitted uses and other special provisions would continue to apply to the subject lands.

One (1) written response was received from a member of the London Advisory Committee on Heritage requesting more information on the planning application. No concerns were raised.

The subject lands are located adjacent to a listed property on the City’s Register of Cultural Heritage Resources. The listed property is known municipally as 2591 Bradley Avenue and is located on the south side of Bradley Avenue opposite the subject lands that are located on the north side of Bradley Avenue. As indicated in the comments from the City’s Heritage Planner, a Heritage Impact Assessment is not being requested at this time, but is expected to be required for future development applications on, and adjacent to, heritage designated properties and properties listed on the Register to assess any potential adverse effects on the cultural heritage resource and explore alternative development approaches and/or mitigation measures. No development proposal is associated with this planning application. As such, any potential heritage impacts will be assessed at the time when development is proposed.

2.3 Policy Context

2.3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (“PPS”), 2020 provides policy direction on matters of provincial interest related to land use planning and development.

The PPS directs that healthy, livable and safe communities are sustained by promoting efficient land use patterns and development which supports the financial well-being of the Province and municipalities and avoiding land use patterns and development that may cause environmental or public, health and a safety concerns (PPS, Policy 1.1.1 a) and c)). The PPS directs municipalities to make sufficient land available to accommodate a mix of land uses to meet projected needs for up to a 25-year time horizon and does not limit planning for employment areas beyond the 25-year time horizon (PPS, Policy 1.1.2)

With respect to land use compatibility, the PPS directs major facilities and sensitive land uses to be planned and developed to avoid any potential adverse effects, and if avoidance is not possible, minimize and a mitigate any potential adverse effects to minimize risk to public health and safety and to ensure long-term viability of major facilities (PPS, Policy 1.2.6.1 & Policy 1.2.6.2).

The PPS directs that economic development and competitiveness are promoted by providing for an appropriate mix and range of employment, institutional and mixed uses to meet long-term needs; providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities to meet current and future needs, and facilitating conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites and seeking to address potential barriers to investment (PPS, Policy 1.3.1 a), b) & c)).

The PPS directs planning authorities to protect and preserve employment areas for current and future uses and ensure the necessary infrastructure is provided to support current and future needs (PPS, Policy 1.3.2.1). The PPS directs planning authorities to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations (PPS, Policy 1.3.2.6)

The PPS directs long-term economic prosperity is supported by promoting opportunities for economic development and community investment-readiness (PPS, Policy 1.7.1 a)).

2.3.2 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 Ontario Land 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 Municipal Council but are not determinative for the purposes of this zone change application.

The London Plan (and the earlier 1989 Official Plan) contain policies that guide the use and development of land within the City and are consistent with the policy direction set out in the PPS. All lands in the City are assigned a Place Type (or designation in the 1989 Official Plan) and the policies associated with a Place Type (or designation) provide for a general range of uses, form and intensity of development that may be contemplated.

The subject lands are located within the Light Industrial Place Type on Map 1 – Place Types in The London Plan. The Light Industrial Place Type contemplates a broad range of industrial uses that are unlikely to impose significant adverse effects due to nuisance outputs such as noise, odour, dust or vibration (The London Plan, Policy 1110_ and Policy 1115_1.). The Light Industrial Place Type may include Innovation Parks that incorporate knowledge-based functions with industrial production, and these parks need to be attractive to the knowledge-based workers and to enhance the image of the business that locate within the parks (The London Plan, Policy 1111_). The Innovation Park policies in the London Plan contemplate the clustering of specialized research and development, and commercialized uses including laboratories, testing facilities,

industrial-related centres of excellence, and training centres (The London Plan, Policy 1116_ 1.).

With respect to intensity, industrial uses are encouraged to use land efficiently and high building coverage ratios and high employment densities will be sought where possible (The London Plan, Policy 1124_ 1.). Zoning regulations will moderate the intensity of industrial uses to limit the extent nuisance emissions and ensure the intensity of industrial development is appropriate for individual sites (The London Plan, Policy 1124_ 2. and 6.).

With respect to form, urban design guidelines may be prepared to establish design goals and direction for new industrial development (The London Plan, Policy 1125_1.). Industrial sites along Veterans Memorial Parkway (formerly Airport Road) will be developed with high-quality design and enhanced landscaping to contribute to the parkway image as monument to Canada's war veterans (The London Plan, Policy 1125_4.).

There are specific policies for the Industrial Place Types that serve to augment the general policies for industrial lands. Where there is a conflict between the specific policies and the more general policies, the more specific policies shall prevail (The London Plan, Policy 1130_). The subject lands are located within the Airport Road South Innovation Park Specific Policy Area on *Map 7 – Specific Policy Areas in The London Plan (The London Plan, *Map 7 - Specific Policy Areas).

The Airport Road South Innovation Park Specific Policy Area pertains to lands bounded by the Thames River south branch to the north, the City of London boundary to the east, the Highway 401 corridor to the south, and Old Victoria Road to the west (The London Plan, Policy 1141_). Lands within this Specific Policy Area are intended to develop as a high-quality, well-designed prestige innovation park (The London Plan, Policy 1142_). The park will have a high standard of site and building design and development will have regard for the Airport Road South Business Park Urban Design Guidelines (The London Plan, Policy 1142_). Traditional light manufacturing and warehousing type uses, and heavy industrial uses that in the opinion of Municipal Council offer significant employment opportunities and can achieve compatibility and a high standard of design, are also contemplated within this Specific Policy Area subject to certain criteria (The London Plan, Policy 1144_ and Policy 1148_).

The policies and maps in The London Plan as they relate to the Light Industrial Place Type are in force and effect and represent Municipal Council's current vision and intent for the subject lands. This report, therefore, focuses on the policy context of the PPS and The London Plan, and does not provide a detailed analysis of the 1989 Official Plan. As it happens, the subject lands are located within the Light Industrial designation on Schedule A – Land Use in the 1989 Official Plan; and the policies for the Airport Road South Industrial Area Plan in the 1989 Official Plan were carried forward to The London Plan as the Airport Road South Innovation Park Specific Policy Area.

3.0 Financial Impact/Considerations

There are no financial impacts for the City that are expected to result from this planning application.

4.0 Key Issues and Considerations

In support of business attraction and retention effort and to provide for more flexible development opportunities within the prestige innovation park in the future, the City is proposing to expand the range of permitted uses to include uses that are similar in nature and intensity to the existing permitted uses and increase the maximum permitted height consistent with the standard Light Industrial Zone variations.

4.1 Issue and Consideration #1: Expanded Range of Permitted Use

As noted above, the zoning of the subject lands was changed in 2010 to support and facilitate the JVA with Fanshawe College and Western University. The 2010 zone change limited the range of permitted uses to include only "Advanced Manufacturing Educational Use" and "Advance Manufacturing Industrial Use". The zoning of the

subject lands prior to the 2010 zone change had permitted a broad range of uses, some of which were considered incompatible with the vision for a prestige innovation park.

The existing permitted uses (“Advanced Manufacturing Educational Use” and “Advance Manufacturing Industrial Use”) originated as defined terms in the JVA and were carried over into the implementing zoning as specific defined and permitted uses in the Zoning By-law. However, an unintended weakness of the zoning is that a prospective business cannot be interpreted to be one of the existing permitted uses if the prospective business is already separately defined in greater detail in the Zoning By-law. This may exclude a prospective business that meets the vision for the prestige innovation park from locating on the subject lands. Moreover, there are prospective businesses that are compatible with the vision for the prestige innovation park but do not meet the definition of the existing permitted uses and may not already separately defined in the Zoning By-law.

Proposed uses that are already defined and permitted elsewhere in the Zoning By-law and proposed to be added as permitted uses on the subject lands include: “Data Processing Establishments”; Laboratories; Laboratories, Scientific or Research and Development”; Pharmaceutical and Medical Products Industries”; “Printing, Reproduction and Data Processing Industries”; and “Research and Development Establishments”. Proposed uses to be added to the definition section of the Zoning By-law and to added as permitted uses on the subject lands include “Hight-Tech Industries” and Production Studios”.

With respect to “High-Tech Industries”, the intent is to allow for a more comprehensive range of advanced or complex activities or products than would be allowed based on the definition and interpretation of existing permitted uses, and to distinguish “High-Tech Industries” from standard “Manufacturing and Assembly Industries” that would not meet the vision for a prestige innovation park. With respect to “Production Studios”, the intent is to provide an opportunity for high-quality facilities to located in the City and accommodate the potential large, enclosed space demands that may not be able to be accommodated in other locations. Moreover, “Production Studios” are expected to be a clean industry compatible with other proposed and existing permitted uses and provide for potential synergies with Fanshawe College.

With respect to the proposed uses being similar in nature and intensity to the existing permitted advanced manufacturing uses, all proposed and existing permitted uses shall involve advance or innovative activities or products in Science, Technology, Engineering or Mathematics (“STEM”), promote the creation of skilled employment opportunities and/or relate to research or training activities carried out by Fanshawe College or Western University. Furthermore, all existing permitted and proposed uses are expected to operate predominately within enclosed buildings at a higher intensity than traditional light industrial uses such as warehousing, wholesale and service trades, while producing minimal nuisance outputs such as noise, odour, dust or vibration compared to traditional manufacturing.

Although an expanded range of permitted uses will provide for more variation in the types of facilities that could locate within the prestige innovation park, several site-specific regulations such as minimum lot area, minimum lot frontage, minimum yard depths, minimum landscaped open space, maximum height, maximum lot coverage and maximum open storage will ensure a high-quality, well-designed prestige innovation park is achieved consistent with the vision for the area.

The proposed expanded range of permitted uses is consistent with PPS policies 1.1.2, and 1.3.1 that direct sufficient land be made available for a mix and range of uses to meet long-term needs and to support a wide range of economic activities to promote economic development and competitiveness and address potential barriers to investment. The proposed expand the range of permitted uses respond to the potentially limited interpretation of existing permitted uses and will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV. The proposed expanded range of permitted uses is also consistent with PPS policy 1.7.1 that directs long-term economic prosperity be supported by promoting opportunities for economic development and community investment-readiness by pre-zoning lands for an expanded range of uses rather than requiring additional planning approvals.

Consistent with PPS Policy 1.2.6 the expanded range of permitted uses do not introduce any land use conflicts with existing and/or planned surrounding land uses. The immediate surrounding land uses include other light industrial land uses and agricultural land uses. The subject lands are located outside of the area subject to the Restrictive Covenant Agreement with Dr. Oetker Canada Ltd. that would restrict land uses that in the opinion of Dr. Oetker are objectionable or causes interference with the sensitivity of the operation and intended use of land by Dr. Oetker west of the subject lands.

There are no residential zones near to the subject lands that would be within the potential influence area (up to 300 metres) for the existing permitted and proposed uses. The existing permitted and proposed uses would be classified as Class I or Class II industrial facilities with infrequent and non-intense nuisance outputs or occasionally intense nuisance outputs according to in the Provinces D-6 guidelines for compatibility between industrial facilities and sensitive land uses. Class III industrial facilities with persistent or intense nuisance outputs and a larger potential influence area (up to 1,000 metres) are not proposed to be added as permitted uses and would not meet the vision of a prestige innovation park. As such, a compatibility study with more distant residential zones is not required before permitting the expanded range of uses on the subject lands.

Notwithstanding the proximity to agricultural zones in the Municipality of Thames Centre located to the east and lands to the south that continue to be used for agricultural uses, Minimum Distance Separation (“MDS”) from livestock facilities and anerobic digesters was not designed to be used in urban settings such as the subject lands and is not required for the proposed change in zoning. Instead, it is generally understood that the long-term uses of the subject lands are intended to be for non-agricultural uses (The Minimum Distance Separation (MDS) Document Publication 853, Guideline #36). It is important to note that the proposed expanded range of permitted uses are no more sensitive to livestock facilities and anerobic digesters than the existing permitted uses, therefore no new land use conflicts are expected to result from the proposed change in zoning.

The subject lands are located in the Light Industrial Place Type in The London Plan. The primary permitted uses contemplated are broad range of industrial uses unlikely to impose impacts on surrounding land uses and may include manufacturing, assembling, fabricating, processing and/or repair activities (The London Plan, Policy 1110). The Light Industrial Place Type may include Innovation Parks that incorporate knowledge-based functions with industrial production, and the Innovation Park policies in the London Plan contemplate the clustering of specialized research and development, and commercialized uses including laboratories, testing facilities, industrial-related centres of excellence, and training centres (The London Plan, Policy 1111_ and Policy 1116_1.). The proposed expanded range of permitted uses are expected to be relatively “clean” industries involved in advance or innovative activities or products in Science, Technology, Engineering or Mathematics (“STEM”) and therefore conform to the permitted uses contemplated for the Light Industrial Place Type (or designation) and Innovation Parks in The London Plan. The proposed expanded range of permitted uses continue to direct more traditional industrial uses to other areas intended to accommodate a wider range of light industrial uses.

The site-specific regulations that apply to the Light Industrial Special Provision (LI2(23)) Zone are important because they require enhanced yard depths able to accommodate landscaping as well as reduced open storage compared to the standard Light Industrial Zone variations. The Light Industrial Special Provision (LI2(23)) Zone also prohibits loading and open storage areas adjacent to Veterans Memorial Parkway. Veterans Memorial Parkway is as an important economic gateway to the City and the site-specific regulations ensure that there is an enhanced buffer along the street such that the existing permitted and proposed uses can be suitably landscaped and screened conforming to the Airport Road South Innovation Park specific policies and the vision of a prestige innovation park.

4.1 Issue and Consideration #2: Increased Height

With respect to height, the 2017 zone change application that increased the maximum height permitted in all standard Light Industrial Zone variations to adapt to

contemporary, innovative industrial processes did not take into consideration, nor change site-specific special provision that regulates maximum height for the subject lands.

The current zone change application proposes to maintain a maximum height of 15.0 metres (49.2 feet) abutting residential zones and allow an increased maximum height of 50.0 metres (164.0 feet) abutting non-residential zones consist with the 2017 zone change application and the current maximum height for all standard Light Industrial Zone variations.

For the 2017 zone change application planning staff reviewed and considered height permissions in industrial zones in neighbouring municipalities, noting that some neighbouring municipalities had amended their Zoning By-laws to permit heights in excess of 15.0 metres (49.2 feet) and others had done away with maximum heights altogether, allowing yard depths relative to height and land availability to limit the heights that can be achieved rather than specify a maximum height. The 2017 PEC report found that London's height permissions in industrial zones fell somewhere in the middle of the height permissions in neighbouring municipalities where some height permissions were more permissive, and others were more restrictive.

Consistent with the PPS that supports land use planning that contributes to more effective and efficient use of land and resources, the proposed increase in maximum height would allow for more vertical forms of development that build-up rather than build-out (2020 PPS, Policy 1.1.3.2 (a)). Also consistent with the PPS that directs long-term economic prosperity be supported, the proposed increase in maximum height is more flexible and permissive and reduces potential obstacles for industrial development and the need for additional planning approvals (2020 PPS, and Policy 1.7.1).

The London Plan does not contemplate minimum or maximum height permissions for Light Industrial lands. It is acknowledged that the Zoning By-law may regulate the intensity or scale of development, including height (The London Plan, Policy 1124_ 6.).

Specific policies for the Airport Road South Innovation Park expect that these lands will develop as a high-quality, well-designed prestige innovation park and direct that development will have regard for the Airport Road South Business Park Urban Design Guidelines (The London Plan, Policy 1142_). Adopted by Municipal Council in 2004, the Airport Road South Business Park Urban Design Guidelines provide design preferences and expectations for public works and site development in Innovation Park (formerly the Airport Road South Business Park). With respect to building design, these urban design guidelines identify in a maximum building height of 4-stories (approximately 12.0 metres (39.4 feet)) and an increased maximum building height of 6-stories (approximately 18.0 metres (59.1 feet)) at gateway locations (Airport Road South Business Park Urban Design Guidelines, Section 5.1.1, Subsection 3.). As guidelines there is meant to be some flexibility, and the guidelines should be used in conjunction with the Official Plan and Zoning By-law.

As such, based on emerging trends it may be beneficial and/or necessary to build-up, rather than build-out to provide for more vertical forms of development. Planning and Development staff are recommending the guidelines be amended to permit increased height limits above 4-stories for the subject lands. Urban Design staff in their review and comment on the zone change application have indicated that the urban design guidelines are sufficient to ensure strong articulation and façade treatment compatible for heights above 6 [sic]-stories. The Airport Road South Business Park Urban Design Guidelines are listed among the design guidelines that Municipal Council has adopted to guide development in specific areas, and with the recommended amendment to the guidelines, the proposed increase in height conforms to The London Plan and the 1989 Official Plan.

By maintaining the status quo that would permit a maximum height of 15.0 metres (49.2 feet) abutting residential zones, the existing enhanced regulations for front, rear and exterior and interior side yard depths intended to achieve the vision for a prestige innovation park already provide an appropriate and sizable buffer to minimize and mitigate the impacts of permitted height on sensitive residential land uses (although no residential zones exist near the subject lands).

With respect to the proposed increase in maximum height that would permit 50 metres (164.0 feet) abutting non-residential zones, staff are recommending a minimum interior

side and rear yard depth of not less than 12.0 metres ((39.4 feet) for heights above 30 metres (98.4 feet) to minimize and mitigate the impacts of permitted height consistent with regulations for the standard Light Industrial Zone variations. It being note that no change is recommended to the site-specific special provision that regulates minimum front and exterior side yard depth for the subject lands, (which is expressed as a rate relative to height) because the site-specific yard depth requirement already well-exceeds the minimum front and exterior side yard depth required for the standard Light Industrial Zone variations.

Conclusion

In support of business attraction and retention effort and to provide for more flexible development opportunities within Innovation Park Phase IV in the future, the City is proposing to expand the range of permitted uses to include uses that are similar in nature and intensity to the existing permitted uses and increase the maximum permitted height consistent with the standard Light Industrial Zone variations.

The recommended amendment is consistent with the Provincial Policy Statement, 2020. It will utilize land effectively and efficiently and will promote economic development and competitiveness and community investment-readiness by reducing potential obstacles for industrial development and the need for additional planning approvals.

The recommended amendment conforms to the permitted uses and intensity of development contemplated for the Light Industrial Place Type (or designation) in The London Plan and the 1989 Official Plan. Permitted uses in Innovation Parks are to incorporate knowledge-based functions with industrial production. With respect to the specific policy area, the recommended amendment is consistent with the vision of a high-quality, well-designed prestige innovation park subject to enhanced yard depth and adherence to urban design guidelines. Together with the recommended amendment to urban design guidelines, the recommended amendment conforms to intensity of development contemplated for the Light Industrial Place Type (or designation) and Innovation Parks in The London Plan and the 1989 Official Plan.

Prepared by: **Melissa Campbell, MCIP, RPP**
Senior Planner, Long Range Planning and Research

Reviewed by: **Justin Adema, MCIP, RPP**
Manager, Long Range Planning and Research

Recommended by: **Gregg Barrett, AICP**
Director, Planning and Development

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Section 2 (Definitions) is amended by adding the following new definitions:

“HIGH-TECH INDUSTRY” means Manufacturing and Assembly Industries that involve a high concentration of activities in Science, Technology, Engineering and Mathematics and may include aerospace products or parts, artificial intelligence, autonomous technology, computer hardware, electronics, information and communication technology, nanotechnology, nanobots, or robotics.

“PRODUCTION STUDIO” means premises for producing live broadcasts, motion pictures, or audio or video recordings or transmissions. The mass reproduction of film or recordings is not a production studio.

2) Section Number 40.4 of the Light Industrial (LI) Zone is amended by deleting and replacing the following subsection:

LI2(23) 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court.

a) Permitted Uses:

- i) Advanced Manufacturing Industrial Uses
- ii) Advanced Manufacturing Educational Uses
- iii) Data Processing Establishments
- iv) High-Tech Industries
- v) Laboratories
- vi) Laboratories, Scientific or Research and Development
- vii) Production Studios
- viii) Pharmaceutical and Medical Products Industries
- ix) Printing, Reproduction and Data Processing Industries
- x) Research and Development Establishments

b) Regulations:

- i) Lot Area (Minimum): 2,000 sq. m (21,528 sq. ft.)
- ii) Lot Frontage (Minimum): 30.0 metres (98.4 feet)
- iii) Front and Exterior Side Yard Depth 6.0 metres (19.7 feet) plus 1.0 metre (3.3 feet) per 3.0

- | | | |
|-----|--|---|
| | (Minimum): | metres (9.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet) |
| iv) | Interior Side and Rear Yard Depth (Minimum): | 1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet) for buildings less than 30.0 metres (98.4 feet) in height.

12.0 metres (39.4 feet) for buildings more than 30.1 metres (98.8 feet) in height. |
| v) | Landscaped Open Space (%) (Minimum): | 20.0 |
| vi) | Open Storage (%) (Maximum): | 5.0; all open storage areas shall be screened by fencing and/or landscaped berms. |
- c) Regulations for properties adjacent to Veterans Memorial Parkway:
- i) No loading and open storage is permitted in the required rear yard. Where a loading space and/or open storage area is located in a yard adjacent to Veterans Memorial Parkway, lateral screening is required. Lateral screening shall be the full length of the loading space and open storage area and at least 3.0 metres (9.8 feet) in height above the finished grade to effectively conceal the view of these areas from Veterans Memorial Parkway. The lateral screening shall be compatible with the colour and materials of the main buildings.
 - ii) Landscaped Open Space – a minimum 5.0 metre (16.4 feet) wide landscape strip shall be located on the portions of any yard adjacent to the Veterans Memorial Parkway corridor.

3) 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.

4) 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. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on April 12, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

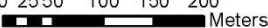
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)



File Number: Z-9454
 Planner: MC
 Date Prepared: 2022/02/16
 Technician: RC
 By-Law No: Z-1-

SUBJECT SITE 

1:5,750

0 25 50 100 150 200
 Meters



Geodatabase

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. (number to be inserted by Clerk's Office)

A by-law to amend the Airport Road South
Business Park Urban Design Guidelines.

WHEREAS the London Plan for the City of London Planning Area – 2016 includes policies for design guidelines for specific areas, or for the city as a whole, to provide further detailed guidance for the implementation of the City Design policies and for setting out design standards and performance criteria that may be imposed upon the approval of development;

AND WHEREAS the Airport Road South Business Park Urban Design Guidelines are design guidelines pursuant to Policy 195_ of the London Plan for the City of London Planning Area - 2016;

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

- 1) The amendment to the Airport Road South Business Park Urban Design Guidelines, as attached hereto and forming part of this by-law, is adopted.

PASSED in Open Council on April 12, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

AMENDMENT NO. 1
to the
AIRPORT ROAD SOUTH BUSINESS PARK URBAN DESIGN GUIDELINES

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add a policy in Section 5.1.1 – Guidelines for Building Design, Subsection 3. of the Airport Road South Business Park Urban Design Guidelines to increase the height limits.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court in the City of London.

C. BASIS OF THE AMENDMENT

Based on emerging trends where it may be beneficial and/or necessary to build-up, rather than build-out, height limits are to be increased to permit heights above 4-stories to provide greater flexibility to support business attraction and retention and reduce potential obstacles for industrial development and the need for additional planning approvals

D. THE AMENDMENT

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

1. Section 5.1.1 – Guidelines for Building Design, Subsection 3. of the Airport Road South Business Park Urban Design Guidelines is amended by adding the following:

For lands bounded by Fekete Woods and Stormwater Management Facilities to the north, the City of London/Municipality of Thames Centre boundary to the east, Bradley Avenue to the south, and Veterans Memorial Parkway to the west, increased height limits above 4-stories are permitted.

Appendix C – Community Engagement

Community Engagement

Public Liaison:

- On December 23rd, 2021, Notice of Application was sent to **10** property owners in the surrounding area. Notice of Application was also published in the “Public Notices and Bidding Opportunities” section of “The Londoner” on December 22nd, 2021. A “Planning Application” sign was also posted on the site.

The were no telephone replies, and **one (1)** written replies received.

- On March 10th, 2022, Notice of Public Meeting was sent to **10** property owners in the surrounding area. Notice of Public Meeting was also published in the “Public Notices and Bidding Opportunities” section of “The Londoner” on March 9th, 2022 and advised of modifications to the application.

Nature of Liaison:

The notice advised of a possible zone change to amend the Light Industrial Special Provision (LI2(23)) Zone to permit an expanded range of permitted uses and an increase in maximum height.

Permitted uses requested included: Aerospace Products and Parts Manufacturing; Data Processing Establishment; High-Tech Industry; Laboratory; Laboratory, Scientific or Research and Development; Motion Picture Studio; Pharmaceutical and Medical Products Industry; Printing, Reproduction and Data Processing Industry; and Research and Development Establishment in addition to the current permitted uses. A maximum height of 50.0 metres (164.0 feet) was requested; whereas, 15.0 metres (49.2 feet) is permitted. The City may also consider the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth of 12.0 metres (39.4 feet) for heights over 30.0 metres (98.4 feet).

One (1) written response was received from a member of the London Advisory Committee on Heritage requesting more information on the planning application. No concerns were raised.

Agency/Departmental Responses:

February 28, 2022: Upper Thames River Conservation Authority

From: Stefanie Pratt <pratts@thamesriver.on.ca>

Sent: February 28, 2022 4:33 PM

To: Campbell, Melissa <mecampbe@london.ca>

Subject: [EXTERNAL] Re: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Hi Melissa,

Please find attached the UTRCA's regulation limit mapping as it pertains to the lands at Bonder Road, Advanced Avenue and Boyd Court. It is recognized that these lands were approved for development through an industrial draft plan of subdivision process.

Overall, the UTRCA has **no objections** to the proposed Zoning By-law Amendment application, however we would like to note that development within a regulated area may still require a Section 28 permit application. We encourage applicants to reach out to our staff prior to initiating any works within a regulated area.

Kind Regards,

Stefanie Pratt

Planning Coordinator

February 11, 2022: Heritage Planning

From: Gonyou, Kyle <kgonyou@london.ca>
Sent: February 11, 2022 2:27 PM
To: Campbell, Melissa <mecampbe@london.ca>
Cc: Dent, Laura <ldent@london.ca>
Subject: RE: Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct

Good afternoon Melissa,

I asked Laura to refer this to me, as I recalled a discussion about archaeology here with Adam Ostrowski about two years ago.

Archaeological issues were addressed when the subdivision, 39T-06506, was approved (Innovation Park Phases 3-4, related to Airport Road South Area Plan). I did not have all of the archaeological assessment reports, but Adam Ostrowski was able to help locate the missing Stage 4 archaeological assessment report for AfHg-140. My information about AfHg-140 locates it within the area of 39T-06506 (and Z-9454). No further archaeological assessment is required for AfHg-140. See attached clearance letter from the Ministry of Culture (May 1, 2008). The archaeological reports appear to have been accepted by the City at the time of subdivision.

With this, no further archaeological assessment should be required for Z-9454 (as it appears to be contained within the limits of 39T-06506).

I don't feel a meeting is necessary if everyone is in agreement with this conclusion. But always happy to talk about archaeology.

Best,

Kyle Gonyou
Heritage Planner
Community Planning, Urban Design, and Heritage
City of London

February 11, 2022: Heritage Planning

From: Dent, Laura <ldent@london.ca>
Sent: February 11, 2022 12:50 PM
To: Campbell, Melissa <mecampbe@london.ca>
Cc: Gonyou, Kyle <kgonyou@london.ca>
Subject: Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct

Good Afternoon Melissa,

Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct
(subject lands)

expand range of uses

Major issues identified

The subject lands are adjacent (across the road) from 2591 Bradley Avenue, a LISTED property on the City's *Register of Cultural Heritage Resources*. A heritage impact assessment (HIA) is required for new development on, and adjacent to, heritage designated properties and properties listed on the *Register* to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes (*The London Plan*, 565_, Glossary).

Archaeological potential on the subject lands is also identified on the City's Archaeological Mapping.

The description of work in the application is to expand the current range of uses, and no new construction is being proposed at this time.

Heritage planning – complete application requirements

- Archaeological assessment – archaeological assessment stages and locations on the subject lands, to be determined by heritage staff

Notes

A heritage impact assessment (HIA) is not being required at this time, but may be required as part of future development applications on the subject lands.

Archaeological Assessment

- A consultant archaeologist should be retained, licensed by the Ministry of Heritage, Sport, Tourism, and Culture Industries under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out archaeological assessment(s) and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found.
- 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 will to be submitted to the City of London once the Ministry of Heritage, Sport, Tourism and Culture Industries has accepted them into the Public Registry; both a hard copy and PDF format of archaeological reports should be submitted to Current Development.
- No soil disturbance arising from demolition, construction, or any other activity shall take place on the property prior to Current Development receiving the Ministry of Heritage, Sport, Tourism, and Culture Industries compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied.
- It is an offence under Section 48 and 69 of the *Ontario Heritage Act* for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The *Funerals, Burials and Cremation Services Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

Please let me know if you have any further questions or concerns.

Best,

Laura E. Dent, M.Arch, PhD, MCIP, RPP

Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development
City of London

Notes to Planner:

Standard practice has been to address archaeological issues at the OP/ZBA planning phase. For consistency in commenting and requirements, archaeological assessment(s) are being required for this file as a condition of a complete ZBA application.

February 4, 2022: Urban Design

From: Langlois, Yuri <ylanglois@london.ca>
Sent: February 4, 2022 3:57 PM
To: Campbell, Melissa <mecampbe@london.ca>
Cc: Kelemen, Jana <jkelemen@london.ca>
Subject: Z-9454 Innovation Park Phase IV - Background Documents UD Review

Hi Melissa,

It was a pleasure chatting with you more in the breakout session today!

Regarding the Airport Road South Business Park UDG and documents and after reviewing, there is only one policy noted within the UDG that is pretty clear about height limits (Subsection 5.1.1, part (3)) stating:

“The maximum building height is 4 stories. Increased height limits to a maximum 6 stories are permitted at gateway locations...”

With the ZBA to permit 50 metres, and zoning height provisions as such superseding the UDG, there shouldn't be an issue as we see it with the height limit currently stated in the UDG. We could add an additional sentence in the UDG under the height limit policy to acknowledge heights above 6 stories for the defined area under the ZBA.

Other than this, the guidelines seem to be quite sufficient in ensuring strong articulation and façade treatment compatible for heights above 6 stories. So overall we are comfortable with what exists currently.

Let Jana and myself know what you think and we can discuss more in a future meeting.

Many thanks,

Yuri G. Langlois, MSc Urban Design, BES

Urban Designer
Community Planning, Urban Design & Heritage
Planning & Development
City of London

January 17, 2022: Development Engineering

From: Lambert, Brent <blambert@london.ca>
Sent: January 17, 2022 3:53 PM
To: Campbell, Melissa <mecampbe@london.ca>
Subject: FW: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Hi Melissa,

No concerns from Engineering on this one.

Brent Lambert, C.E.T.

Senior Technologist, Development Engineering
Planning and Development
City of London

January 10, 2022: Transportation Planning and Design

From: Chamorro, Juan <jchamorr@london.ca>
Sent: January 10, 2022 11:58 AM
To: Di Losa, Paul <pdilosa@london.ca>; Lambert, Brent <blambert@london.ca>
Cc: Grady, Sarah <sgrady@london.ca>; Harpal, Dhaval <dharpal@london.ca>; Campbell, Melissa <mecampbe@london.ca>
Subject: RE: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Good morning

Transportation has no comments to offer currently regarding the ZBA.

Rgs,

Juan C. Chamorro, CET

Senior Transportation Technologist
Transportation Planning & Design
City of London

January 6, 2022: Water Engineering

From: Vanjecek, Maaike <mvanjecek@london.ca>

Sent: January 6, 2022 3:20 PM

To: Lambert, Brent <blambert@london.ca>

Cc: Campbell, Melissa <mecampbe@london.ca>

Subject: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Good afternoon Brent,

Water Engineering has no comment on this zoning by-law amendment noted above as there will be no changes to the current water servicing within the area.

All the best,

Maaike Vanjecek (she/her)

Technologist II
Water Engineering
City of London

January 4, 2022: London Hydro Engineering

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

Hans Schreff

Manager- Developer & Operations Support,
Engineering & Operations Administration Dept.

Appendix D – 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 (PPS)

Policy 1.1.1 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.2 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.2.6.1 Coordination, Land Use Compatibility

Policy 1.2.6.2 Coordination, Land Use Compatibility

Policy 1.3.1 Employment

Policy 1.3.2.1 Employment, Employment Areas

Policy 1.3.2.6 Employment, Employment Areas

Policy 1.7.1 Building Strong Health Communities, Long Term Economic Prosperity

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 1115_ Place Type Policies, Urban Place Types – Industrial, Permitted Uses, Permitted Uses in Light Industrial Place Type

Policy 1124_ Place Type Policies, Urban Place Types – Industrial, Intensity Policies for all Industrial Place Types

Policy 1125_ Place Type Policies, Urban Place Types – Industrial, Form Policies for all Industrial Place Types

Policy 1130_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types

Policy 1141_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1142_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1144_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1148_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

*Map 1 – Place Types

*Map 7 – Specific Policy Areas

1989 Official Plan

Section 7.1.3 Industrial Land Use Designation, Light Industrial Objectives

Section 7.3 Industrial Land Use Designation, Light Industrial

Section 7.3.1 Industrial Land Use Designation, Light Industrial, Main Permitted Uses

Section 7.3.3 Industrial Land Use Designation, Light Industrial, Operational Criteria

Section 7.3.5 Industrial Land Use Designation, Light Industrial, Area and Site Design Criteria

Section 7.3.6 Industrial Land Use Designation, Light Industrial, Scale of Development

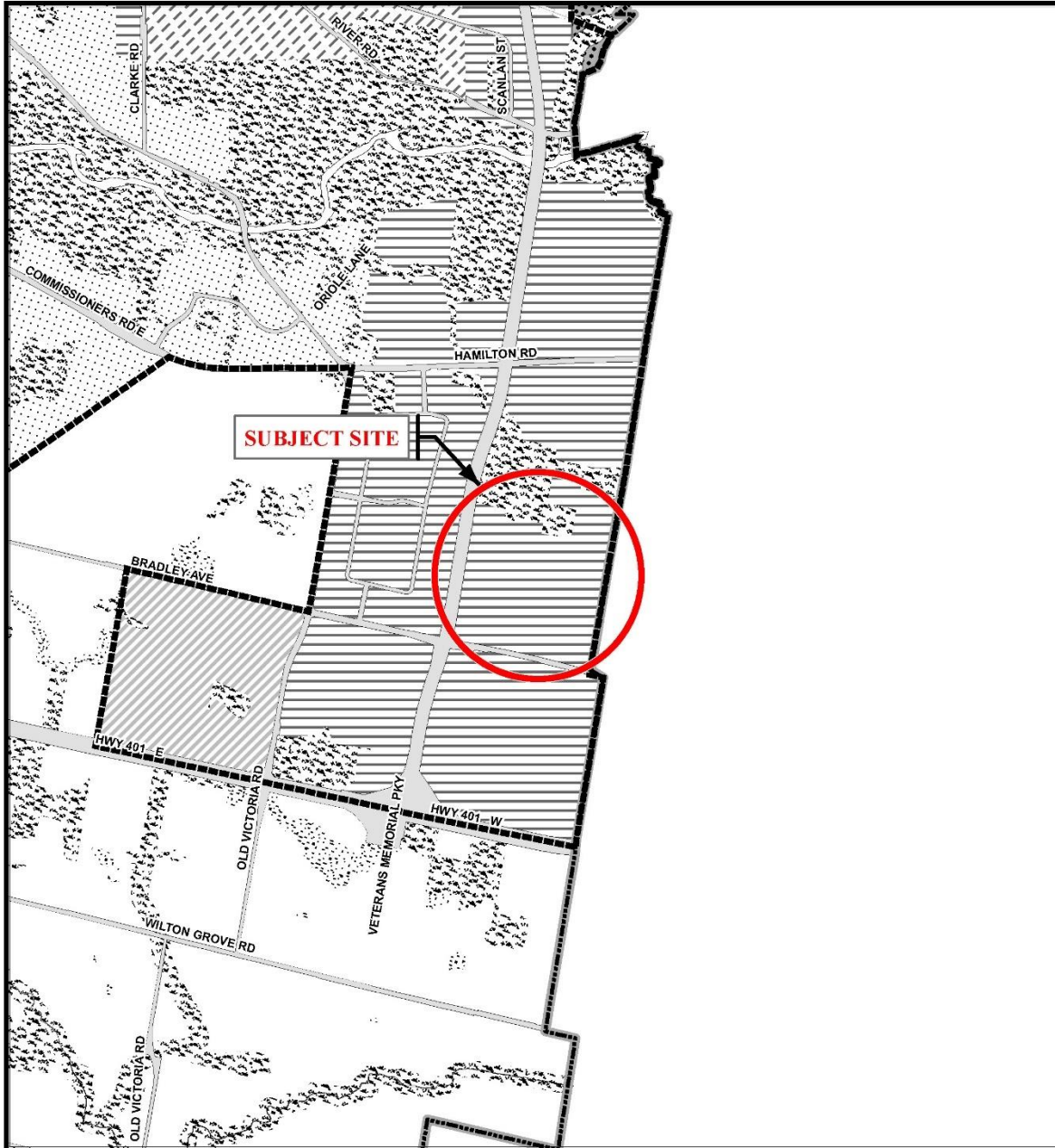
Section 10.1.1. Policies for Specific Areas, Purpose, Criteria

Section 10.1.3 Policies for Specific Areas, Purpose, Specific Areas

Schedule A – Land Use

Appendix E – Relevant Background

Additional Maps



Legend

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

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

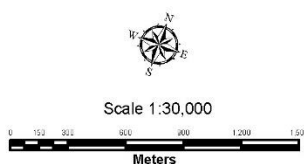
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

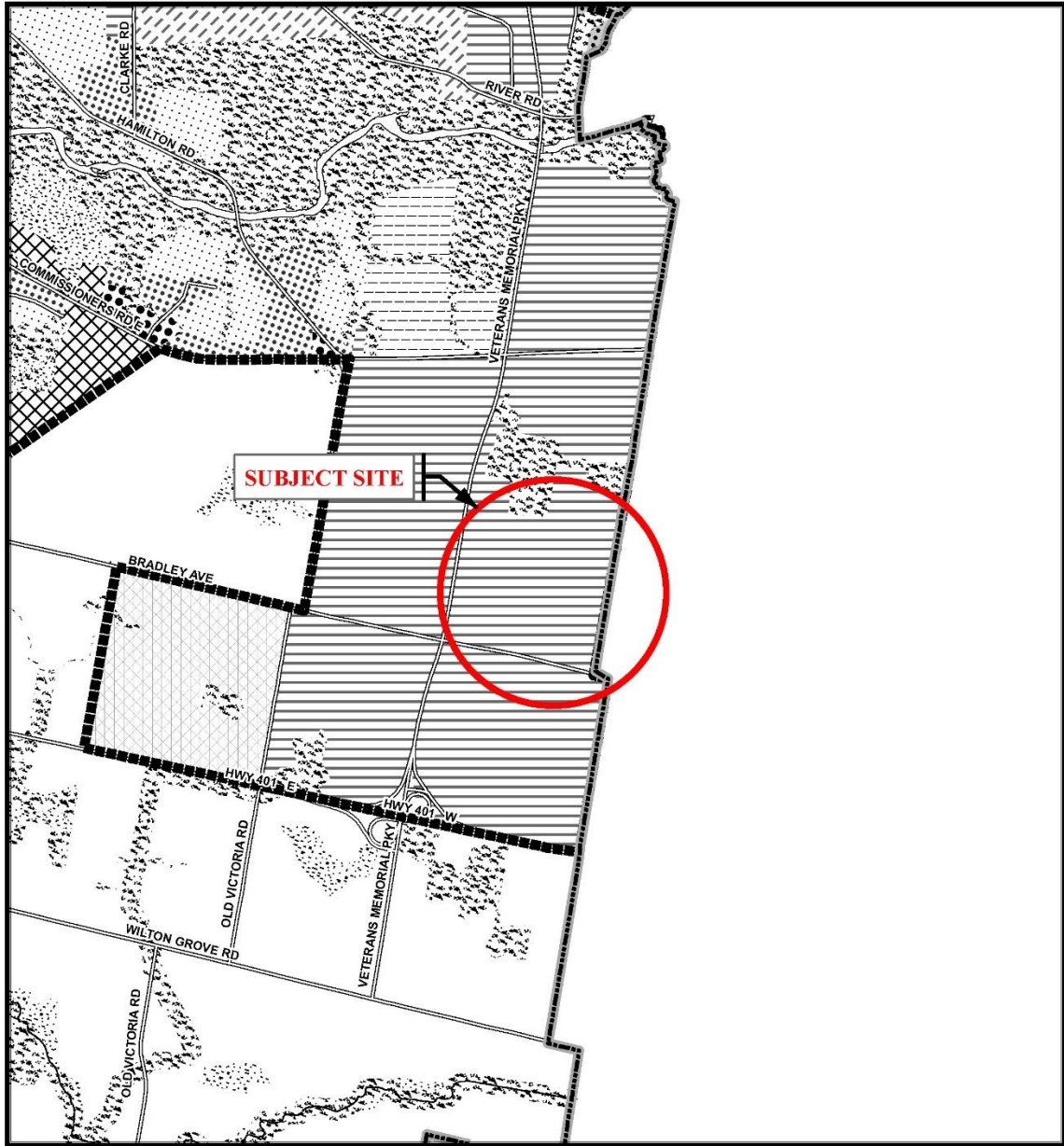
LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



File Number: Z-9454
Planner: MC
Technician: RC
Date: February 16, 2022

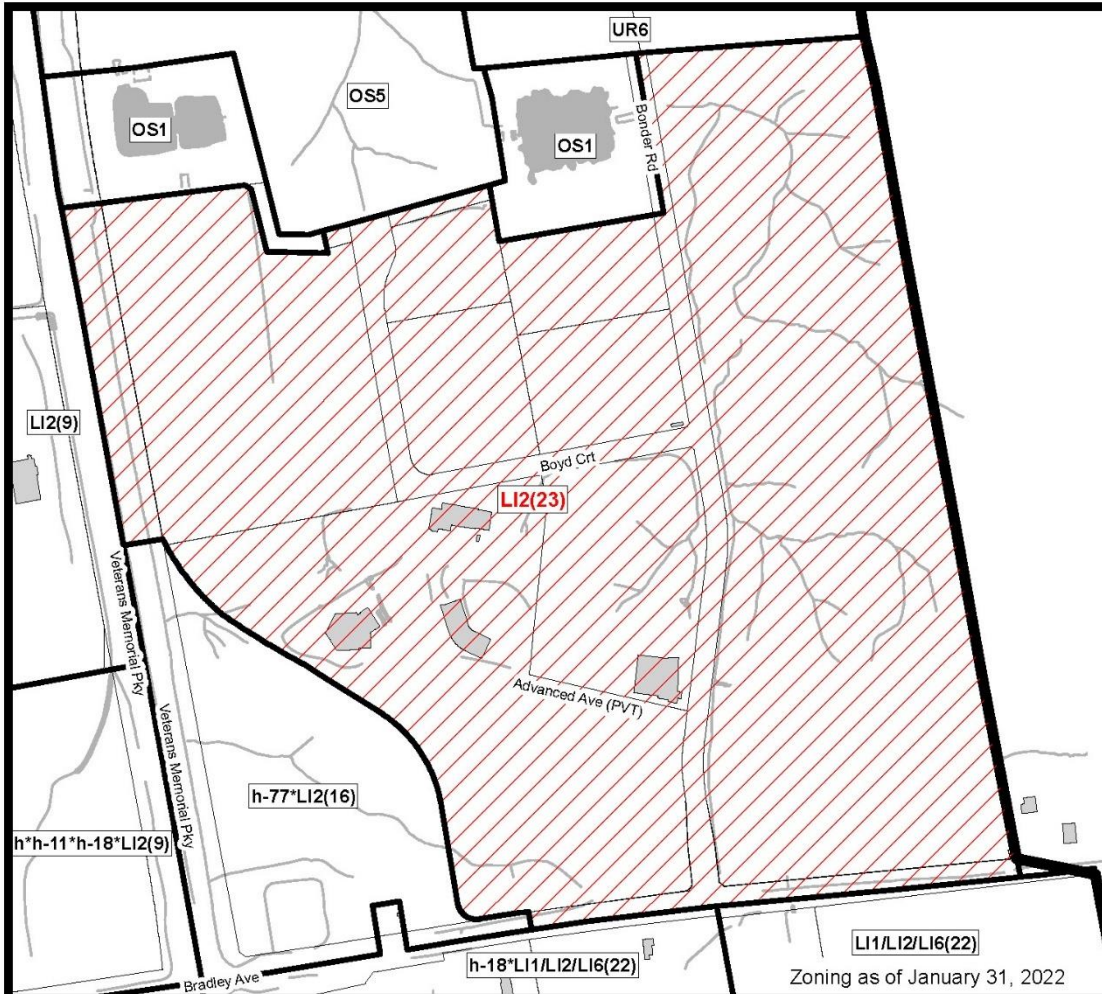
Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9454-Map1-PlaceTypes.mxd



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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 450 600 750 900 1050 1200</p> <p>Meters</p>	<p>FILE NUMBER: Z-9454</p>
		<p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/02/16</p>

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.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 | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9454

MC

MAP PREPARED:

2022/02/16

RC

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Meters

Environmental and Ecological Planning Advisory Committee

Report

The 4th Meeting of the Environmental and Ecological Planning Advisory Committee
March 17, 2022

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Attendance PRESENT: S. Levin (Chair), L. Banks, A. Bilson Darko, A. Butnari, S. Esan, S. Hall, S. Heuchan, B. Krichker, K. Moser, B. Samuels, S. Sivakumar and I. Whiteside and H. Lysynski (Committee Clerk)

ABSENT: I. Arturo, P. Ferguson, L. Grieves, J. Khan, I. Mohamed, R. Trudeau and M. Wallace

ALSO PRESENT: S. Butnari, C. Creighton, K. Edwards and M. Shepley

The meeting was called to order at 5:00 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

2.1 3rd Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 3rd Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on February 17, 2022, was received.

2.2 Municipal Council Resolution - 2nd Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on February 15, 2022 with respect to the 2nd Report of the Environmental and Ecological Advisory Committee, was received.

3. Sub-Committees and Working Groups

3.1 Working Group Comments - 1160 Wharncliffe Road South

That the Working Group report relating to the property located at 1160 Wharncliffe Road South BE REFERRED to the Civic Administration for consideration.

3.2 Working Group Comments - Huron Watermain EIS

That the Working Group report relating to the Huron Watermain Environmental Impact Study BE REFERRED to the Civic Administration for consideration.

3.3 Sales of Goldfish

That a Working Group BE ESTABLISHED consisting of B. Samuels (lead), A. Butnari and B. Krichker, relating to a draft Goldfish brochure to be provided to pet sale outlets; it being noted that the Upper Thames River Conservation Authority and the Animal Welfare Advisory Committee will be consulted on this draft brochure; it being further noted that the Environmental and Ecological Planning Advisory Committee received a communication from B. Samuels, with respect to this matter.

4. Items for Discussion

4.1 Notice of Planning Application - 7098 - 7118 Kilbourne Road

That, the following actions be taken with respect to the Notice of Planning Application for a revised draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments dated March 2, 2022, relating to the property located at 7098-7118 Kilbourne Road:

- a) a Working Group BE ESTABLISHED consisting of S. Levin (lead), L. Banks and I. Whiteside; and,
- b) the Environmental and Ecological Planning Advisory Committee Working Group comments BE FORWARDED to the Civic Administration for consideration.

4.2 Notice of Planning Application - 1140 Fanshawe Park Road East

That a Working Group BE ESTABLISHED consisting of I. Arturo, S. Hall, B. Krichker and K. Moser, relating to the Notice of Planning Application for the revised draft Plan of Subdivision, Notice of Official Plan and Zoning By-law Amendment dated March 2, 2022, relating to the property located at 1140 Fanshawe Park Road East.

4.3 Notice of Planning Application - Definition of "Parks", "Community Centres" and Other Municipally Owned Land Uses and Facilities

That it BE NOTED that the Notice of Planning Application for a Zoning By-law Amendment dated March 7, 2022 relating to the Definition of "Parks", "Community Centres" and Other Municipally Owned Land Uses and Facilities, was received.

5. Additional Business

5.1 (ADDED) Advisory Committees

That the Civic Administration BE DIRECTED to provide advisory committee members with information and clarity about process, particularly for matters that fall within the mandate of multiple committees; it being noted that this may also include methods by which the advisory committees can communicate with each other.

6. Adjournment

The meeting adjourned at 5:37 PM.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: 242593 Ontario Limited/Royal Premier Homes
517, 521 and 525 Fanshawe Park Road East
Public Participation Meeting

Date: March 28, 2022

Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Royal Premier Homes relating to the property located at 517, 521 and 525 Fanshawe Park Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend the Official Plan for the City of London (1989) to **ADD** a policy to Section 10.1.3 – "Policies for Specific Areas" to permit a residential apartment building with a maximum building height of 6-storeys (21 metres) and a maximum density of 175 units per hectare, through bonusing, within the Low Density Residential designation to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;
- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Residential R2 (R2-4) Zone, **TO** a Residential R9 Special Provision Bonus (R9-7()*B-()) Zone, **BE REFUSED** for the following reasons:
 - i) The requested base zone (R9-7) does not meet the intent of The London Plan within the Neighbourhoods Place Type, which permits a maximum of four storeys;
 - ii) The requested base zone (R9-7) does not meet the policies of the 1989 Official Plan Low Density Residential designation, which permits a maximum density of 75 units per hectare;
- (c) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R2 (R2-4) Zone, **TO** a Residential R8 Special Provision Bonus (R8-4()*B-()) Zone, to permit an apartment building at a maximum density of 75 units per hectare, with a special provision for a maximum height of four storeys or 14 metres, a reduced minimum front yard depth of 1.0 m, and a reduced minimum exterior side yard depth of 1.0 m;

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of 6 storeys or 21 metres, and a maximum density of 175 units per hectare (99 units), a minimum rear yard depth of 8.1m, a minimum parking requirement of 118 spaces (1.19 spaces per unit), and a minimum accessible parking requirement of 4 spaces, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
 - i) A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building

entrance, street-oriented units and active uses along those frontages;

- ii) An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue;
- iii) A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s);
- iv) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
- v) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
- vi) A significant setback from the property to the east to provide a transition to the existing low-rise buildings;
- vii) Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties;
- viii) Locates majority of the parking underground and away from the street;

2) Provision of Affordable Housing

- i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
- ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

(d) **IT BEING NOTED** that the following site plan and urban design matters were raised during the application review process:

- i) A 5m buffer from the property to all structures (including buildings and below ground construction of the parking garage) to preserve the existing trees along the east and south property lines;
- ii) Landscaped islands in the parking area must be a minimum of 3m in width;
- iii) The barrier-free path of travel must be identified from the barrier-free parking spaces to the entrance of the building. Curb ramps must be shown on the site plan;
- iv) The layby must be dimensioned to ensure it is at least 3.5m x 12.0m as required by the Site Plan Control By-law;
- v) Relocate the garbage pickup point to ensure bins are accessible by collection vehicles;
- vi) Provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm; and
- vii) Ground floor doors along Fanshawe Park Road should be lockable 'front door' or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

Executive Summary

Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R2 (R2-4) Zone to a Residential R9 Special Provision Bonus (R9-7()*B()) Zone with the intent of constructing a six (6) storey, 99 unit apartment building. Zoning special provisions were requested for a reduced minimum front yard depth of 0.9m, whereas 8m is required; a reduced minimum exterior side yard depth of 0.4m, whereas 10m is required; a reduced minimum rear yard depth of 8.1m, whereas 20.3m is required; a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

Staff are recommending a Residential R8 Special Provision Bonus (R8-4()*B()) Zone, in place of the R9-7 Zone. The recommended base R8-4 Special Provision Zone would permit apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizens apartment buildings, continuum-of-care facilities, and emergency care establishments, with a maximum height of 14m or 4 storeys, a maximum density of 75 units per hectare, with reduced minimum front yard depth of 0.9m, whereas 8m is required and a reduced minimum exterior side yard depth of 0.4m, whereas 10m is required.

The applicant requested the use of Bonus provisions to allow the increase in density and height whereas the applicable policies of the existing Low Density Residential designation would allow residential intensification up to a maximum of 75 units per hectare. The facilities, services and matters proposed by the applicant to support Bonus Zoning include the building design, affordable housing, and underground parking.

The City also initiated an amendment to the 1989 Official Plan to change the designation of the property from Low Density Residential to add a Chapter 10 Specific Area Policy to permit a 6 storey, 99-unit apartment building, with Bonus Zoning, at maximum residential density of 175 units per hectare, in place of a maximum density of 75 units per hectare (through infill and intensification). The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site.

Purpose and Effect of Recommended Action

The recommended zoning is a Residential R8 Special Provision Bonus (R8-4()*B()) Zone, providing for:

- a base zone that would apply in the event development occurs without the use of bonusing, to allow a four storey (14 metre) apartment building at a maximum density of 75 units per hectare, with a reduced minimum front yard depth of 1.0 m, whereas 8m is required and a reduced minimum exterior side yard depth of 1.0 m, whereas 10m is required. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Fanshawe Park Road East and direct development away from the existing low density residential development to south and east.
- a Bonus Zone to facilitate the development of the subject lands with a six (6) storey, 99 unit apartment building, a maximum density of 175 units per hectare, a maximum building height of 6 storeys up to 21 metres, a minimum rear yard depth of 8.1m, whereas 20.3m is required, a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type;
3. The recommended amendment meets the criteria for Specific Area Policies and will align the 1989 Official Plan with The London Plan;
4. The recommended amendment secures units for affordable housing through the bonus zone; and
5. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Climate Emergency

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is comprised of three (3) lots located at the southeast corner of Fanshawe Park Road East and Geary Avenue. Based on the definition within the City’s Zoning By-law, the frontage for this site is considered to be Geary Avenue as it is the shortest frontage along a street, and the Fanshawe Park Road East is the exterior side yard. The site therefore has a frontage of 47.5m (155.8ft) along Geary Avenue, a depth of approximately 106.8m (349.4ft) along Fanshawe Park Road East, and a total area of approximately 0.57 hectares. Each of the existing three lots is currently developed with a single detached dwelling.

Fanshawe Park Road East is an arterial road/Urban Thoroughfare with an average annual daily traffic volume of 34,000 vehicles per day. Geary Avenue is a local road. Public sidewalks are available along both sides of Fanshawe Park Road East and both sides of Geary Avenue.

The site is relatively flat and contains multiple mature trees.



Figure 1: 517 Fanshawe Park Road East



Figure 2: 521 Fanshawe Park Road East

Photo of 525 Fanshawe



Figure 3: 525 Fanshawe Park Road East

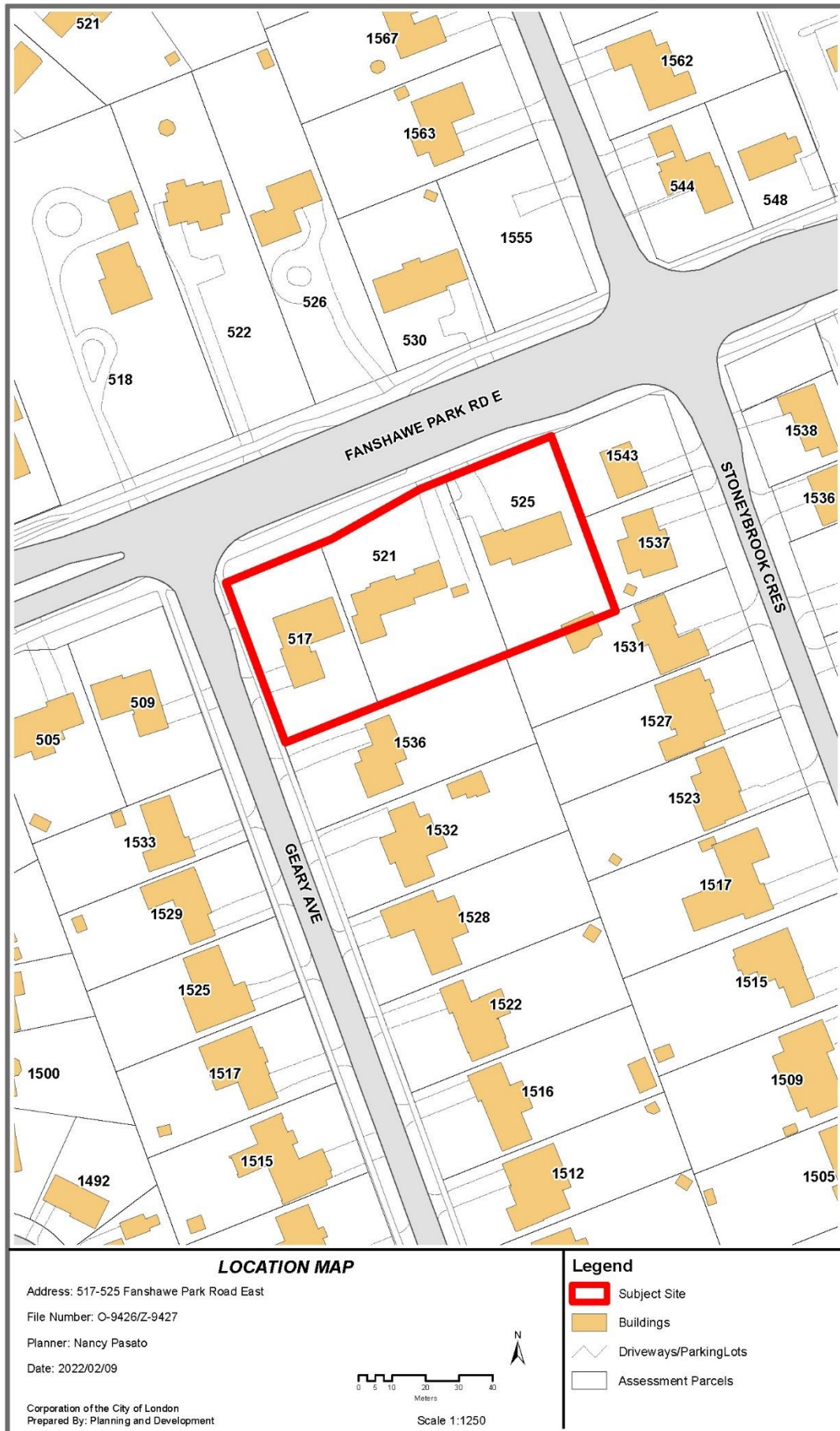
1.3 Current Planning Information (see more detail in Appendix E)

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type fronting an Urban Thoroughfare (Fanshawe) and a Neighbourhood Street (Geary Avenue)
- Existing Zoning – Residential R2 (R2-4) Zone

1.4 Site Characteristics

- Current Land Use – three (3) single detached dwellings
- Frontage (Geary Avenue) – 47.5m (155.8ft)
- Depth (Fanshawe Park Road East) – 106.8m (349.4ft)
- Area – 0.57 hectares
- Shape – irregular/rectangular

1.5 Location Map



1.6 Surrounding Land Uses

- North – Single detached dwellings
- East – Single detached dwellings
- South – Single detached dwellings
- West – Single detached dwellings

1.7 Intensification

The proposed 99 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

2.0 Discussion and Considerations

2.1 Development Proposal

In October 2021, the City accepted a complete application that proposed a 6-storey, 99-unit (175 units per hectare) apartment building. The building is orientated to address Fanshawe Park Road East and Geary Avenue. The proposed development will be accessed by a driveway off Geary Avenue and will provide a total of 119 parking spaces through 10 surface parking spaces and the remaining spaces being provided in an underground parking structure. The building is orientated to address Fanshawe Park Road East and Geary Avenue, with individual walkways to some of the units on the first floor. The building has been brought towards Fanshawe in part to maximize separation distances from existing development. The proposed, building, driveway and parking areas have been located to maximize the opportunity to retain existing boundary trees and hedges, particularly those to the south and east. The site concept is shown in Figure 4. The building renderings are shown in Figures 5-9.

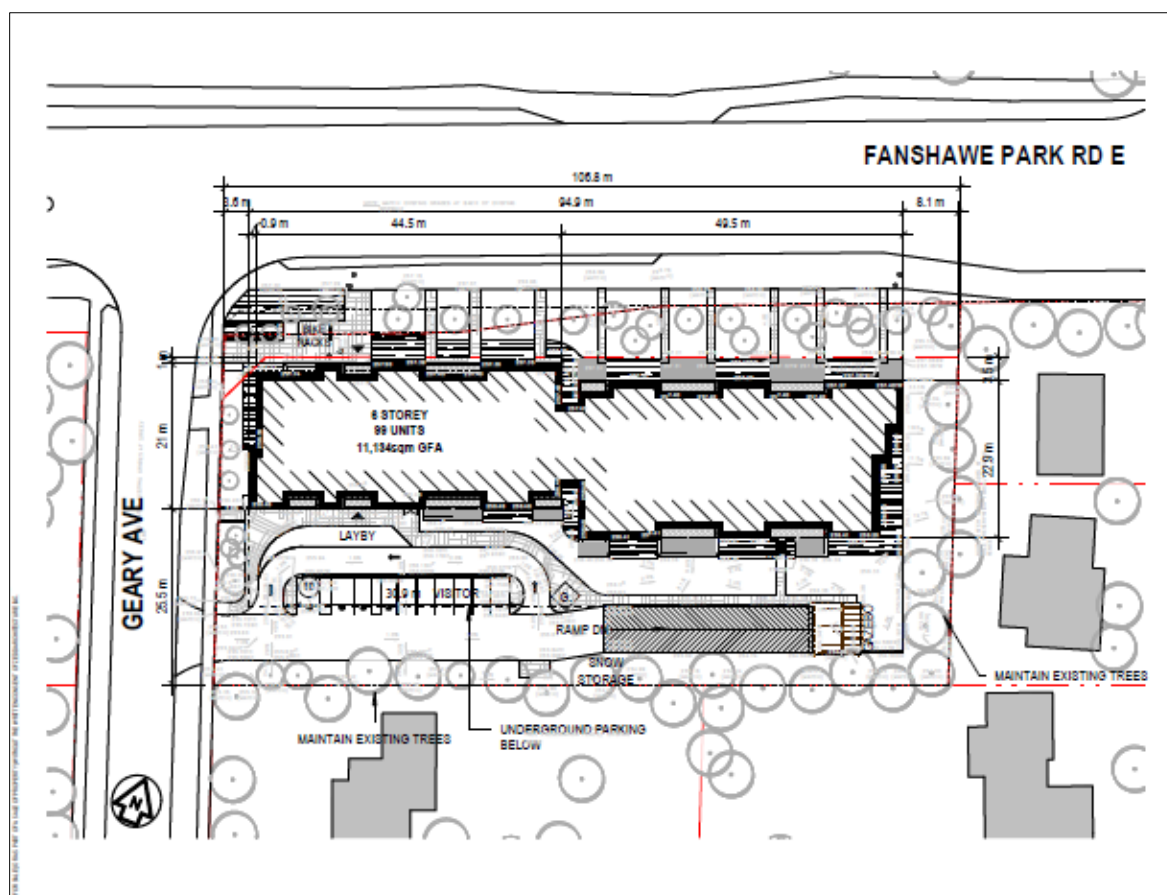


Figure 4: Site Concept Plan

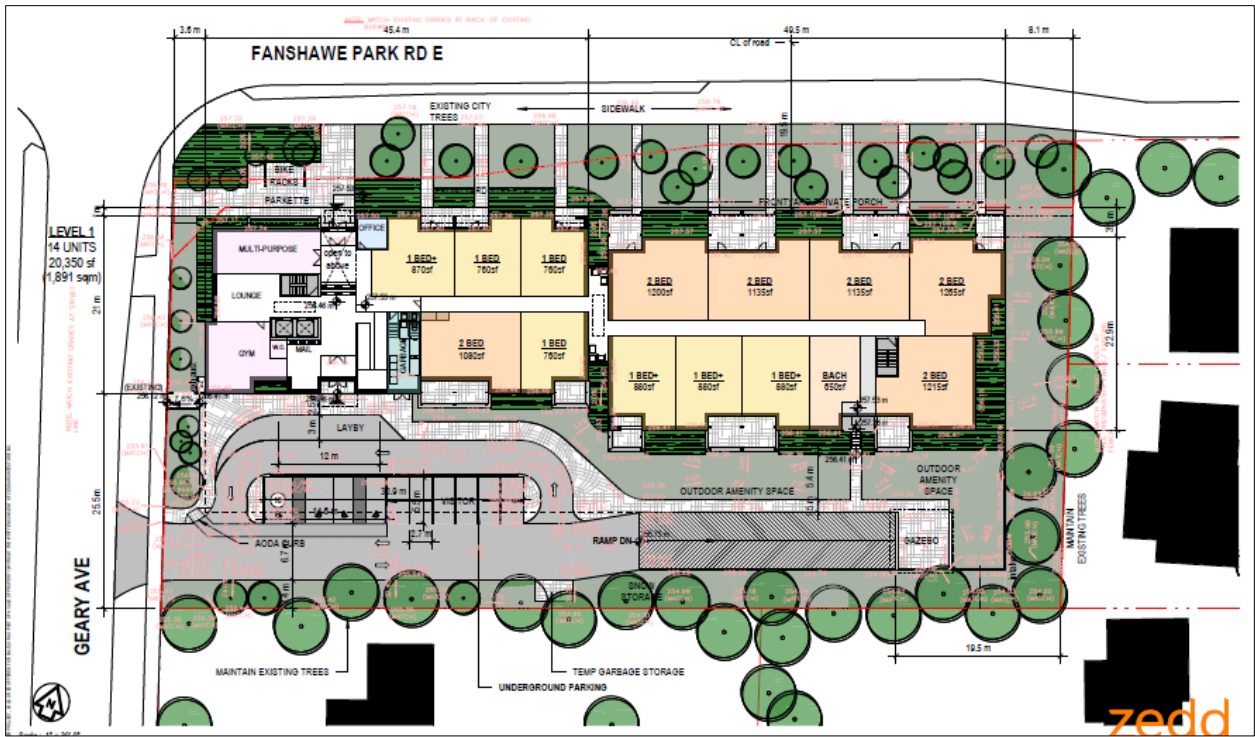


Figure 5: Ground floor site plan with landscaping



Figure 6: View from Intersection of Fanshawe Park Road East and Geary Avenue



Figure 7: View looking south from Fanshawe Park Road East



Figure 8: View looking north from Geary Avenue towards Fanshawe Park Road East



Figure 9: View looking west towards Geary Avenue



Figure 10: View of Fanshawe Park Road East frontage

2.5 Requested Amendment

The applicant requested a Residential R9 Special Provision Bonus (R9-7()*B-) Zone, with the following special provisions:

- A reduced minimum front yard depth of 0.9m, whereas 8m is required;

- A reduced minimum exterior side yard depth of 0.4m, whereas 10m is required;
- A reduced minimum rear yard depth of 8.1m, whereas 20.3m is required;
- A reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and
- A reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

The requested Bonus Zone would permit a maximum density of 175 units per hectare in combination with the requested maximum height of 6 storeys, and a maximum building height of 21m.

Staff are recommending refusal of the requested R9-7 Zone and instead are recommending a Residential R8 Special Provision Bonus (R8-4()*B-) Zone. The R8-4 Zone permits a range of apartment uses at a maximum density of 75 units per hectare. The following special provisions are recommended for the base R8-4 Zone:

- A reduced minimum front yard depth of 0.9m, whereas 8m is required;
- A reduced minimum exterior side yard depth of 0.4m, whereas 10m is required;
- A maximum height of 14m, or 4 storeys.

Staff are also recommending the following special provisions associated with the Bonus (B-) Zone:

- A maximum height of 21m, or 6 storeys;
- A maximum density of 175 units per hectare;
- A reduced minimum rear yard depth of 8.1m, whereas 20.3m is required;
- A reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and
- A reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

2.6 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 69 households.

The public's concerns generally dealt with the following matters:

- Scale and height
- Too many units
- Parking reduction
- Traffic volume and safety
- Privacy/Overlook
- Light/Noise
- Tree removal
- Buffering
- Sufficiency of Servicing Infrastructure
- Type of tenancy
- Loss of property value

A Virtual Open House/Community Information Meeting was held by the Applicant on December 20, 2021. In attendance at the virtual meeting were 55 members of the public, 5 members of the consulting team, 2 members of the ownership group, as well as City staff and the Ward Councillor. The following concerns were raised at the meeting:

- Traffic – volume, safety, impact on surrounding neighbourhood, traffic calming measures should be implemented, limit development to rights in rights out only
- Geary Ave not well maintained, no curbs
- On street parking
- Lost greenspace
- Impact on infrastructure (sewer, water)
- Impact on Stoneybrook Public School and area schools – no capacity
- Not enough affordable housing units being offered

- Incompatibility of estate lots near proposed apartment
- Where will children play?
- Loss of privacy
- Affect property values
- Precedent set
- London Plan not approved
- Too many concessions for this development
- No consideration for neighbourhood
- Lack of transit
- Additional people using open space areas
- Residents take pride in area
- Tenancy of building
- Lack of garbage collection, snow storage
- Lack of stormwater management

2.4 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The London Plan

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

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

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within

Primary Transit Area;

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

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

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

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

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

The site is in the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) with a Neighbourhood Street (Geary Avenue), as identified on *Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Neighbourhoods Place Type at this location include a range of low rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 2 storeys, and the maximum permitted height is 4 storeys, with the potential to bonus up to 6 storeys. (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

While the height framework of the London Plan is under appeal and cannot be relied on determinatively, it is clear from other in-force policies that the direction is to promote intensification along corridors. Specifically, Policy 919_ 2 and 3 speaks to the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

1989 Official Plan

The subject site is designated Low Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2). There are no policies to support the use of a bonus provision to achieve additional residential density. As the requested density exceeds 75 units per hectare, a change in land use designation or Chapter 10, Policy for Specific Areas is required for consideration of the requested zoning, to meet the policies of the London Plan.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

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

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed six (6) storey apartment building would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare and a Neighbourhood Street. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

1989 Official Plan

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2).

Since this designation does not allow for residential uses above a density of 75 uph, an amendment to the 1989 Official Plan is required to align the 1989 Official Plan policy framework within the Neighbourhoods Place Type of The London Plan. Therefore, staff's recommendation includes a site-specific policy to permit a 6 storey residential development with a density of 175 uph within the 1989 Official Plan. Further analysis of this is below in Section 4.2 – Intensity.

Analysis:

Consistent with the PPS, the proposed changes to the 1989 Official Plan, and the London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, which consists almost exclusively of one and two-storey single detached dwellings. A broader variety of housing forms

can be found farther west and east along the Fanshawe Park Road East frontage, with recently approved developments at 420 Fanshawe Park Road East (four storey apartment building) and 307 Fanshawe Park Road East (stacked townhomes), and an existing townhouse development at 567 Fanshawe Park Road East. The proposed 6-storey apartment building with 99 units will provide choice and diversity in housing options for both current and future residents. No new roads or public infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, community facilities and shopping areas as further detailed in Appendix D of this report and is within reasonable walking distance of the planned Bus Rapid Transit System at Masonville Mall. While the recommended apartment building has a different intensity and built form than the surrounding neighbourhood, the analysis of intensity and form below demonstrates that the apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

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

The London Plan

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (*83_, *937_, *939_ 2. and 5., and *953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height 4 storeys, with bonusing up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on an Urban Thoroughfare. (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (*953_3.). If a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase (919_4.).

Additional intensity through the bonusing provisions of the London Plan is also permitted. In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities, Type 2 Bonus Zoning may be applied where the requested height or density would not be appropriate unless significant measures are put in place to support or mitigate this additional height or

density. Through the bonus zone, measures will be implemented in return for additional height or density as a development agreement must be entered into that fulfills the bonus provisions before this additional height or density is allowed. In this way, the bonus zone serves to lock in the important mitigating measures that ensure the development represents good planning (1645_).

1989 Official Plan

The subject site is designated Low Density Residential in the 1989 Official Plan. Development within this designation shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. While residential densities are generally limited to 30 units per hectare, the Plan also provides for residential intensification through the development of vacant and/or underutilized lots within previously developed areas. (3.2.1. and 3.2.3.). Such residential intensification is permitted in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments in a range up to 75 units per hectare (3.2.3.2.). Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area. While the use and form of development could be considered within the Low Density Residential designation, the requested intensity of development, with a height of six (6) storeys and a density of 175 units per hectare, requires an amendment to the Official Plan as the Low Density Residential designation does not provide for bonusing beyond 75 units per hectare.

While the proposal complies with the maximum standard height in the London Plan, the requested use with and density of 175 uph is not permitted by the 1989 Official Plan. It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan. Therefore, a specific policy is recommended to allow for a residential development with a height of 6 storeys and a density of 175 uph for this development, subject to bonusing, to align the policy framework with the Neighbourhoods Place Type along an Urban Thoroughfare. A Planning Impact Analysis has been provided in Appendix 'D' to address impacts of the proposed use and density on surrounding lands.

The 1989 Official Plan includes locational criteria for Specific Areas where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the land. The adoption of policies for Specific Areas may be considered where 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.

Analysis:

The subject lands have frontage on an Urban Thoroughfare, which is a higher-order street, to which higher-intensity uses are directed. The subject lands are well served by a broad range of commercial, office and service uses within walking distance, such as the Home Depot plaza to the east, and the Masonville Mall node to the west. Many other commercial, office and service uses also exist along Adelaide Street North and Richmond Street providing for the daily, weekly and specialized needs of area residents. The site is also within walking distance of Stoneybrook Public School, and several parks including Virginia Park and Hastings Park, as well as multiple passive recreational trails along Stoney Creek. The site is located within a residential area characterized by single detached dwellings on large lots.

The subject lands can be considered underutilized and when consolidated, are of a size and configuration capable of accommodating a more intensive redevelopment within a settlement area. As the site is currently developed with three single detached dwellings, the proposed development represents a form of intensification through infill redevelopment. The Fanshawe Park Road East corridor has limited opportunity for intensification and providing a mix of housing types based on the current housing pattern making the subject lands an appropriate location for intensification. The majority

of the street consists of rear or side lotted single detached homes backing onto Fanshawe Park Road East, which are unlikely candidates for additional intensity.

Consistent with the PPS, the recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing and planned transit services, nearby recreational opportunities, local and regional institutional uses, and shopping, entertainment and service uses.

The subject lands are sited in an area where both the 1989 Official Plan and The London Plan direct and support some degree of residential intensification and redevelopment. While the proposal complies with the maximum bonusable height of six (6) storeys in The London Plan, the requested density of development exceeds that permitted by the Low Density Residential Designation.

More specifically, the proposed development of 99 new apartment units equates to 175 units per hectare and does not conform to the maximum permitted density of 75 units per hectare which may be achieved using the intensification policies of the applicable Low Density Residential designation. It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan. Therefore, a specific policy is recommended to allow for a residential development with a height of 6 storeys and a density of 175 uph for this development to align with the policy framework within the Neighbourhoods place type. A Planning Impact Analysis has been provided in Appendix 'D' to address impacts of the proposed use and density on surrounding lands. Additionally, measures addressing the impacts of the proposed intensity on surrounding lands have been reviewed, and staff are satisfied that the subject site is an appropriate location for this type of development.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and the in-force policies of the City's Official Plans.

Base Zone Considerations for Intensity

Bonus zones are usually paired with a base zone that establishes the maximum regulations within which development must occur if the requirements of the more permissive Bonus (B-_) Zone are not met. The requested Residential R9 (R9-7) Zone is generally intended to implement High Density Residential uses and would permit a maximum density of 150 units per hectare without bonusing and is not an appropriate base zone to provide maximum limits consistent with the recommended Neighbourhoods Place Type. The Residential R8 (R8-4) Zone recommended by City staff would allow a maximum density of 75 units per hectare and provide a form more in keeping with the permissions of the Neighbourhood Place Type. The Residential R8 Zone variations typically permit a maximum height of 13m, however, in the event future development is contemplated without the use of bonus zoning, City staff recommend a maximum permitted height of 14 metres/4 storeys. Staff are also recommending special provisions within the R8-4 Zone for a reduced minimum front yard depth of 1.0 m, whereas 8 m is required and a reduced minimum exterior side yard depth of 1.0 m, whereas 10 m is required. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Fanshawe Park Road East and direct development away from the existing low density residential development to south and east.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

The London Plan

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

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

1989 Official Plan

Development within the Low Density Residential designation is limited to low rise forms of development and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations would not exceed three storeys. As previously noted, the proposed OPA to add a Chapter 10 Specific Area Policy recommending the 6-storey form with bonusing would facilitate the more intensive form of development, in keeping with the policies of the London Plan. Although the criteria for the addition of a Chapter 10 policy differs from the typical Planning Impact Analysis found under Section 3.7, Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

Analysis:

Consistent with the PPS and conforming to the recommended amended 1989 Official Plan and The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of development and provide alternative housing choices.

The location and massing of the proposed building is consistent with urban design goals within the London Plan. The building is proposed to be situated close to the intersection of Fanshawe Park Road East and Geary Avenue, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The building design includes building articulation, rhythm, materials, fenestration, and balconies along both street frontages.

The parking area is located within the interior side yard and does not extend beyond the building façade. Adequate space is provided along the sides and front of the parking lot and the ramp to the underground parking to provide for appropriate screening of the parking from the street and adjacent to abutting properties.

Although the proposed building is taller than the surrounding single detached dwellings, the proposed building placement provides for a suitable separation between the proposed development and existing homes, mitigating compatibility concerns including loss of privacy. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the south and east property boundary adjacent to the existing single detached dwellings.

Comments from Urban Design staff and the Urban Design Peer Review Panel highlighted various considerations supporting the use of Bonus Zoning to achieve greater height and intensity for the development. They include the following:

- A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street oriented units and active uses along those frontages.
- An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue.
- A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s).
- A significant setback from the property to the East to provide a transition to the existing low-rise buildings.
- Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
- A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
- Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties
- Locates majority of the parking underground and away from the street.

These have been included as requirements of the Bonus Zone in conjunction with the site concept, building elevations, renderings and other drawings attached to the recommended zoning by-law amendment.

Urban Design staff and/or the UDPRP also identified additional site plan matters that that are included and are noted requiring additional consideration at the site plan approval stage, as follows:

- Provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm.
- Ground floor doors along Fanshawe Park Road should be lockable 'front door' or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

The proposed development is of a suitable form to meet high level urban design goals. Implementation of the required Bonus Zone elements and targeted refinements of the site and building design will result in a development that is compatible with, and a good fit, with the existing and planned context of the area.

4.4 Issue and Consideration #4: Bonusing

The London Plan

In accordance with the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (*1650_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy *1652_. A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

**1652_1: Exceptional site and building design:*

- Building design and site layout incorporate architectural themes and design elements that creates a strong street wall and sets the context for a comfortable pedestrian environment.

**1652_12: Affordable housing:*

- The applicant worked with the Housing Development Corporation (HDC) London through the application process for the provision of affordable housing. The HDC has recommended the following:
 - A total of four (4) one-bedroom residential units will be provided for affordable housing;
 - Rents not exceeding 80% 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 set at 50 years from the point of initial occupancy;
 - The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

Staff is satisfied the proposed facilities, services, and matters outlined above are commensurate to the requested increase in intensity.

1989 Official Plan

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

Staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

4.5 Issue and Consideration #5: Neighbourhood Concerns

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy and Overlook, Sufficiency of Servicing Infrastructure, Buffering/Tree Removal, and Type of Tenancy.

Comments related to height, form, density and incompatibility have been addressed in section 4.1-4.4. of this report. Additional Planning Impact Analysis has been provided under Appendix D of this report.

Traffic Impacts and Parking

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety, and the lack of sidewalks on the internal local streets, and the status of Geary Avenue.

As part of the complete application, no traffic study (TIA) was required by Transportation. As part of this application, the Transportation Division has calculated a estimated trip generation using Institute of Traffic Engineers (ITE) trip generation rates. Based on the ITE -Trip Generation Rate, AM Peak hour (7:45am-8:45am) will generate 32 trips and PM peak hour (4:15pm-5:15 pm) will generate 40 trips only, and there should not be any foreseen traffic issues generated by the proposed site plan. Based on the above, a TIA was not warranted.

Additionally, Geary Avenue is a neighborhood street that serves a small number of dwelling units in the area, thus its traffic volumes are low. Neighbourhood (local) streets are typically intended to accommodate traffic volumes of approximately 1000 vehicles per day; however, this threshold varies by location, length of road, types of developments etc.

The City has developed a Traffic Calming and Procedures manual to assess when traffic calming measures are required. As per the point assessment table, volumes on local roads may become an issue when volumes reach 1500 vehicles a day. As per the assessment above, the addition of 32 and 40 peak hour trips will not significantly affect the capacity of the local roads.

Stoneybrook Crescent is a Neighbourhood Connector which is anticipated to carry traffic to the signalized intersection at Stoneybrook and Fanshawe.

Many neighbourhood concerns were raised about the existing physical condition and characteristics of Geary Avenue and Stoneybrook Crescent and the resultant overall vehicular and pedestrian safety risks, as well as impact of traffic on Geary Avenue residents and Stoneybrook Crescent. Currently, Geary Avenue has sidewalks on both sides of the street, as does Stoneybrook Crescent west of Geary Avenue. Stoneybrook Crescent to the east of Geary Avenue does not have sidewalks. If residents are concerned with a lack of sidewalks in this particular location, a request can be made to the annual New Sidewalk Program.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. The proposed parking reduction is minor (6 spaces overall as per the requirements of the zoning by-law). Most parking is located in underground parking which will help to minimize surface parking issues and impact on adjacent properties.

Privacy and Overlook

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies.

The requested exterior and front yard setback reductions to 1.0 metres is for the purpose of allowing the building to be placed closer to the property line along Fanshawe Park Road East and Geary Avenue to help reduce height impacts on the abutting land and support of urban design principles, as well as design flexibility.

With respect to the privacy of rear yards to the south and east, the building is proposed to be set back 21.2 metres from the interior property line (Geary Avenue). Figure 10 illustrates the separation between the proposed apartment building and the homes to the south. The placement of the building combined with the height provides for and exceeds the desired 45-degree angular plane from the side yard of the abutting dwelling to the south. The placement of the building allows for the surface and underground parking infrastructure to be located in the side yard of the site (as per zoning by-law) and create an appropriate separation between the buildings based on the differences in building height. In addition, the proposed plan provides for a buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses.



Figure 10: Geary Ave Neighbourhood Transition

Sufficiency of Servicing Infrastructure

Members of the public have expressed concerns about the impact of development with its inherent additional hard surfacing and increased surface runoff, as well as capacity issues with water and sewer.

The applicant submitted a Servicing Feasibility Study (Strik Baldinelli Moniz, September 14, 2021). This report stated that the subject site is not tributary to the 450mm storm sewer in the Fanshawe Park Road East right-of-way (ROW) which only conveys the road runoff. It is proposed to connect to an existing 450mm storm sewer on Geary Road to convey 2-year pre-development storm levels, while flows greater than this will be managed (stored) on-site.

As part of the circulation for this application, Engineering staff indicated that they were not supportive of the reduced rear yard setback (adjacent to homes along Stoneybrook Crescent) as the proposed setbacks do not appear to provide adequate space to allow for self-containment of storm water flows. Additional information was submitted by the applicant on February 7, 2022 which indicated that the post-development flows have been significantly reduced in comparison to the pre-development flows as a result of the proposed development. Engineering staff are satisfied that adequate space will be provided in the reduced rear yard setback and any additional engineering concerns will be addressed at site plan.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and The London Plan.

Buffering/Tree Removal

The use of landscaping, fencing and separation distances are helpful to screen development and soften the impacts of new construction. The proposed building is meeting and exceeding the minimum required setbacks for the south property boundary, which in addition to providing physical distance separation, also provides space for buffering. The east boundary is well vegetated and proposed to remain largely intact which allows the trees to provide a natural buffer. The east and south property boundaries are intended to have privacy fencing (ie- board on board) installed to address the impact of vehicle headlights accessing the parking. Plantings are also proposed along these property boundaries to provide for additional buffering above the fence height.

A Tree Inventory was prepared to identify the general type, health and/or significance of trees on site. Site Plan Approval will allow for further discussion and refinement of the fencing material, and retention or enhanced plantings.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development, and questions on whether this will be student housing. The applicant has not indicated that this development is geared for students. It's important to note though that planning considerations cannot be made based on who will be living within the

development i.e. students vs families, or seniors. Type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, and the criteria for Policies for Specific Areas. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site through the use of Bonus Zoning.

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

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

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 517,
521,525 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 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. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 12, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

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 Chapter 10 policy in Section 10.1.3 of the Official Plan for the City of London Planning Area – 1989 to permit a 6-storey, 21 metre apartment building with a total of 99 units and a maximum density of 175 units per hectare, through bonusing, that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 517, 521 and 525 Fanshawe Park Road East in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the in-force policies of the 1989 Official Plan and The London Plan. The recommendation provides for intensification in the form of an apartment building located along a higher order street. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding area, and would help to achieve the vision of the Neighbourhoods Place Type, with bonusing considerations to achieve higher intensity.

D. THE AMENDMENT

The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

1. Chapter 10 – Policies for Specific Areas of the Official Plan for the City of London is amended by modifying the following:

517-525 Fanshawe Park Road East

- () At 517-525 Fanshawe Park Road East , a residential development for be permitted with a maximum height of 6 storeys/21 metres through bonusing. Density bonusing may be permitted up to 175 units per hectare. Bonusing may be permitted provided the magnitude of the height and/or density bonus is commensurate with the provision of facilities, services or matters that provide significant public benefit. Bonusing may only be permitted where the site and building design mitigates the impacts of the additional height and/or density. The additional facilities, services or matters that are provided may include, but are not limited to, the provision of high-quality urban design features and the provision of affordable housing. The City Design policies of The London Plan shall apply.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022.

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 517,
521 and 525 Fanshawe Park Road East.

WHEREAS 242593 Ontario Limited/Royal Premier Homes have applied to rezone an area of land located at 517, 521, 525 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 517, 521, 525 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A102, from a Residential R2 (R2-4) Zone, **TO** a Residential R8 Special Provision Bonus (R8-4()*B()) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B() 517, 521, 525 Fanshawe Park Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of 6 storeys measuring up to 21 metres, and a maximum density of 175 units per hectare, a minimum rear yard depth of 8.1m, a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
 - i) A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street-oriented units and active uses along those frontages;
 - ii) An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue;
 - iii) A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s);
 - iv) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
 - v) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
 - vi) A significant setback from the property to the east to provide a transition to the existing low-rise buildings;

- vii) Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties;
- viii) Locates majority of the parking underground and away from the street;

2) Provision of Affordable Housing

- i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
- ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulations
 - i) Density (Maximum) 175 units per hectare,
 - ii) Building Height (Maximum) 6 storeys up to 21 metres (68.9 feet)
 - iii) Interior Side Yard Depth (Minimum) 21.2 metres (69.6 feet)
 - iv) Rear Yard Setback 8.1 metres (26.6 feet)
 - v) Parking (Minimum) 118 spaces (1.19 spaces per unit) (4 parking spaces must be accessible parking spaces)

3) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

-) R8-4() 517-525 Fanshawe Park Road East

1. Regulations

- i) Front Yard Depth (Minimum) 1.0 metres (3.3 feet)
- ii) Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iii) Height (Maximum) the lesser of 14.0 metres, or 4 storeys

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

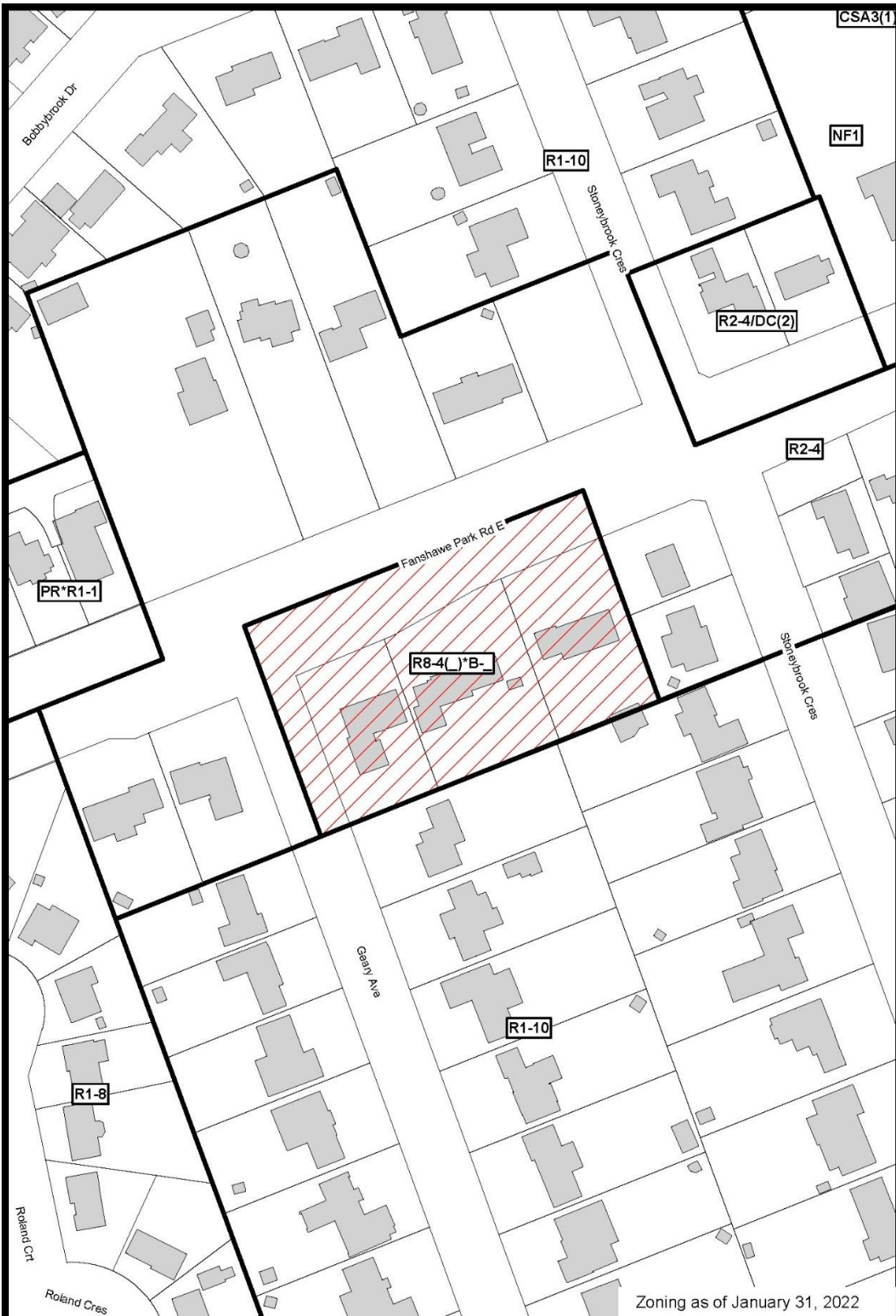
PASSED in Open Council on April 12, 2022.




Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – April 12, 2022
Second Reading – April 12, 2022
Third Reading – April 12, 2022

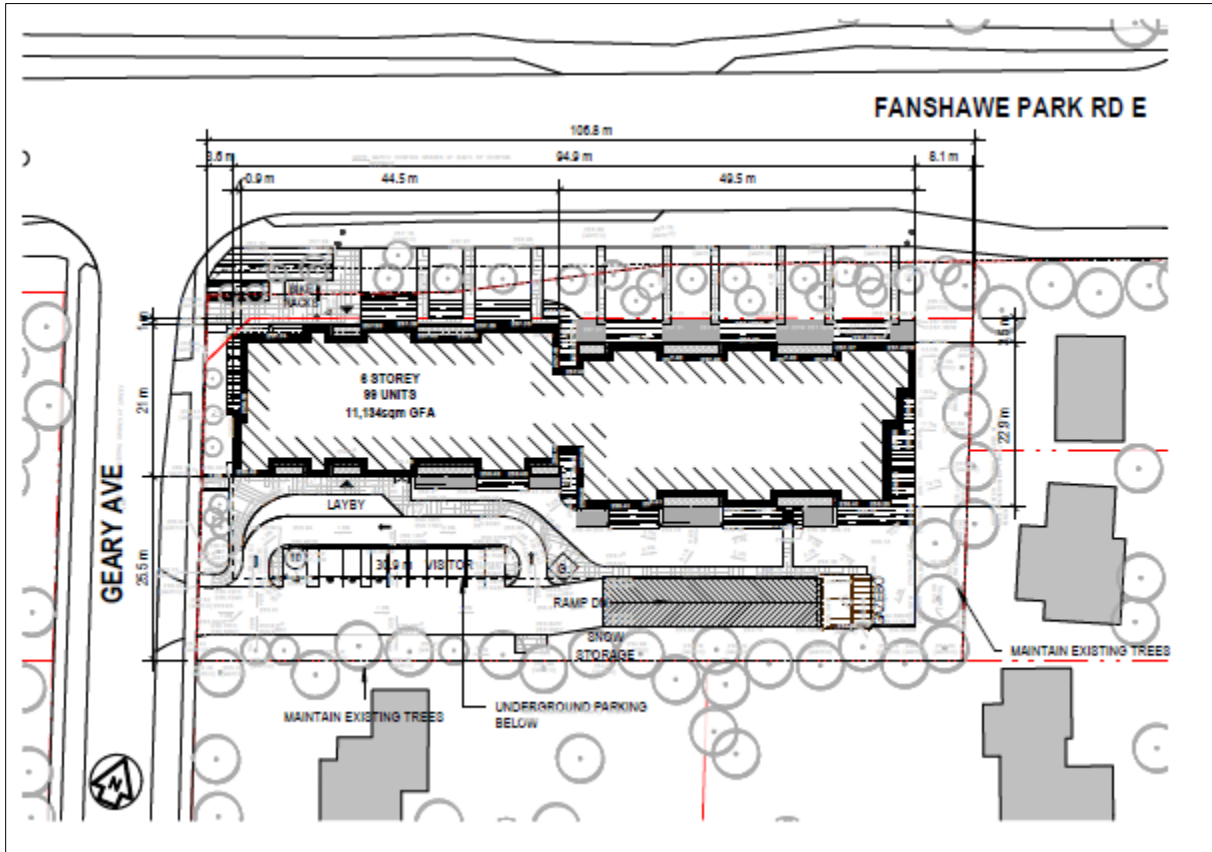
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



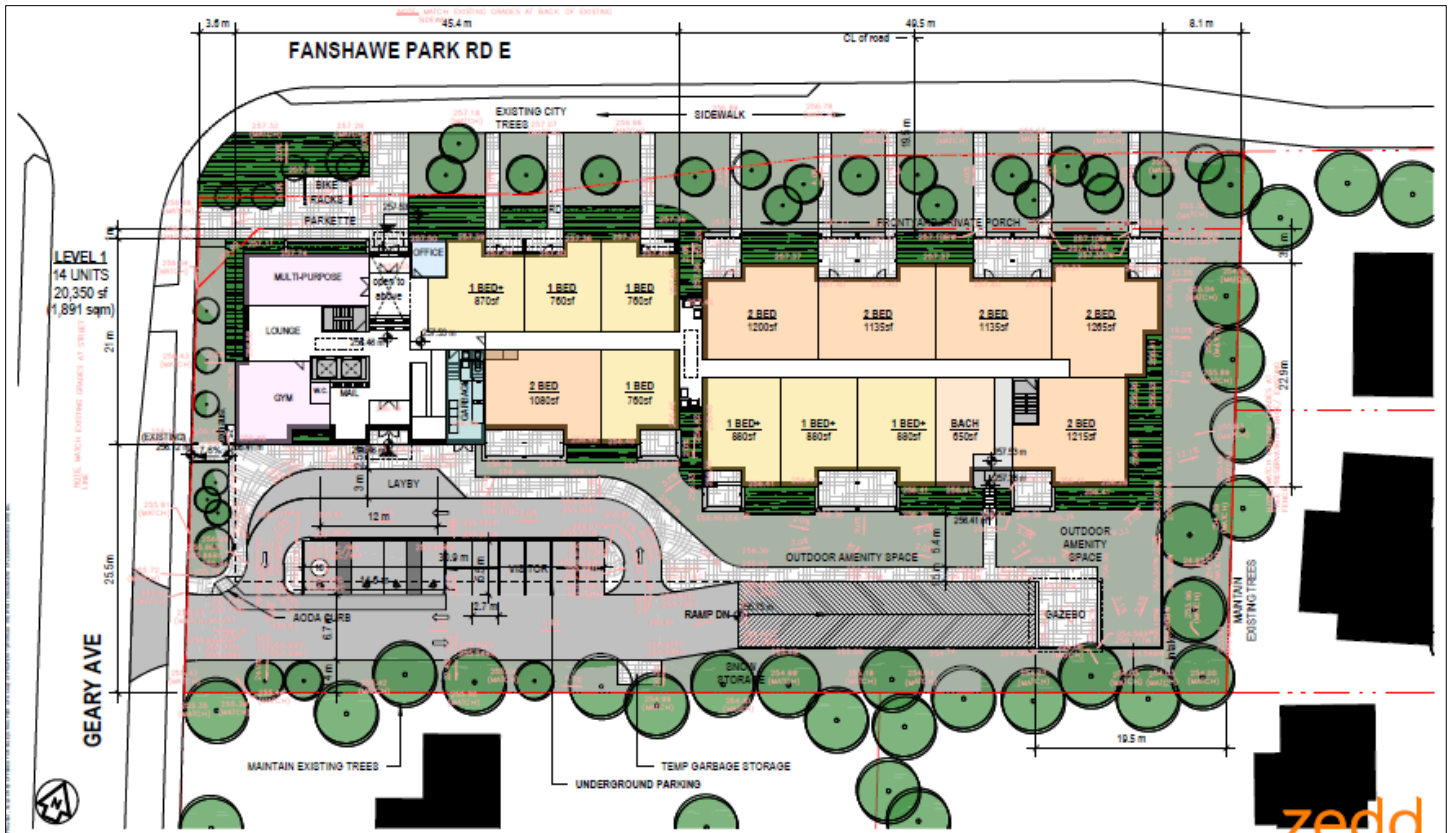
<p>File Number: O-9426/Z-9427 Planner: NP Date Prepared: 2022/02/09 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40  Meters</p> <p></p>
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Geodatabase

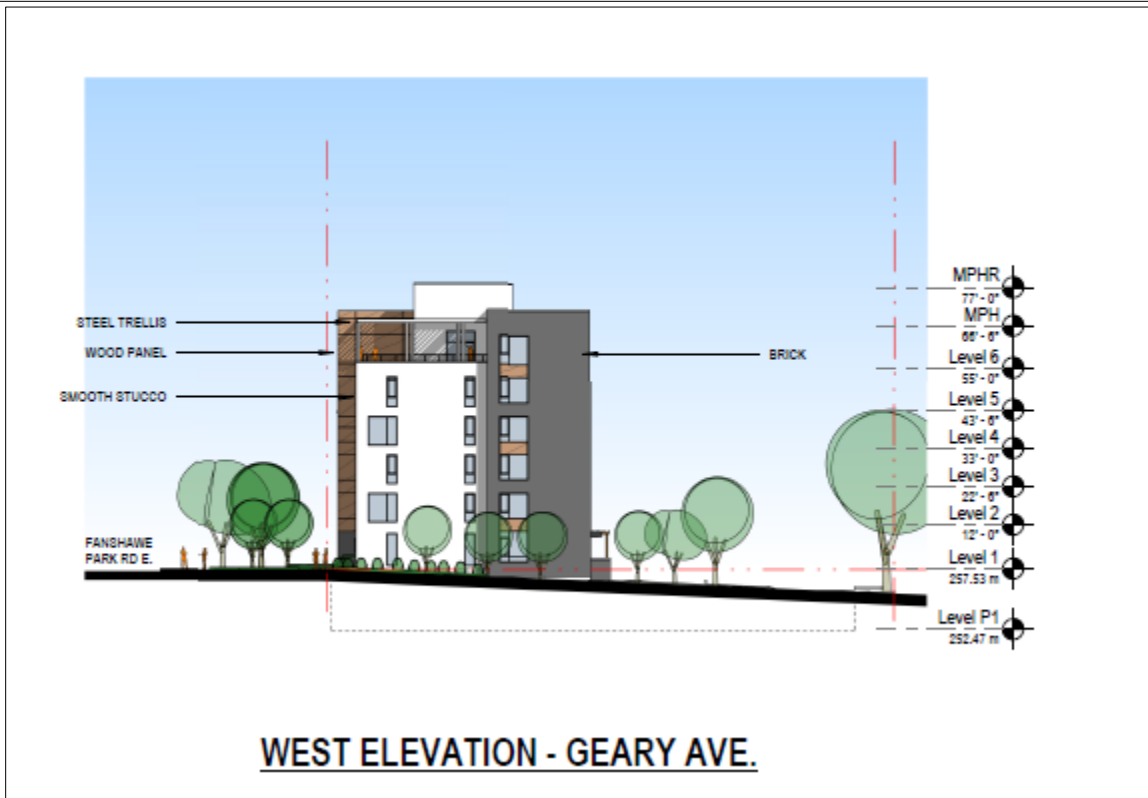
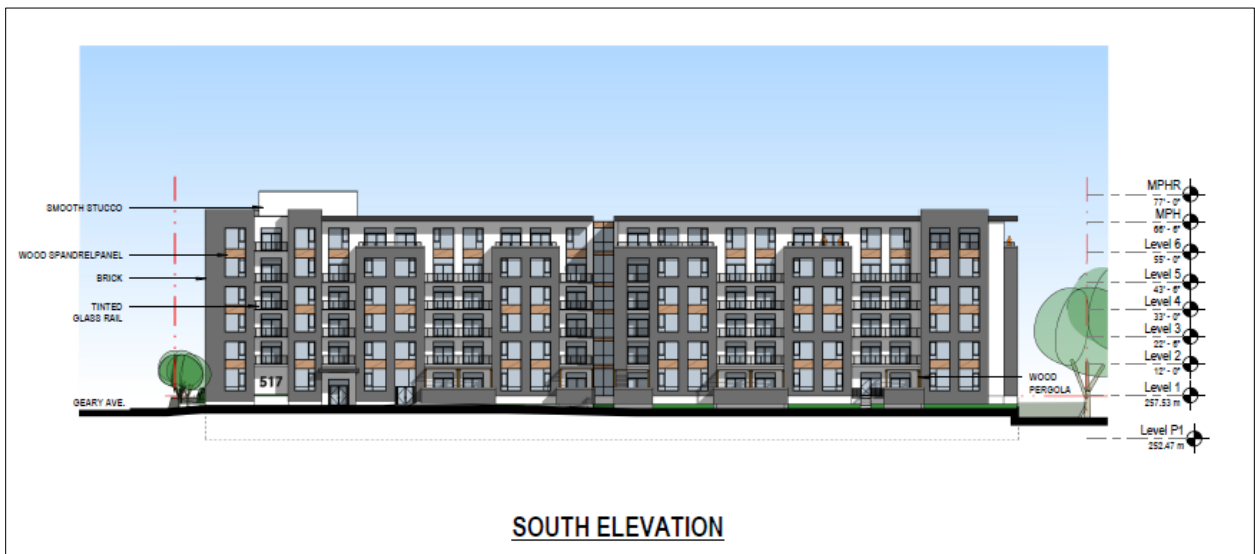
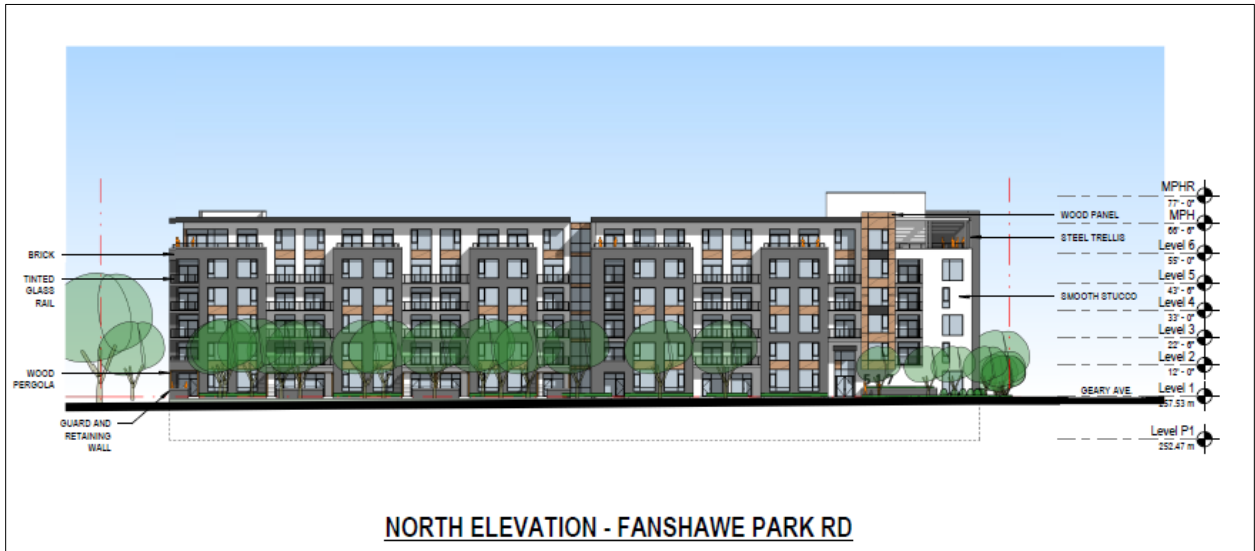
Schedule "1"

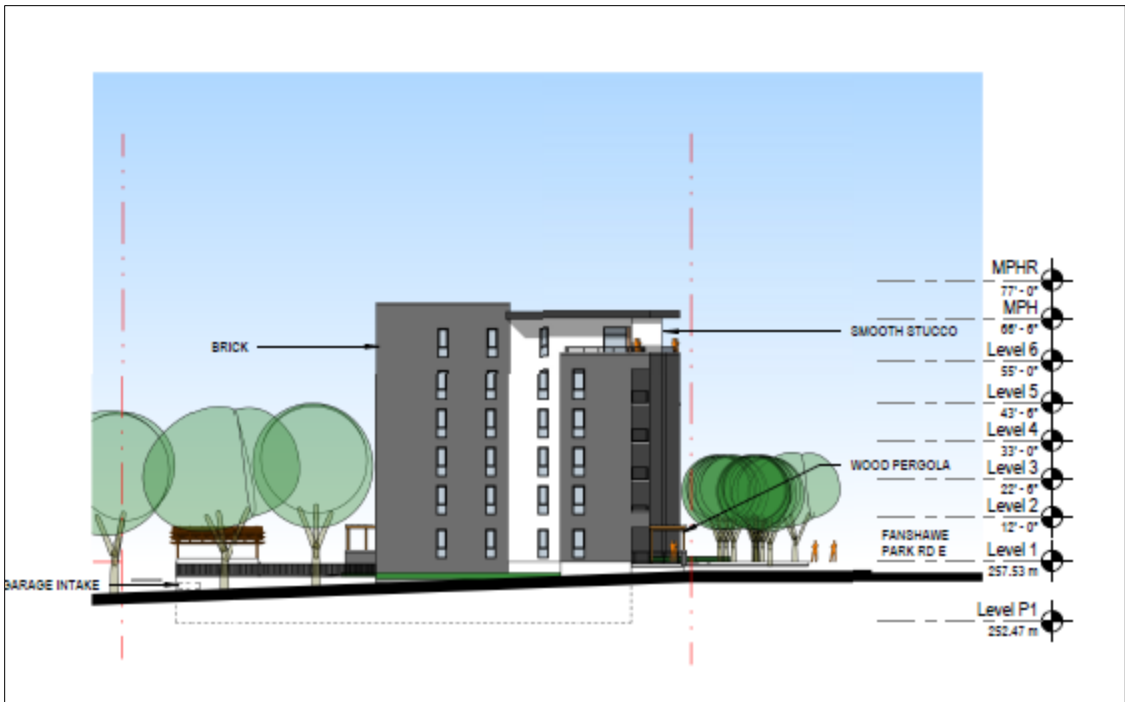


Site Plan



Ground floor internal and external floor plan layout





EAST ELEVATION



VIEW FROM FANSHAWE AND GEARY



VIEW FROM FANSHAWE



VIEW FROM FANSHAWE AND GEARY



VIEW FROM REAR YARD



VIEW FROM FANSHAWE ROAD

Appendix C – Public Engagement

Community Engagement

Notice of Application (November 10, 2021):

On November 10, 2021, Notice of Application was sent to 79 property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 11, 2021. “Planning Application” signs were also posted on the site.

Replies were received from 64 households, 19 of which could be identified as being from within the 120 metres circulation radius. Many others were from individuals who were concerned about the impact of development on the broader neighbourhood.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 6 storey, 99-unit apartment building. Possible amendment to the 1989 Official Plan to **ADD** a Chapter 10 Specific Area Policy to permit a 6 storey, 99 unit apartment building with Bonus Zoning. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Residential R2 (R2-4) Zone **TO** a Residential R9 Special Provision Bonus (R9-7(_)*B-_) Zone. The proposed special provisions would permit: a reduced minimum front yard depth of 0.4m, whereas 10m is required; a reduced minimum exterior side yard depth of 3.5m, whereas 8m is required; a reduced minimum interior side yard depth of 8.1m, whereas 21m is required; and a reduced minimum parking rate of 1.19 spaces per unit, whereas 1.25 spaces per unit is required. The proposed bonus zone would permit a maximum building height of 6 storeys (21m) and a maximum density of 175 units per hectare, whereas 150 units per hectare is the maximum, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan. The proposed facilities, services, and matters to support Bonus Zoning include: enhanced urban design; underground parking; roof-top amenity; and affordable housing. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions.

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

Concern for:

- Traffic volume, speed and safety
 - No traffic study provided
 - Motorists cannot make a westbound turn from Geary to Fanshawe due to high traffic volumes
 - Drop off and Pick Up of school kids at Stoneybrook Public School creates significant travel delays as Stoneybrook becomes one lane
 - Safety of students attending Stoneybrook Public School as Geary does not have sidewalks or curbs
 - Existing cut-through traffic made worse by this development
 - Impacts on LTC bus routes
 - Impact on fire and police and access to homes
- Application not minor or reasonable
- Changes in special provisions too significant
- Scale and height not appropriate for the area
- Proposed development not respectful of existing neighbourhood
- No benefit to the public
- Garbage issues
- Lack of snow storage
- Massing and shadowing implications on nearby properties

- Not enough amenity space
- Reduced parking means spillover onto neighbourhood streets; parking should be accommodated on site
- Considerable increase in density
- Townhomes better fit
- Request same zone on adjacent property/lands
- Privacy
- Noise
- Impact on property values
- Limit to 3 storeys
- Loss of trees
- Low-income housing potential
- School capacity issues
- Servicing capacity limited
- Notification area not large enough
- Construction impacts
- Doesn't meet London Plan
- Precedence
- Too much pedestrian foot traffic within local open space areas
- Remove entrance off of Geary and orient to Fanshawe
- Affect on drainage Not enough greenspace does not meet City's Climate Emergency Plan
- Air quality impacts
- Increased littering
- Replace trees that are removed
- What are the price points
- Too many units
- Will this be student housing
- Existing poor condition of Geary Avenue
 - No sidewalks or curbs
 - Construction impacts worsening condition
 - Inadequate to accommodate current cut through traffic flows
- Privacy/Overlook
- Shadowing impacts
- Light/Noise
- Buffering
- Sufficiency of Servicing Infrastructure
 - Stormwater Management - Flooding from more hard surfacing contributing to standing water conditions in some seasons
 - Water service
- Type of tenancy
- Increase in crime

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

Telephone	Written
Philip Charman 509 Fanshawe Park Road East London, ON N5X 1K7	Greg Ackland 1532 Geary Avenue London, ON N5X 1G7
Dot Porter 1518 Stoneybrook Cres London, ON N5X 1C5	Susan and John Wu 1536 Geary Avenue London, ON N5X 1G7
Ilonka Wiegiers 1512 Geary Avenue London, ON N5X 1G7	Janet and Jay Orchard 1528 Geary Avenue London, ON N5X 1G7
Linda Hawker 54 Meridene Crescent East London, ON N5X 1G5	Dan and Luann Macdonald 1499 Stoneybrook Crescent London, ON N5X 1C6
Joan Kierans 1404 Stoneybrook Cres London, ON N5X 1C1	Jennifer Phelan
Rob Smith (also written) 40 Roland Lane London, ON N5X 1G1	Mike St. Denis
	Henry and Claire Bendheim 1517 Geary Avenue London, ON N5X 1G6
	Gordon Prentice 522 Fanshawe Park Road East London, ON N5X 1K9
	Mary McKee 1522 Geary Avenue London, ON N5X 1G7
	Ginny Squissato 65 Daleview Cres London, ON N5X 1H2
	Susan Goodbrand 1507 Geary Avenue London, ON N5X 1G6
	Sandy and Diane Forbes 1533 Geary Avenue London, ON N5X 1G6
	Emily Dickson
	Janice and Brad Davies 1504 Geary Ave London, ON N5X 1G7
	Jim McKee 1522 Geary Avenue London, ON N5X 1G7

	Michael and Sara Brady 1431 Stoneybrook Crescent London, ON N5X 1C3
	Frank Weishar
	William Favaro 180 Meridene Crescent West London, ON N5X 1G2
	Rachel Hathaway 14 Hammond Crescent London, ON N5X 1A4
	Jody Paget 37 Daleview Crescent London, ON N5X 1H2
	Holly Relouw
	Shawna and Kelly Malone 1515 Geary Avenue London, ON N5X 1G6
	Ron and Ellen Lakusiak 1492 Geary Avenue London, ON N5X 1G7
	Chris Brooks 518 Fanshawe Park Road East London, ON N5X 1K9
	Meaghan Tangredi 1537 Stoneybrook Crescent London, ON N5X 1C6
	Tessa Weidner 520 Bobbybrook Drive London, ON N5X 1G9
	Joanne Tilley 1516 Geary Avenue London, ON N5X 1G7
	Tucker Morton 520 Bobbybrook Drive London, ON N5X 1G9
	Rob Smith 40 Roland Lane London, ON N5X 1G1
	Jim Morton 96 Laurel Crescent London, ON N6H 4X7
	Dawn Alizoti
	Gary and Jenny Shaw 104 Robinson Lane

	London, ON N5X 3V4
	Michael Brennan 50 Virginia Road London, ON N5X 3G2
	Carol and Bill Nolan 511 Bobbybrook Drive London, ON N5X 1G9
	Roland and Sharon Sterling 531 Bobbybrook Drive London, ON N5X 1G8
	Bob Merrifield 495 Bobbybrook Drive London, ON N5X 1G8
	Nate
	Jackie and Dereck Hietkamp 500 Bobbybrook Drive London, ON N5X 1G9
	Monica and Philip King 524 Bobbybrook Drive London, ON N5X 1G9
	Robert and Dianne Wilson 504 Bobbybrook Drive London, ON N5X 1G9
	Mike and Janelle Wittig 522 Bobbybrook Drive London, ON N5X 1G9
	Oleksandr Bondarenko
	Bill and Angela Sarantakos 508 Bobbybrook Drive London, ON N5X 1G9
	Rick and Kelly Dawe 1511 Geary Avenue London, ON N5X 1G6
	Brian Andrews 62 Daleview Cres London, ON N5X 1H1
	Rob Ashton 1486 Stoneybrook Crescent London, ON N5X 1C5
	Debra Menear 1509 Stoneybrook Crescent London, ON N5X 1C6
	Danya Atta

	Jim Reilly
	Genna Goodwin and Scott Muirhead 527 Bobbybrook Drive London, ON N5X 1G8
	Karen Klug
	Dustin Gibbons
	Meredith and Jeff Biehn 1523 Stoneybrook Crescent London, ON N5X 1C6
	Jonathan Carson 1526 Stoneybrook Crescent London, ON N5X 1C5
	Deb Forsey
	Scott Jackson 1655 Stoneybrook Cres. London, ON N5X 1E3
	Dylan and Olivia Ronson 769 Dalkeith Ave London, ON N5X 1R7
	Concerned Citizens of Geary Avenue
	Mike Koncan 2 Fawn Court London, ON N5X 3X3

My wife and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.

This communique is being written based on a copy of the “Notice of Planning Application” that was received by our neighbour on Friday, November 12th, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

We object to such a proposed development based on the following points:

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for “**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings”, and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - “**most restrictive**”

residential zone; with larger estate lot developments” per the City of London Zoning Bylaw description.

- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. **Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.**”

- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 **“most restrictive residential zone; with larger estate lot developments”** that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 199 All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context.”**

It is inconceivable how R-10 **“most restrictive residential zone; with larger estate lot developments”** consisting primarily of single floor ranch houses, as to how the “proposal has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook

will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “Buildings 284 All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establish character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 293 High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 298 **Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities**, considering the existing and planned context.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

• **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the “Bonus Zone” to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London

Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 **“most restrictive residential zone; with larger estate lot developments”**. The “Bonus Zone” stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

I would ask to be sure that future communicate by mail or other be timely to provide adequate time to address the business at hand and going forward

Regards,
Greg & Anna Ackland
1532 Geary Avenue
London, ON
N5X1G7

Regard to the File 0-9426/Z-9427

We, John and Susan Wu live in 1536 Geary Ave.

We are sending this letter to express our strong disapproval with the proposed development of existing R2-4 Zoned properties at 517, 521, and 525 Fanshawe park Road East London Ont., for a 6 storey, 99 unit apartment building.

After we got the mail from the city of London, so we had discussed with Ana and Greg and his family about this development case. Greg had sent a letter to you stated many reasons which we strongly dis-approved this builder's propose.

We totally agree with Greg's letter to you, so we will not repeat his letter here again.

We sincerely plead to you, please don't make such a drastic change for this environment to meet the developer's desires.

We would also ask that we are included in the future communicate by mail, meeting or any other types regarding this development.

Kindly regards

Susan and John Wu

Re: File 0-9426/Z-9427

Recently we received a Notice of Planning Application, Official Plan and Zoning By-law Amendment proposal of a 6 Story 99 Unit Apartment Building on Fanshawe Park Road between Geary Ave and Stoneybrook Cres.

Herein are our initial comments.

We are alarmed and concerned that the City of London would even entertain the notion of such a large apartment building knowing the implications of such a structure to the existing residents, neighbourhood and City Infrastructure.

Geary Ave is a feeder street for the Stoneybrook neighbourhood and Stoneybrook Public School. Current volume of traffic is significant.

Motorists cannot make a westbound turn from Geary to Fanshawe due to high traffic volumes from 7am to 7pm. Motorists therefore travel on Geary south to Stoneybrook Cres passing Stoneybrook Public School to access traffic lights at Stoneybrook Cres and Fanshawe. I would note that vehicle speeds traveling north on Stoneybrook Cres are very fast as motorists rush to catch a green light.

Drop off and Pick Up of school kids at Stoneybrook Public School creates significant travel delays as Stoneybrook becomes one lane.

The proposed building with the parking garage exiting on Geary and the number of tenants will create significant traffic issues.

The proposed building proposal is incredibly negligent in planning for guest parking spots. Guests visiting tenants will park on Geary and Stoneybrook Cres. This cannot be allowed.

The height of the structure will overlook our backyards impeding our privacy.

The number of units will create significant noise from balconies.

Property owners on the affected streets have paid a significant premium with respect to purchase price of these homes due to lot size and single floor. Conversely our taxes reflect this. We did not "sign up" for a 99 Unit Apartment Building impeding our privacy, and significantly altering the nature and culture of our neighbourhood.

As a homeowner on Geary Ave who recently purchased a home and made significant renovations to allow for accessibility, we will aggressively and vigorously investigate and take any or all actions against any party that reduces our property value.

Please keep us informed as to the process. Thank you.

Janet and Jay Orchard
1528 Geary Ave
London, Ontario
N5X 1G7

I am emailing to express my concerns and opposition to the proposed amendments to the proposed building on Fanshawe Pk Rd E between Geary Ave and Stoneybrook Crescent.

I understand that the need to intensify density along major routes and in principle do not oppose the development. However, it does seem to be the MO of many developers to propose a smaller building size and then submit amendments to increase the number of units etc. This is where my concerns lie as along with increased units, come increased traffic along the main roadway as well as in/out vehicle traffic around the neighborhood.

Currently, our street is fairly quiet except for morning/afternoon with school start/end. However, when there is congestion on Fanshawe (as there currently is with the other developments currently under construction), we have observed that motorists use Stoneybrook Crescent as short cut and speed through at 50+ km/hr. I feel that with increased density of residential units along Fanshawe Pk Rd, this is going to become more and more of an issue. This will also increase the amount of noise and air pollution, as well as decrease the safety of pedestrians in our neighborhood.

We would also need to consider the neighbours who are still in single family homes alongside the proposed buildings and to minimize the noise and impact for the enjoyment of their homes and properties as well.

I truly hope that you will take the valid concerns of the residents into consideration and not allow the developer to dictate to us what works for their bottom line.

Sincerely,
Dan and Luann Macdonald
1499 Stoneybrook Crescent

I live within a hundred meters of this planned development on Fanshawe Park Road East. I strongly oppose the planned Zoning Amendment from R2 (R2-4) to Residential R9. To change an area that allowed single detached dwellings, semi or duplex dwellings to allow for a 6 storey apartment building is extreme and will very negatively affect the neighborhood. Smack in the middle of a community of mostly single storey homes, this building will look completely out of place. This will negatively impact our property values, infringe on privacy and congest an already congested area.

We hope that you will deny this application or work with the developer to a more reasonable solution.

Jennifer Phelan

I am opposed to the planned zoning amendment and construction of a 99 unit building. At six storeys the building is too high and will not look right with all the single storey dwellings surrounding it. It's going to stand out in this neighbourhood and not in a good way. Also, this area of Fanshawe Pk Rd East is already congested with traffic and the last thing we need is a 99 unit building with possibly 99 automobiles pulling in and out of the proposed building site.

Is it not possible to only grant permission of a 3 storey building at most?

Regards,

Mike St. Denis

We understand and that the city of London is prepared to consider an application to build a six story 99 unit apartment building on Fanshawe Park Road between Geary Avenue and Stoneybrook Crescent.

This is stunning, heartbreaking & quite frankly frightening. For all of us homeowners who have made huge investments by improving our homes because old Stoneybrook is a safe neighbourhood for our children and elderly retirees. (as our property value will be significantly reduced, does the city plan to reduce our taxes accordingly?) It is hard to even imagine the adverse effect that this building would have on our small street. I understand that there is not enough parking for visitors in the proposed apartment building. So besides not being able to have our own visitors parked in front of our homes, we will have to worry about our children and grandchildren and elderly people in wheelchairs and walkers with all the extra traffic. There is already so much extra traffic with people using Geary Avenue to access the lights at Stoneybrook and Fanshawe

Park Road because it is impossible to make a left turn off Geary or Stoneybrook E part of the crescent because of the huge increase of traffic anyway due to all the new construction of stores & apartments. The school children are walking four times a day to and from school and the school buses are up and down Geary and Stoneybrook Cres. Can you imagine the danger now. There are of course the high school children walking to Lucas as well.

There is the proposal that the parking garage would have its entrance /exit on Geary Avenue. How on earth does this make any sense at all on a small residential street? It seems impossible that the city planners could even consider such a violation of a residential neighborhood.

Increase of traffic, danger to our families, noise, enormous devaluation of our properties, loss of privacy, 6 stories! Good grief: there remains so much more of the impact of this proposal that you can be sure that we will fight with all our might and with whatever is legally within our rights to stop this travesty.

Sincerely
Claire & Henry Bendheim
1517 Geary Avenue

I am writing in regard to the Notice of Planning Application received on Monday 15 November. This application discusses the details of a proposed amendment to both the Official Plan and current Zoning to permit construction of a six story apartment building at 517-525 Fanshawe Park Road East directly across from our family home at 522 Fanshawe Park Road East.

I object to these amendments.

The proposed construction project is not a minor collection of townhouses but rather a very significant structure that will greatly impact the local area in a negative manner. I, along with my wife and daughters, purchased our home in 2019 knowing that it was on a busy street, but also knowing that it was surrounded by a long established neighbourhood of single family homes - on both sides of Fanshawe. The density of this development is of great concern as it will fundamentally alter that situation. Furthermore, the height proposed for this development will block much if not all of the sun from reaching our property, particularly during the winter months.

The conceptual rendering provided with the notice which I received is laughable in terms of the depiction of traffic on Fanshawe during much of the day. I frequently must wait five or more minutes to be able to exit my driveway safely. Adding this concentration of apartments will make traffic that much worse. I would also point out that it is at times very difficult for me to access the left turn lane to enter into my driveway when approaching from the west due to cars occupying that same lane and attempting to turn onto Geary Avenue. Placing the parking entrance for this development off of Geary will require an even greater number of vehicles to make this same left turn thus blocking my access.

I look forward to learning the date of public meetings, which I plan to attend.

Sincerely,

Gordon Prentice and Family
522 Fanshawe Park Road East
London ON N5X 1K9

I am writing to you to advise you of my opposition to the proposed building of:

File: 0-9426/Z-9427

Applicant: The Corporation of the City of London Ontario and 2425293 Ontario Inc.

My first concern is with increased traffic. Traffic on Geary is an ongoing problem. Many people take a “quick” left from Fanshawe to avoid waiting at the light at Stoneybrook Crescent. This allows them access to neighborhoods behind Stoneybrook Public school and speeds often reflect the rush of this convenience turn.

Residents on Geary very rarely make a left turn from Geary onto Fanshawe due to Fanshawe’s increasing traffic volume. This means that we are also forced to drive down Geary, past Stoneybrook Public School, to exit at Stoneybrook light to access Fanshawe. This puts students walking to school at increased risk and reroutes traffic through a quiet residential area. Your plan to have a parking ramp exit from the proposed building, onto Geary Avenue will significantly increase the flow of traffic down the street, past the school and through these quiet family homes. It is ill-advised and dangerous.

Secondly, with only 118 parking spaces for a 99-unit apartment building, undoubtedly it means that Geary Avenue will serve as overflow parking. We do not look forward to congested roadways.

Thirdly, I have concerns with a building height of 6 Storeys. Your plan suggests that balconies will be facing away from Fanshawe and into the backyards of the 8 most immediate properties on Geary and Stoneybrook Crescent. I am sure that you are aware that these homes possess large back yards, pools, and green spaces. Our privacy and pleasure in using our yards will be affected.

Finally, our area seems to be under a deluge of newly proposed building sites. Currently, we have two other buildings going up within 1 km of this proposed site and traffic is already impacted. At the same time, we have seen the construction of the expensive new bike pathways, which will be removed and damaged during this proposed construction. Is this evidence of good city planning?

As residents of this street for 50 years, we have seen many changes to the landscape. This one, however, reflects no consideration for the people who live on this street and the culture of our neighborhood. We will participate in any actions required to limit this development. If growth is necessary, an alternative could be low-rise apartments (3 Storey) or condominium residences like those found adjacent to St. Jude’s Church.

Please keep us advised of the process.

Sincerely,

Mary K. McKee

Re: 517-527 Fanshawe Park Road East (Plan and Zoning Amendments)
File: O-9426/Z-9427

The developer (do we know who it is?) has already purchased this land with the intent and strong assumption that they will be able to do as they please, regardless of any input (as has happened to the west in 2 locations on Fanshawe). I don’t see then how any neighbourhood input on this would even matter, just to appease us? Any consideration at all for the effect on the many neighbours that will live in the shadow of this, lose of our privacy and property depreciation?

The Area:

Stoneybrook subdivision is one of the more beautiful areas of London. People with property in this established residential area have a reasonable expectation that it will remain in its existing form. It is the largest investment most of us will ever make. The lots are large (a rarity), the homes are older, well-built and very well maintained. Many occupants are original owners from the 50’s or the property has been passed down through generations. Most of our ranch homes each have a distinctive look of their own, and are a highly desirable style. Lots contain mature trees. Inconceivable to me

that the city, or anyone for that matter, feels this would be a good place to destroy with more cookie cutter, monochrome, condensed, low income (what % will this be), eye sores?

The Traffic:

Any consideration to the increase of traffic here? Have you disclosed the findings of any traffic study? There is already an issue close by.....the appropriation of buildings at Fanshawe Park Road and Richmond Street because the intersection cannot handle the traffic volume. 99 more units with a strong likelihood of more than one dweller. At least 118 more vehicles. If the request to reduce parking is granted will that force overflow tenant and visitor parking onto the adjacent streets. The mouths of these streets will see parked cars on both sides of the street. Apart from the impact of the residents on these side streets it could also impact City functions like emergency vehicle access, snow clearance, garbage pickup, school busses, and other road maintenance. Fanshawe and Adelaide already makes a London ranking as one of the most dangerous intersections. What will the probability of at least 118 more vehicles do to this. Existing residents in the area already cannot safely make a left/right turn onto Fanshawe.

Schools:

What will be the increase to the effect on existing school capacity? Can the nearby school accommodate this or will more local children need to be bussed elsewhere. Increased traffic whizzing by the school area. Many in a rage looking for an alternative subdivision exit onto a backed up Fanshawe.

Environmental Considerations:

Any considerations to added storm water, sanitary and sewer capacities, and utilities (natural gas and electrical grid)? Will the development require a City upgrade to the existing facilities at our taxpayer expense?

Such a large structure becomes a heat reservoir and at the same time zero lot lines remove the carbon reservoirs of trees, grass and shrubs. What will be the requirements to offset CO2 from concrete, steel, brick, and asphalt construction?

Special Provisions and Bonus Zone:

There are a multitude of "Special Provisions", "Bonus Zone" requests included here. Each are to allow for increased density, all substantial increases. And since when can accessibility requirements just be tossed aside (4 parking spaces instead of the required 5). Can I too apply to break a multitude worth of property standards with the same assumed success?

In the definition of Bonus Zoning, what does enhanced urban design mean? What is the rooftop amenity? What exactly are the "different base zone, holding provisions and additional special provisions" that the City may consider?

Why are zoning, density or safety rules in place at all if they can just be tossed aside for money and increasingly dense development? We literally spent months trying to get a permit to have one large rotting tree removed from our backyard. A developer seems to be able to have this easily accomplished with a multitude of mature trees. They were quickly sawed down just west of here for another Fanshawe development.

Move outwards for high density eye sores, don't destroy what this so called "Forest City" has left. There is already a scary situation of the consequences of an unplanned, rapid, accelerated growth here in London (traffic volumes, increased violent crimes, homeless catastrophe, opioid crisis, lack of police, long Emerg wait times, unsafe downtown, just to mention a few).

Planning and Developing Department for the city of London needs to start 'Planning' and not just 'Developing'.

(increasingly concerned, born and bred Londoner)

P.S. 120 metres is not a very far area to be the scope of your notification process. The width of a street and the larger property sizes in the immediate area deleted many

nearby affected residents from notification. Everyone living east and west of Adelaide, and north and south of Fanshawe will be detrimentally affected by the development. I'm sure the City probably wants to minimize the range because they know it would be unpopular and want to limit any responses. That fact in and of itself should be an issue. Councillors have a responsibility to inform and represent their constituents and this should be dealt with before the deadline. This issue is pervasive throughout the city and needs a larger format than 120 metres.

Ginny Squissato
Daleview Cres.

> Subject: File 0-9426/Z-9427

>

> Good Morning:

>

> I am writing to inform you of my opposition to the proposed change to the current zoning (R2-4). I am a resident of Geary Ave and have been for over forty years.

>

> My opposition to this proposed change concerns traffic. I have watched Fanshawe Park Road change from a two-lane road as part of a highway to the present four lane major access road in the north end of the city. With all of these changes and developments, there is a significant increase in traffic which results in difficulty turning left on to Fanshawe Park Road (FPR) from Geary Ave. It is advisable to travel south on Geary, turn right onto Stoneybrook Cres, pass a public school and then turn left onto FPR.

>

> The only access for this entire subdivision to the rest of London is FPR. Between Hastings and Geary Ave, there are two lights on FPR. One light at Stoneybrook Cres and FPR is exceptionally short—about 15 seconds at most. The potential increase of 99 cars (one for each apartment) would be forced to use this light to turn left (at an intersection which is already quite narrow). All of this traffic would pass by Stoneybrook Public School. Because of its situation, parents picking up and dropping off their children now park on Stoneybrook Cres which further limits traffic flow.

>

> Geary Ave itself is a street without curbs and gutters as is a section of Stoneybrook Cres. Geary Ave bisects Stoneybrook Cres and is already an access road to FPR. Because the boulevards have gown over the pavement, storm sewers cannot drain causing water collection, build up and freezing at the end of driveways. This has resulted in the breakdown of pavement and reduction in the width of the street.

>

> Parking will become a major issue. Cars parked near the intersection of FPR and Geary Ave will further restrict the ability to turn on to FPR and will be a challenge to garbage collection and snow removal. After turning onto Geary Ave from FPR, the entrance for parking to the proposed building is almost immediate. If there is any blockage of traffic turning at the corner, tenants will not be able to access the building, causing further back up of traffic on Geary or FPR and those cars could potentially park on the street.

>

> Thanks you for your consideration of my concerns.

>

> Susan Goodbrand

> 1507 Geary Ave.

> London, Ontario

> N5X 1G6

We at 1533 Geary Av. are opposed to this TRAVESTY of planning. As you will know similar proposals for 307 & 420 Fanshawe Park Road were shot down under similar conditions.

Please include us in future updates and meetings.

Sandy & Diane Forbes
1533 Geary Ave

As a resident on Stoneybrook Crescent i am strongly opposed to the proposed development at 517-525 Fanshawe Park Road East.

With two young children the increase in traffic and safety is a huge concern. Cars already speed through the neighbourhood close to the school and this would only become a larger issue.

I hope the City will reconsider this proposed development for the safety of the neighbourhood and children.

Emily Dickson

My husband Brad Davies and I have lived at 1504 Geary Ave for 20 years. We chose this area because it was zoned (R2-4) regulates low density residential development in the form of single detached dwellings.

We are very much Opposed to the proposed development 517-525 Fanshawe Park Road East for the following reasons:

-All homes on Geary Ave are single family one storey homes and to construct a 6 story building with 99 apartments does not make common sense. It will be an eyesore as it towers over the residents on Geary and Stoneybrook Ave taking away the privacy the current home owners paid for when moving into our area. This is not acceptable to us.

-The developer is proposing that the access to this apartment building be on Geary Ave. This will cause excessive volume in traffic on Geary Ave where it is currently already difficult and dangerous to turn left off Geary Ave onto Fanshawe Park Ave will become impossible. Therefore we will have at least 100 extra cars driving through our neighbour, past Stoneybrook Public School to get to the lights in order to turn left onto Fanshawe. This is not acceptable or safe for our children or our neighbourhood.

-The proposed development does not have enough parking for their tenants let alone guest parking and will no doubt be parking on Geary Ave. Geary Ave does not have curbs and we will have strangers parking outside our homes, on our grass most likely at all hours of the day and night. This is not acceptable to our neighbourhood.

-Garbage bins for the 99 units in the development will have to be put in the back of the building which is what we the residents will see every day as we enter and exit Geary Ave. I moved from my last residence for this very reason, the town houses had their overflowing garbage in plain site for all to see as residents from neighbouring streets entered and exited their subdivision. We all know that garbage from 99 units will be a massive problem..

-The sewer system and water main for our area breaks down yearly. Geary Ave has been patched several times due to water main breaks. Geary Ave has never been repaved since we moved here 20 years ago and the pot holes are patched constantly and with the overload of traffic that will most definitely occur if this development goes ahead, our street will not stand up.

I will end this email with the hope that you will make the obvious and correct decision and turn down this developers proposal. I find it difficult to believe that the city would just change their mind and rezone our lovely and quiet street without considering the

impact on all of the residents who have paid their taxes and who have lived here for many years and hopefully for many years to come.

Sincerely,

Janice and Brad Davies
1504 Geary Ave
London, Ontario
N5X 1G7

I am writing to you to advise you of my concerns and opposition to the proposed building of:

File: 0-9426/Z-9427

Applicant: The Corporation of the City of London Ontario and 2425293 Ontario Inc.

Increased Traffic – over the years our family has seen what was a quiet suburban street transformed into a bit of a speedway as residents from the neighbourhoods to the south and west seek a quick access to Fanshawe Park Rd. With the increase volume of traffic coming from Masonville Mall it borders on dangerous to even try to make a left hand turn off of Geary. The proposed development 517-525 Fanshawe Park Rd will only make this situation worse and will have the effect of routing traffic from this proposed development back along Stoneybrook Crescent, past the elementary school creating dangerous conditions for both school children and pedestrians.

Our Street will become a Parking Lot – there does not appear to be adequate parking for a 99 unit apartment in the proposed plans. This will result in Geary and Stoneybrook Cres in effect becoming overly congested with parked vehicles again creating dangerous conditions. In addition, this will create difficulties for the city to provide adequate snow and garbage removal services.

Character of our Neighbourhood – a 6 story 21 m high building overseeing our backyards will fundamentally change the character of our living space. It is hard to understand how this can be in keeping with the current low residential zoning by laws and we are opposed to any amendments to the current bylaws.

Thanks for your consideration of our concerns. Please continue to keep us informed.

Kind Regards

Jim McKee
1522 Geary Avenue
London, Ontario

I have heard through my neighbours of a close possible development and found a copy of a Notice of Planning Application, Official Plan and Zoning By-law Amendment proposal of a 6 Story 99 Unit Apartment Building on Fanshawe Park Road between Geary Ave and Stoneybrook Cres.

I am very concerned about all of the negative impacts that a large apartment building could have on our nice neighbourhood. I bought a house in London and in this part of the city specifically to get away from all the traffic and congestion as well as to be close to the school. I live off of Stoneybrook and the roads are not wide anyways with many people already parking by the school twice a day dropping off and picking up their children. For half an hour a couple times a day, Stoneybrook pretty much becomes

only one lane and gets really congested. A large apartment building with limited parking will make this so much worse.

From my understanding the parking garage would exit on Geary and anyone wanting to turn left would likely go to the lights on Stoneybrook which are barely wide enough for a left hand turn lane as it is. Queuing up more vehicles in that intersection will end in a lot more accidents.

We have an infant and a small puppy and enjoy the quiet walks that we currently have and is one of the benefits that its current zoning gives us. When we bought the house a few years back we didn't think we would be living close to a 6 floor high rise apartment building, nor did the zoning allow for it. It will take away a tremendous amount of the value in our property.

I have already seen children almost get hit by cars close to the school with the current levels of traffic. With the proposed high rise there will be significantly more traffic and risk to the kids.

The height of the structure will also be an eyesore and that will look into our backyards. There goes the privacy that we bought our house for. We paid more to live in this part of the city to get away from the highrises.

We were hoping to have this be our forever home with our kids growing up here, and will take any action that we can to stop this development.

Sincerely,
Michael and Sara Brady
1431 Stoneybrook Cres.
London Ontario
N5X 1C3

Concerns re By-law Amendments for 517-525 Fanshawe Park Road East.

A neighbourhood meeting was held November 25, 2021, with the interested residents of Roland Court attending.

All agree that the increasing traffic on Fanshawe Park Road is a hazard, and the addition of a 99 unit apartment building will only worsen the situation.

Since the revised curb design on the South side of Fanshawe, at Stoneybrook Crescent, does not now have a bus lane indentation at the traffic light on the south side, creating a single lane where a double lane previously existed, the congested and speeding traffic is now forced to a halt, when a bus is stopped.

Tenants of the new build will be unable to make a left turn off Geary and will drive south to Stoneybrook to get to the traffic light at Stoneybrook and Fanshawe. They will also drive past Stoneybrook school or turn onto Roland Crescent to avoid the school. This will increase the traffic in our subdivision as vehicular traffic will race through to the traffic light.

Since the building is to be at a height of 6 stories, people will lose privacy in their yards. The height of this building should be reduced.

Many of the Roland Court residents are the original owners and over the past 50 years have accepted the changes necessitated by an expanding city. However, this change is unacceptable to everyone.

We already have two new projects in process, one on the north side of Fanshawe Rd, and one on the south side of Fanshawe Rd. We do not have any idea as to how many units are being build on each of these projects.

Last evening, November 27th, I was travelling west on Fanshawe Rd from Stoneybrook Crescent between 5:30 p.m.-6:00 p.m. and it took me fifteen minutes to get to Richmond Street.

When you consider all the new development on Sunnydale Rd, between Highbury Avenue and Hyde Park Road, this will complicate the area even more on Fanshawe Rd.

Submitted by:
Frank Weishar
The residents of Roland Court.

I am in the neighbourhood that will be affected by the 6-storey building. I have lived here for 7 years in a detached home that I own.

This 6-storey building is a bad idea in this location. It is compressing 99 units into three low density lots. Just several feet away from existing low density lots that will surely lose value.

It will then funnel traffic onto Geary, which is joined to a private school zone and is a very quiet street with children under 13 walking to Stoneybrook PS.

They should have to funnel traffic onto Fanshawe (but they can't, because their plans are too large for their undersized lot and funneling onto a low density street is their only option).

I would surely consider moving if this building was made. There is nothing wrong with some medium and high density in the area but this is a square peg in a round hole - not the right plan for such a small lot - there's large swaths of unused land on Adelaide between Huron and Sunningdale that could be used. Also, on Richmond between Fanshawe and Sunningdale.

Does this city now allow 99 unit buildings to border 3 or 4 low density homes that only have 5-10 feet between the building and a home from the 1960s? That doesn't seem like a solution to any problem.

William Favaro

I writing to express my opposition to the current infill plan at 517-525 Fanshawe Park Road east. The proposed amendment allowing for an astonishingly small front yard space of .9 m is unacceptable and will result in further loss of green space along the Fanshawe park road corridor. Our neighbourhood has already had two major infill projects this year and has lost dozens of large mature trees and important roosting space for the birds of prey who live in the area as part of the ravine ecosystem.

Our city is already suffering from infill causing significant problems for the student populations of our schools. I work at Sir Arthur Currie PS and have seen first hand the effects of too much development too quickly and how it affects schools, communities and children. This building will add further stress to Stoneybrook public school which already has multiple portables. City planners have a responsibility to consider the stress these proposed zoning changes will have on local elementary schools before the situation at Arthur Currie is replicated all over the city.

This building and the associated traffic will also cause unsafe walking conditions for the children in our neighbourhood, especially considering most of our streets do not have sidewalks and are not plowed quickly after a snowstorm.

While I accept that infill is necessary in a growing city, this lot is too small to accommodate infill of this size and scope and will cause hazardous conditions in our

neighbourhood. I urge you not to allow this current proposal to go through and to not allow more than a townhouse sized development on that lot.

Kind Regards,
Rachel Hathaway
14 Hammond Crescent
London ON

In response to the notice of planning application for 517-525 Fanshawe, I would like to share my families concerns.

While We are not apposed to development in this area, I am strongly opposed to the number of units/ density of this proposed plan.

Fanshawe Park road is already experiencing traffic congestion with two multi-residential projects still in process.

As a Daleview Cres homeowner of 20+ years, we experience difficulties accessing Fanshawe Park road and witness drivers daily trying to cut through our street. We can only imagine that this proposed project will only add to these issues.

Unless there is a plan to cut the height and density by more than 75% my family will continue to appose this project.

Thank you for your attention to this matter.

The Pagets
37 Daleview Cres

I am sending this email as a concerned citizen and resident of North London my entire life. I urge you to please reconsider the plan to build this large building at Fanshawe and Geary. With so many new developments, the traffic is going to be absolutely awful. In addition, this building does not fit in with the existing landscape, and the owners who own around this site will lose so much value in their properties, as well as their privacy. Devastating to say the least.

There is clearly not enough space for a building of this size. 1.19 spots per unit is NOT enough. Visitors will be forced to park in the streets, creating a even more difficult situation for those who live in this area. I also wonder about the capacity of the area schools to take on the increase in student numbers that would arise here.

I ask that you please consider a different location for this building, or a much smaller option that will not take away from the beauty and fuction of this wonderful area.

With many thanks,

Holly Relouw

My husband and I are writing to express our extreme objection of the proposed 6 storey building proposed for 517-525 Fanshawe Park Road East.

We are residents of Geary Avenue, and the idea of this building being built and everything that it brings with it is extremely concerning.

The proposed structures height and reduced setbacks is contrary to the existing zoning and would not fit in with the character of our neighborhood. The residents that live directly behind where this building would be constructed, would lose their privacy, and completely de-value their property as well as the rest of our street.

There does not appear to be sufficient guest parking for a 99 unit building which would create an issue with people parking on Geary Avenue. Residents of this proposed building, and their visitors, would be using our street not only for parking, but also as a throughway to get to Fanshawe Park Rd. West. As the parents of four children, I can only imagine that this increase in traffic will negatively affect the safety of the children

that attend Stoneybrook Public School. Most people already do not abide by the lower speed limit in front of the school, and an increase in traffic flow could lead to safety issues for the children and families who walk to and from school every day.

We are extremely disappointed that this type of building is even being considered, especially because it clearly does not fall into what the intention that the zoning was meant to do. It is too tall, it does not have adequate parking, and it does not fit into the integrity of this neighbourhood. Please do not give this builder permission to devalue our homes and change zoning rules, set up to protect our neighbourhood.

Thanks,

Shawna and Kelly Malone
1515 Geary Avenue

We are very concerned about the proposed development at 517-525 Fanshawe Park Rd East, and what it will do to our neighborhood. We live in this neighborhood, on a quiet street, Geary Ave. We love our neighborhood as it is very close to the bike and walking trails that we use daily, and people are very friendly. It is a mixture of older homes and renovated homes and has such a comfortable feel to it.

We are very concerned about what this proposed large apartment building will do to the ambience and safety of our street and our neighborhood.

Here are our many reasons of concern:

- Increased Traffic - we don't need more traffic in this neighborhood. Traffic on Stoneybrook, Geary and Hastings is already significant because of Stoneybrook Elementary School. Even before the pandemic, we were concerned about the speed of many vehicles on Stoneybrook and Geary, but since the children have returned to school this speeding has become significantly worse. Also, there is a lot more parking of cars along both streets around school start and end times, as well as vehicles parked in our neighbourhood by people accessing the well used trails. With the residents of this proposed high rise having to enter and leave the parking garage onto Geary Ave, we are very worried about what this will do to both traffic volume and the safety of pedestrians. Geary will need a traffic light to deal with this as more cars attempting to access Fanshawe Park from Geary will increase the safety risk for all. Or, alternately, if they use the existing traffic light on the corner of Stoneybrook west and Fanshawe Park Rd, it will exponentially increase traffic and speeding through the neighbourhood.
- Auxiliary Parking Issues - where will guests, and residents with multiple vehicles park? On Geary, Stoneybrook? That will also increase congestion and pedestrian safety along these already busy streets, particularly for all the students that walk to and from Stoneybrook School.
- Ongoing Traffic Disruptions/Traffic Volume Concerns - currently, 2 other multi unit residences are being constructed along Fanshawe Park Rd, very close to where this proposed development is to occur. Traffic on Fanshawe Park Rd is always heavy and one more building with 99 units will definitely add to the number of cars on our connecting streets. Why do we need another high density development so close to an already congested major intersection (Fanshawe Pk Rd and Adelaide St)? The city of London needs more affordable housing, not more expensive high rise apartments that only high income residents can afford.
- Zoning Changes To Placate Developers - if so many zoning by-law amendments need to be made to accommodate this new building, how can the City of London possibly approve such a building in good conscience as our elected officials. What happened to following the "London Plan"???
- Safety Issues - the rebuilding of the bike lanes, removal of bus bays, and the other apartment/condo developments along Fanshawe Park Rd this past several months, has led to significant inconvenience and safety risks for residents of this area, as well as commuters. While the two buildings currently under construction are located mid block on deep lots between side streets, this proposed building, located on a shallow lot, will impact on two adjacent streets and will take an extended period of time to construct. This will lead to another year or 2 of traffic problems not only affecting Fanshawe Pk Rd, but our neighborhood and the entire Fanshawe Pk Rd corridor.

- Altering The Nature Of The Neighbourhood - there are many long time residents of this neighbourhood, as well as relative newcomers like ourselves, who are not in favour of this proposed development for the reasons listed above, as well as many others. Please listen to those of us that live here. Preserve our wonderful neighborhood, its culture and our property values. Our voices as taxpayers should matter.

Thank you,
Ron and Ellen Lakusiak
1492 Geary Ave.

With reference to the above planning application, I would like to submit comments, however I am currently travelling and am unable to make my submission by the December 1 deadline. I am providing notice that my submission will be delivered to you by Monday, December 6.

Thank you.

Chris Brooks
518 Fanshawe Park Rd E.

My name is Meaghan Tangredi. I live in the neighbourhood that will be affected by the proposed 6-storey building on Fanshawe Park Road East, between Geary Ave and Stoneybrook Cres. I am writing to respectfully ask that you please consider my reasons (below) for why I am adamantly against the request to change the zoning from a Residential R2 (R2-4) Zone to a Residential R9 Special Provision Bonus (R9-7()*B-) Zone.

I live with my husband and our two children (ages 5 and 3 years old). We bought this home while I was pregnant with our second child. We fell in love with this neighbourhood/our house because of the beautiful homes, large properties with mature trees, school district, and the fact that our backyard has no houses directly facing in.

This building would significantly impact our lives. Our backyard backs onto the property where the City is proposing to construct this new building; we live at 1537 Stoneybrook Crescent. This is the second house south of Fanshawe Park Road. Our backyard is perpendicular to 525 Fanshawe Park Road (our property backs onto the east side of 525 Fanshawe Park Road's backyard). This means our family would lose all privacy, and correct me if I'm wrong, but the proposal appears as though the City wants to re-zone part of our own backyard (hopefully I'm misinterpreting the proposed sketch). We feel completely devastated, frustrated, and betrayed by this news. We in no way support this proposal.

Removing our personal situation of living directly beside the proposed property, I cannot imagine the traffic influx, increased demand on resources (i.e. power, gas, sewage), the blow to our property values, parking shortages, etc. A 6-storey building does not suit this established neighbourhood. The permitted uses in Residential R2 (R2-4) Zone are much more reasonable and suited to the 517-525 Fanshawe Park Road properties.

I thank you for your time, and truly hope you consider my points as well as emails that you have received from my fellow neighbours.

Sincerely,
Meaghan Tangredi



As a follow-up to my first email, here is a picture I took from our second floor, the morning after we found out about the proposal. This paints the picture as to why we so strongly oppose this proposal; we greatly value the privacy, view, and quietness behind our backyard. A 6-storey building would tower over our fence. We would feel an invasion of privacy and unsafe for our children.

Thank you for your time,
Meaghan Tangredi

This letter is regarding 517-525 Fanshawe east 6 story building proposal.

As someone who has lived here for many years and see the recent developments of the retirement home right down the road this building would cause unparalleled traffic and logistics issues on Fanshawe.

When reading the reports, I have not seen a traffic schedule of how this would impact road capacity.

This neighbourhood prides itself on its green space and privacy. It is a selling feature. This has now lowered the value of thousands of people's homes.

As a Community we beg you not to allow this to go through and return the space to greener pastures.

Again we ask greatly to not go halt this immediately.

Thank you,
Tessa Weidner
520 Bobbybrook Drive
London, Ontario
N5X 1G9

I am writing to express my concern regarding the Notice of Planning Application of the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East. My concerns and rationale are outlined below.

1) A new apartment building with 99 units to replace the existing three single homes on these lots will expectantly add many more vehicles in the area and will add to the already high traffic volume on Fanshawe Park Road, resulting in further traffic congestion and delays impeding traffic flow.

2) The opportunity to turn left onto Fanshawe Park Road from Geary Ave is already difficult at most times of the day due to the volume of traffic in both directions. Vehicles needing to travel west on Fanshawe Park Road will often drive south on Geary Ave and turn right onto Stoneybrook Crescent to the traffic lights at Fanshawe Park Road to turn left. Stoneybrook Public School is on Stoneybrook Crescent, just west of Geary Ave. Increased traffic volume in the school zone is of utmost concern. With the proposed 99 unit apartment building, the number of vehicles doing so will undoubtedly increase substantially which is a significant safety concern.

3) The increased traffic volume on Geary Ave, which is already busy due to vehicles accessing Fanshawe Park Road from Meridene, Roland, and Hastings areas will be an added safety concern for homeowners with young children and visiting grandchildren, as well as elderly individuals who walk the sidewalks and cross the area streets.

4) The 118 parking spaces planned for the 99 unit apartment building would provide insufficient parking for the tenants which would result in overflow vehicles being parked on the surrounding streets. Guests visiting tenants in the building would be parking on the surrounding streets as well. These two parking concerns would undoubtedly be regular occurrences and would affect homeowners in the area and most certainly on Geary Ave almost constantly with these vehicles being parked on the street in front of properties.

5) The height of a 6 storey building in this residential area is concerning. The opportunity for tenants of the apartment building to easily see into the yards of nearby residents will impact surrounding homeowners privacy.

6) I understand the need for development of properties to accommodate the City's increasing population and need for housing, however, I would highly recommend a structure that is more suited to the community. Possibly rowed townhouses or a structure accommodating the continued zoning as low density residential.

Thank you for this opportunity to provide input into the Planning Application for the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East. I trust consideration will be given to all the concerns raised by myself and any other submissions regarding this planning application.

Please add my contact information to any further correspondence regarding this planning application. If you have any questions or require clarification regarding any of my concerns, please don't hesitate to contact me via email.

Thank you,
Joanne Tilley
1516 Geary Ave
London, ON N5X 1G7

On December 1, 2021, I submitted my initial concerns regarding the Notice of Planning Application of the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East to Ms. Catherine Maton. Since that time, a virtual open house was offered by the development company 2425293 Ontario Inc on Monday, December 20, 2021. The presenter and facilitator of the open house was Katelyn Crowley of Zelinka Priamo Ltd., the land use planners retained by the development company.

The presentation and discussion was informative and provided the opportunity to gain a better understanding of the proposed development. It was helpful to allow those in attendance virtually to ask questions for clarification and to identify their areas of concern.

Questions and comments were raised that had not occurred to me, and in my opinion did not have a satisfactory response by the presenter and in fact, raised additional concerns for me which are noted below.

- 1) The limited guest parking for the proposed development appears to be inadequate for the size of the 99 unit apartment building, which would result in guests parking on the nearby streets, primarily Geary Ave. In the response provided by the presenter, it was indicated there would be additional guest parking underground. If this is the case, an assumption would need to be made that the parking garage for the apartment building would not be controlled entry, which leads to an even greater concern of the parking garage being accessed by anyone at anytime.
- 2) The idea of right turn in, right turn out onto Fanshawe Park Road, rather than the entrance and exit to the parking garage being onto Geary Ave was raised. This makes a great deal of sense and would eliminate the concern of the added volume of traffic on Geary Ave and on Stoneybrook Crescent, where there is an elementary school.
- 3) It was raised that the number of cars parking on Geary Ave could be considered unsafe in the future, which could result in the street parking being amended to only allowing parking on one side of street. This would affect all homeowners on the street.
- 4) When the question was posed with respect to whether the units would be owned or rented, this could not be answered. It is very concerning that there is not a clear intent for the units in the complex to be owned or rented. There is typically a much different level of pride taken in units when occupied by homeowners, or occupied by tenants.
- 5) This multilevel apartment building being proposed in an existing residential neighbourhood is concerning to the homeowners. Perhaps developers should consider the many vacant buildings and lots throughout the City of London to build high density residential use.

Joanne Tilley
1516 Geary Ave
London, ON N5X 1G7

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

Very surprisingly, we never received the Notice of Planning Application despite being within 100.0 m of the proposed development. The magnitude of this development warrants a notice to ALL affected.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. I support municipal and urban infill, but there are many other areas within our city that are under-developed, or not even developed.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Tucker Morton & Tessa Weidner
520 Bobbybrook Dr,
London, ON
N5X 1G9

As a resident of This immediate neighbourhood I protest.
The plan for this development is just wrong.
Traffic: tenants trying to exit onto an already trafficked Fanshawe Rd at rush hour onto street in a public school area.
Decreased property values and loss of privacy.
Out of place with surrounding buildings.

Thank you for the great conversation we had on that ancient technology!
Regards,
Rob Smith

I am writing in regards to the the proposed high rise on Fanshawe Park Road at Geary Ave. Our prior residence was on Pinehurst Place just off Fanshawe. I've noticed the construction of condo units close to our old property which we fought over ten years ago to have reduced in number. Also the Poole estate has been destroyed in favour of a multi unit building and now the proposal at Geary.
I know these proposals do not conform with the zoning and I do realize that from time to time minor tweaks of zoning regulations are necessary but when they are bastardized to this extent it makes one question the motives of those involved.
I have loved living in London for a long time and feel very strongly that we are losing too much of the character that makes this city special!

Jim Morton
96 Laurel Crescent
London, Ontario

I am writing to you about the planning application of 517-525 Fanshawe Park Rd. E. (File O-9426/Z-9427). This proposed development does not fit with the character of the neighborhood and will cause significant negative impacts to those living in the Stoneybrook Area.

The first area of concern is the size and type of building. A 6-floor apartment building is too large for the lot. There is not enough space around the building – it is essentially using every bit of greenspace. The front yard depth of 0.9m and side yard of 0.4m are unacceptable. There should be NO exemption on minimum yard depth requirements. This building will be encroaching on the neighboring yards – which are single family homes.
Where is the greenspace/yard on all sides? What about privacy for the single family homes? What about lighting surrounding the building, which would also bother neighboring houses. This giant building will be seen as an eyesore from all over Stoneybrook.

The proposed entrance on Geary will cause an issue with traffic turning left. There is no light at this intersection, which will result in either more accidents or people driving past the ELEMENTARY school quickly to use the lights on Stoneybrook Cres. The neighborhood traffic will increase significantly.

I did not see mention of visitor parking. What is the plan? With close to 100 units, there would be a significant increase in cars parking on Geary. Will Geary become 'no parking' on that road? It would be unsafe to have a significant amount of cars parking, on both sides of the road, thereby narrowing the roadway.

This project should not be allowed to progress as proposed. There needs to be more greenspace and room between this building and the existing properties. This property should not be developed more than 3 stories high (i.e. townhouses). This neighborhood is more suited to lower density, like townhomes, in order to respect the neighboring houses and character of the area. Apartment buildings are not suited to Stoneybrook due to their height and people density.

I specifically moved to this area because it was quiet, with single family homes and lots of greenspace. I would definitely consider moving, knowing that the Stoneybrook school will become overpopulated and that the City is trying to build bigger without adequate planning.

I will be reaching out to my City Counselor (M. Cassidy) to further express my opinions and ensure significant resident input is required for this building location.

Kind regards,
Dawn Alizoti
Stoneybrook home owner

We are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is a serious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

In addition, we are concerned with the safety for community residents and commuters along Fanshawe Pk Rd. The ongoing development of 420 Fanshawe Pk Rd is a prime example where a building is being constructed too close to the road that will obscure pedestrians from exiting traffic and be dangerous entrance/exiting for cars. The proposed development at 517-525 Fanshawe Pk Rd will pose similar issues.

We are in support of urban development but feel this needs to be more carefully examined and not be pressured by opportunistic developers. This is also not a NIMBY issue. If there are plans to build higher density housing then this should be designed at ground zero with prior development of roads, transit and facilities. There are several other areas within our city that are under-developed, or not even developed.

Regards,

Gary and Jenny Shaw
104 Robinson Lane
London, Ontario

I am writing to express my strong disapproval of the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East for a 6 storey, 99-unit apartment building.

This is an aggressive departure from the existing R2-4 zoned properties and does not lie within the community's best interests. A development such as this sets a dangerous precedence for future developments and increased density in an area of London that is solely single-family. I support municipal and urban infill, but there are many other areas within our city that are much better suited for such a proposal (ie., downtown). An increase in density and the resulting traffic from a development of this size would cause havoc along the Fanshawe corridor and puts the interests of developers against the local community.

Regards,
Michael Brennan
50 Virginia Rd
London, ON

My wife and I want to express our anger with the proposed building at 517-525 Fanshawe . It is not in keeping with other properties in the neighbourhood and will set a negative precedent.

Please keep us up to date on any further information.

Carol and Bill Nolan
511 Bobbybrook Dr.
London, Ont.
N5X1G9

My husband and I are writing to express our strong disapproval with the proposed development at 517, 521 and 525 Fanshawe Park RD East, London for a 6 storey, 99-unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. These properties have been lovely residential areas/homes for over 60 years. An apartment would be such an eyesore in this neighborhood not to mention more traffic entering on to Fanshawe Rd. Please include us on future correspondence and ensure ample time is provided to address changes.

Roland and Sharon Sterling
531 Bobbybrook Dr
London, On
N5X1G8

I am writing to express my strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12th, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

We object to such a proposed development based on the following points:

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for "**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings", and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a

relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - **“most restrictive residential zone; with larger estate lot developments”** per the City of London Zoning Bylaw description.

- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. **Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.**”

- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 **“most restrictive residential zone; with larger estate lot developments”** that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 199 All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context.”**

It is inconceivable how R-10 **“most restrictive residential zone; with larger estate lot developments”** consisting primarily of single floor ranch houses, as to how the “proposal has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook

will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “Buildings 284 All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establish character and a sense of place for the surrounding area. **This will include matters such as scale, massing, materials, relationship to adjacent buildings**, heritage impact and other such form-related considerations.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 293 **High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties.** To achieve these objectives, high rise buildings should take the form of slender towers. **High rise buildings should not be designed with long axes where they create an overwhelming building mass.**” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 298 **Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities**, considering the existing and planned context.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking

spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal's "Bonus Zone" information notes a "maximum density of 175 units per hectare". That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 “**most restrictive residential zone; with larger estate lot developments**”. The “Bonus Zone” stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

Bob Merrifield
495 Bobbybrook Drive
London, Ontario N5X 1G8

I am a neighbour in this block writing about this new proposed plan. I have a feeling that this new building will negatively impact the area in terms of traffic flow. The proposed entrance on Geary will cause an issue with traffic turning left onto Fanshawe. There is no traffic light at this intersection, which will result in either more accidents or people backtracking and driving past the Stoneybrook elementary school quickly to use the lights on Stoneybrook Cres. The neighborhood traffic will increase significantly. I am usually pro nice new non rental buildings, but this might not be well thought in terms of traffic flow and our neighbourhood character. Please consider decreasing the building size, switching to a non rental type of apartments like condos, and adding a traffic light at the plan site intersection.

This additional units will also burden the Stoneybrook elementary which is currently bursting out of its seams into outdoor portables and poorly paved playground backyard and fields without trees.

Thanks for forcing us out of our homes slowly and making our kids school class sizes worse with these plans.

Instead of the city trying to fix our crumbling roads in the area like geary and stoneybrook all around other crescents like meridene, you plan to add more traffic and unforeseen problems for the current residents.

Nate

My husband and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Jackie and Dereck Hietkamp
500 Bobbybrook Dr
London Ont

N5X 1G9

We are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Monica and Philip King
524 Bobbybrook Dr,
London, ON
N5X 1G9

We were advised this evening by our neighbours (Tucker Morton and Tessa Weidner) about the redevelopment proposal (6 sty, 99 unit apartment building) for 517, 521, 525 Fanshawe Park Road East, London, Ontario.

We had not received any written notice about the redevelopment proposal and were not aware of such until this evening.

We have read material provided by Mr. Morton and Ms. Weidner and have also read comments made in an email sent to you this evening (December 1, 2021) by Mr. Morton and Ms. Weidner.

We are also writing to express our strong disapproval with the proposed development based on the attempt by the developer and the City of London to go way outside of the existing R2-4 zoning.

We also note that a Public Meeting and a prior Public Information Meeting have not been planned to the best of our knowledge. Can you advise why?

We attended several Information and Public Meetings on the nearby Poole Property. Public input was allowed and changes were made that scaled down the original development proposal.

The public should be allowed to have involvement in this redevelopment proposal.

Thank You.

Robert and Dianne Wilson
504 Bobbybrook Drive
London, Ontario
N5X 1G9

My husband and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12th, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if

we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

We object to such a proposed development based on the following points:

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for “**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings”, and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - “**most restrictive residential zone; with larger estate lot developments**” per the City of London Zoning Bylaw description.
- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. **Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.**”
- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 “**most restrictive residential zone; with larger estate lot developments**” that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 199 All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context.”**

It is inconceivable how R-10 “**most restrictive residential zone; with larger estate lot developments**” consisting primarily of single floor ranch houses, as to how the “proposal

has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “Buildings 284 All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establish character and a sense of place for the surrounding area. **This will include matters such as scale, massing, materials, relationship to adjacent buildings,** heritage impact and other such form-related considerations.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 293 **High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties.** To achieve these objectives, high rise buildings should take the form of slender towers. **High rise buildings should not be designed with long axes where they create an overwhelming building mass.**” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure,

natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 298 **Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities**, considering the existing and planned context.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to

the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 "**most restrictive residential zone; with larger estate lot developments**". The "Bonus Zone" stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

Mike and Janelle Wittig
522 Bobbybrook Drive
London, Ontario N5X 1G9

I am writing to express my strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. I support municipal and urban infill, but there are many other areas within our city that are under-developed, or not even developed.

Moving forward, please include me on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Oleksandr Bondarenko

My wife and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12th, 2021. We have learned

that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

We object to such a proposed development based on the following points:

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for "**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings", and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - "**most restrictive residential zone; with larger estate lot developments**" per the City of London Zoning Bylaw description.
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- Other aspects of this proposed development further contradict that outlined under City of London Policies: "Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area." **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 "**most restrictive residential zone; with larger estate lot developments**" that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

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and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 298 Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along

Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 "**most restrictive residential zone; with larger estate lot developments**". The "Bonus Zone" stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Bill & Angela Sarantakos
508 Bobbybrook Dr,
London, ON
N5X 1G9

My wife and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,
Rick and Kelly Dawe
1511 Geary Avenue
London, Ontario N5X1G6

Re: 517-527 Fanshawe Park Road East (Plan and Zoning Amendments)
File: O-9426/Z-9427

I am a resident of the Stoneybrook area that will be negatively impacted by the proposed development of 517 – 527 Fanshawe Park Road East. I was not contacted by the City regarding this matter. I believe the City of London has failed in its responsibility to properly notify residents of changes that greatly impact the lives and daily activity of those residents.

I chose to live in this neighbourhood in 1986. I moved to London in 1975 as a renter and purchased my first house in the Fairmont area. I moved to Stoneybrook because it was an established, settled area with large lots, single occupancy houses (mostly ranch style), mature trees and landscaping. I had a reasonable expectation that it would remain so.

Without proper planning, Fanshawe Park Road has become treacherous. Traffic volumes have increased tremendously over time. The extension of Veteran's Memorial Parkway has brought more traffic onto Fanshawe Park Road and permitting higher density housing can only make this worse.

London recognized the high traffic volume as a problem when it expropriated property at the Fanshawe – Richmond Street intersection. Adding 99 units (122 vehicle parking spaces) can only exacerbate this problem. You cannot rationally expect the new residents to walk or bike to work from the development so it is realistic to expect every allotted parking space will be used and every car will try to access Fanshawe Park Road.

The Developer's request to reduce the accessible parking permit spaces should be regarded as an insult to the London's commitment to provide "quality goods, services and facilities that are accessible to all persons" it serves.

This portion of Fanshawe Park Road is an important access route for Emergency Services – ambulances to the hospital from the east and north and fire and police services to the entire area. It is reasonable to expect response times for such emergency services will be negatively affected as traffic density increases.

There will be other problems created by the foreseeable increase in vehicles. Overflow parking from the residents and visitors will be forced to occupy the side streets. Again, this will impede access by emergency vehicles as well as service vehicles such as garbage, school busses and road maintenance. There will be a problem entering the clogged adjacent streets and an even greater problem exiting the streets, particularly if a left turn is required. The City needs to consider the impact on traffic when deliberating if this development should be allowed at all and totally deny this developers requests. Has a traffic survey been undertaken by the City with these probabilities in mind?

Beyond traffic implications it is incumbent to ask whether London has considered the impact on the nearby school (Safety and Capacity) and sewage and storm water sewer capacity.

The building, driveways and parking will affect drainage. The Developer has asked to reduce yard depth – this means all rain water will need to be directed into the storm water sewer. The properties south of the development will receive whatever rain and snow-melt runoff is not directed into the sewer since the water will flow downhill towards Stoney Creek.

Further, will there be a requirement to upgrade the electrical and natural gas services in the area, and who pays for that - the developer or the taxpayer?

The Notice of Application which I received (NOT from The City) indicates the Developer wishes to considerably reduce yard depth. Will any thought be given to the City's

Climate Emergency Plan? The Developer has asked to replace the existing trees, shrubs and grass with steel, asphalt and concrete. I cannot believe any portion of the proposed development meets any part of a climate change policy. Such a large structure becomes a heat reservoir and at the same time zero yard depths remove the carbon reservoirs of trees, grass and shrubs. The environmental impact is an assault on green space.

The Planning and Environment Committee should not only deny the proposed deviations from the existing plan, but should deny the entire development. The Developer was aware or should have been aware of the Official Plan when the properties were purchased. The request to permit a 6 storey, 99 unit apartment does not comply with the Official Plan and does not meet any part of the intent of an Environmental Plan. By acquiring the property the Developer has chosen to roll the dice – Better to ask forgiveness than permission.

Let the Developer build on a failed strip plaza, abandoned business/commercial site or a property that is in tax default. Building on an established property would replace existing cement and asphalt with cement and asphalt AND add landscaping rather than convert green space to cement and asphalt. Climate change has been evidenced by the recent disasters in British Columbia and on our east coast. Our environment can be improved by incremental steps as much as by grand plans. Allow the Environment portion of this committee to rule with that in mind.

The Developer can place the individual properties back on the market as single family residences and with current real estate values can still make a profit.

As an alternative the City could offer to swap 517 – 527 Fanshawe Park Road for a brown-field location. Convert this location to a park, greenspace or playground. This would maintain greenspace and turn London liabilities into attractive assets and be aesthetically more pleasing than the existing derelict properties.

The Planning portion of the committee should reject the concept of a 6 storey apartment building.

The Environment portion of the committee should reject the concept of a 6 storey apartment building.

Regards,
Brian Andrews
62 Daleview Crescent
London, Ontario

I am a homeowner on Stoneybrook Crescent, very close to the above proposed development, and it causes me significant concern. I would prefer that the proposed development not be permitted to proceed at all, as it will significantly detract from our otherwise single family home neighbourhood and will, undoubtedly, depress the values of our homes in the area and have a net negative effect on the beautiful natural areas of the neighbourhood and the neighbourly culture of the area. I don't know how familiar you are with the area, but this is a very small, close-knit, quiet subdivision that was obviously only intended to accommodate the existing homes (in fact, it was originally created to accommodate several less homes than are currently here). And, by the way, two large new infill projects are already in the works within meters of this proposed development.

If you and the council cannot see your way clear to refuse the development outright (which I urge you to do for the sake of the city, our neighbourhood, our property values, the children and our natural areas), I strongly urge you to critically review the plans for this property that propose entry to the property off Geary Ave and refuse to allow access off Geary Ave. The proposed entry makes no sense from a planning perspective and is horribly inappropriate and dangerous to the inhabitants of the neighbourhood. Geary Ave and the adjacent Stoneybrook Crescent are quiet subdivision streets with

single family homes and lots of kids that already see a lot more traffic than they were designed for. These quiet roads are already becoming dangerous subdivision roads, due to the heavy through traffic that uses these routes to avoid the existing backlogs on Fanshawe Park Road. The obvious result of placing entry to a multi-residence apartment building, adding significant numbers of new residents and vehicles, on Geary Ave is that there will be an unreasonable (further) increase to the traffic, not only on Geary Ave, but on Stoneybrook Crescent and surrounding roads as well. A significant portion of Stoneybrook Crescent is school zone, housing Stoneybrook Public School. Already, at pick up and drop off times, this portion of the road (and many of the surrounding roads) is nearly impassable and quite dangerous, given the number of students and parents that are present at various times during the day and the "pass through" traffic we experience. I cannot imagine the chaos and potential dangers likely to result when apartment dwellers from the proposed development choose to drive through the subdivision in order to access Fanshawe Park Road or their development at what they perceive to be a more convenient access point.

This development will also cause what I imagine would be an unsustainable surge of foot and cycle traffic throughout the paths in the area, which are situated in conservation lands of this subdivision and already suffering from disrepair. These lands are already taking a significant toll (increased litter, foliage damage, discarded food, illegal dumping, unclaimed pet waste, increased stormwater drainage, etc from the increased intensification of the area in recent years). We really need to do a better job of actually protecting our natural areas instead of constantly saying we value them but constantly adding traffic to denigrate them.

I implore you to refuse this proposed development outright but, if you simply cannot see your way clear to do so, at least refuse access off Geary Ave. If this ridiculous development goes forward, the developer must be required to find a way to make it work by accessing the site from Fanshawe Park Road. All other recent significant developments must do so and this one should also. But hopefully you and your fellow councillors will see the light and finally say NO to a developer wanting to unreasonably encroach on our most valued neighbourhoods simply because they can make a buck by literally building in someone else's backyard.

Rob Ashton
1486 Stoneybrook Cr
London
N5X 1C5

RE: Proposed Development - 517-525 Fanshawe Park Road East
Further to the notification of a Proposed Development for 517-525 Fanshawe Park Road East, I am directly affected by this proposed development as the owner of a residential property at 1509 Stoneybrook Crescent, London, Ontario.

For the record, I oppose the proposed development as explained in the Notice of Proposed Development dated November 10, 2021.

Furthermore, it is my intention to file materials and attend any public participation meetings.

Based on the above, I request that the Planning and Development Committee keep me informed of the progress of the proposed development and provide me with any further notifications concerning the same.

Yours Very Truly,
Debra Menear
1509 Stoneybrook Crescent

It frustrates and shocks me to know that yet another development has come to plague Fanshawe park road. The city of London is allowing developers to tarnish the communities that have existed for so long in the Stoneybrook area. Families have taken

root to the schools in the area, home owners have invested in the area and all of that is being threatened by these high rise buildings made ONLY for renters.

This 99 unit apartment building risks the integrity of the community, risks an increase in crime as renters do not hold the same investment in the area as homeowners do. Not to mention, the rise in traffic around Fanshawe park road could be DEADLY to the children who attend the schools in the area.

The development on Geary ave would be a terrible thing to happen to my neighbors and myself. My two daughters, aged 2 and 3, love walking to Stoneybrook public school to play at the park. Stoneybrook Cres was never intended to be a shuttle for a 99 unit apartment building, it is obvious the area can not endure such an overload in traffic.

I fear the lives lost, especially that of the children who attend the school, and my own daughters who live on Stoneybrook cres and love to ride their bikes and play outdoors. I trust myself to protect their well being but I do not trust others to do the same.

I pray these words have helped you understand the fear I currently hold as the planning application is underway.

I beg of you to make any possible adjustments, if not, stop altogether, the development on Geary ave.

From,
Danya Att
A concerned teacher and an even more concerned mother.

Saw the sign on the house at the corner of Geary and Fanshawe which I believe also includes the two properties to the east - of course the sign is pointing North so you can drive by it a dozen times and not notice it which is confirmed when I have asked other people in the neighborhood and didn't notice it.

I emailed the Old Stoneybrook Assoc. address but haven't heard anything back - is it still live?

With all the other developments that have been approved along Fanshawe is it even worth trying to "fight"?

To me it just seems contrary to the "in-fill" policy when developers can buy up 2,3 or 4 houses on small lots and create enough land to throw an apartment up. If that's allowed what stops someone from buying other houses on Geary or the east part of Stoneybrook which have larger lots and building an apartment building?

Let me know what you think and hope you and your clan are all well and able to enjoy the holidays.

Jim Reilly

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,

Genna Goodwin and Scott Muirhead
527 Bobbybrook Dr,
London, ON
N5X 1G8

I'd like to voice my concern about the proposal.

I grew up on Geary Ave. My mother still lives there. I visit with my children often. They go up and down the street on bikes and pedal cars. I enjoy being able to give them the freedom to go up and down alone. That would not be possible anymore with the building. Too many cars and probably too many people on the sidewalk.

Also concerned about the fact that there would be no more privacy in the backyard. There is a swimming pool in the backyard it would now be like being on a presentation plate for everyone to see.

I can see townhomes on the corner which would bring some more housing to the city like in other areas. The 99 units seem excessive and will ruin two streets and impact the entire neighborhood and school zone in the process. It impacts families that have been living there for decades. My mother feels safe in her home and wants to keep living there. She's been there for 40 years. She won't feel safe anymore with so many cars and people.

The amount of cars that are already on Fanshawe would increase. There is already too many cars on Fanshawe and with all the new builds in and around that area it would come to a standstill. You would have to put a traffic light at Geary/ Fanshawe. There would be too many cars going out at the lights at Stoneybrook. This would impact the school zone and the entire street. It also doesn't seem like there is enough parking planned for the building. This is not the downtown core. It is a neighbourhood.

It is disappointing that the city of London even considers proposals like this.

I hope you consider the impact on the neighbourhood and not just the quick buck someone wants to make.

Thank you,
Karen Klug

I just wanted to email my support of the build at the intersection of Geary and Fanshawe Park Rd. I am sure you are being bombarded by emails from 'concerned' residents of Stoneybrook but I feel it is important for people that support lower income housing to be just as vocal.

London is a sprawling city and we need to stop listening to the 1% worried about property value and start thinking about the future and how London can go from being an OK city to being an amazing city with great infrastructure.

I will continue to support any apartment build... as I am a firm believer that we should continue to build up instead of build out.

Best regards,

Dustin Gibbons

Just for the record we are against the proposed 99 Unit 6 Storey Apartment Building Proposal 517-625 Fanshawe Park Road East.

Meredith and Jeff Biehn
1523 Stoneybrook Cr

As a resident of Stoneybrook Crescent, I'm writing to you about the proposed development of 517-525 Fanshawe Park Road.

I'd like you to note my concerns about the following issues. It is my hope that you will raise them when the development proposal comes before the city's planning committee.

Neighbourhood safety & traffic. At last night's open house, I appreciated the facilitator's calm handling of the contentious topics of discussion. However, her unflappable reassurances that the developers do "not intend" to create traffic issues on Geary and Stoneybrook Crescent were the opposite of calming.

Every speaker confirmed the community's shared experience that turning west (left) on Fanshawe Pk Rd (FPR) from Geary is highly risky. It is disingenuous for the developer to sidestep this issue. Drivers from the new development will quickly learn what we already know; they will rush along Geary/Stoneybrook, many of them through the curving school zone (already tricky to navigate), many of them ignoring the speed limit. As the new residents will swell the number of drivers already trying to do the same thing at the same time, frustrations will build and so will the risk of more dangerous driving.

This change would notably affect schoolchildren & local families in the school zone, as well as pedestrians. Many speakers last night noted that Geary is already an on-/off-ramp for FPR; the proposal would make the current situation much worse.

Hope and good intentions will not solve this issue. Traffic calming measures might. So might a rethink of traffic flows into and out of the proposed development, as well as parking arrangements.

My request: please help ensure the developer (a) does not exacerbate a safety problem while pretending that none exists (b) provides practical traffic alternatives that respect the existing neighbourhood.

Neighbourhood character. I know that many of my neighbours and local residents love our friendly neighbourhood: generous lot sizes, complementary house styles, a green canopy and privacy are key ingredients. We know we are fortunate to enjoy such an environment and we welcome those who share our enthusiasm for it. In financial terms, our homes have a relatively high market value and we pay sizeable taxes to live here. For all of those reasons, I share the dismay of last night's speakers in contemplating the possibility that the City would consider tossing out the zoning restrictions that help our neighbourhood maintain its special identity.

As the most efficient way to cross North London by car, FPR is already akin to a highway. Its success as a 24/7 thoroughfare for Londoners also makes it a growing threat to the neighbourhoods along it. Sure, all Londoners can reach their destinations more efficiently, but the price as a local resident is lower air quality, impaired safety, constant (and increasing) noise - generally, more risks to our physical well-being and mental health. (Under-funded public transit in London will encourage increasing private vehicle usage.) To start culling single family homes along FPR (this is the 3rd development in progress between Adelaide and Richmond) and replacing them with hundreds of dwellings would only exacerbate these real issues and further reduce our quality of life.

The proposed development aims to set an alarming precedent that would encourage other developers to do the same. I am not an advocate of blocking any development in my "back yard" but the scale and approach of the proposal do not suit this location at all. The facilitator's inability or unwillingness to reveal the type of occupier (owner? tenant?) for the proposed development only raises more troubling questions about how the neighbourhood may change.

My request: please ensure the developer realizes that it is not in the long-term interests of this community to add scores of new residents and vehicles as the current proposal aims to do.

Maureen and Catherine, thank you for considering the concerns of residents and long-term interests of this much-loved neighbourhood - and for representing our views to Council.

Best regards,

Jonathan Carson
1526 Stoneybrook Crescent

I have recently participated in the Open House decision with regards to the build at 517-525 Fanshawe Rd E. I understand everyone's concern about the traffic congestion that it will be caused on Geary, Stoneybrook and on Roland Cres, Lane and Court (due to the fact that currently when you can not get pass traffic on Stoneybrook, people reroute and go down one of the Roland Streets). Also, although there is a crosswalk at the corner of Meridene Cres and Stoneybrook, cars continuously blow by this without either stopping or slowing down. (because I am a dog walker and I walk my dog 3 times a day, this is a pattern that I see repeatedly).

I think a point that is being grossly overlooked by this proposed development is how this is going to change the flavour of our community. With the new builds occuring on Fanshawe I have seen an increase in littering, speed racing, accidents and people sleeping in the conservation area at the bottom of our street. I understand that this land will be developed , but how do we meld it into the community so it looks like it is a part of it rather than a developer just putting up another new build.

Since this pandemic my spouse and I have tried to look for luxury 2 bedroom stand alone condos in the North end and we know there is a shortage. Why is the developer not looking at this as an option?

I would encourage your department and councilors to come visit our neighbourhood and see how we care for our properties and our outdoor space. When we have visitors from out of town they comment on how lucky we are to have this space and overall that is a reflection on London as a city.

Please approach us anytime and we will gladly show you our wonderful gem of a community.

In gratitude,
Deb Forsey

I was out for a walk tonight and came across your sign at the corner of Geary Ave and Fanshawe Park Rd with the information regarding the proposed rezoning along Fanshawe Park Rd to build a 175 unit 6 story apartment building along that area tearing down houses and also cutting down several mature trees.

I have lived in Stoneybrook for 50 years and one of the nicest things about the area is the fact that there are only single family homes in the subdivision and no multi family apartment buildings in the area. I am 100% against this apartment being built.

Here are a few reasons that this should not be approved.

- First of all it doesn't fit with rest of the houses in the area and certainly not fair to the people that live in the houses that will be behind the apartment to now all of the sudden lose all their privacy by having a 6 story apartment being built instead of the single family homes that are currently located there.
- Second putting up this building will result in several mature trees being cut down. I read the tree preservation report but there are still over half of the existing trees that are going to be taken down. It is funny how people have to get a permit to cut down a tree in their yard and often get denied but it is okay for the city approve several mature

trees to be cut down to build an apartment building that people in the surrounding neighbourhood don't want built.

- Third the traffic that travels along Fanshawe Park Rd has more than doubled at least over the last few years and constructing a building of this size will increase the amount of traffic even more and with the building being put so close to the road it would make it impossible to ever widen the road if this was necessary in the future.

Sincerely,

Scott Jackson
1655 Stoneybrook Cres.
London, Ontario
N5X 1E3

My wife and I just purchased a home in the neighborhood, very close to where this development will be constructed. We did not know of this construction plan, or else we would not have purchased the home.

This development plan is absurd. Our private back yard would be invaded by so many eyes from the development because of how high the building would be.

The size of this building and the height planned for the development is too large for this neighborhood.

Please let me know how I can be of more use in persuading the City to DENY this development.

I am writing on behalf of myself, my husband and our growing family. We are opposed to the development plan for 517-525 Fanshawe Park Road East for the following reasons:

1. The height of the proposed building at six storeys is very invasive to the surrounding neighbors' privacy.
2. The additional volume of 99 residential units in the neighborhood will increase the traffic and noise, ultimately changing the atmosphere of the neighborhood from a safe, school and family centered area to a dense and unsafe area.
3. In reviewing the Tree Preservation Plan, I am quite disappointed in the replacement of so many grown trees that are still alive and provide noise cancellation, with small young trees that will not grow very large or provide any privacy or noise cancellation.
4. Fanshawe Park Road East, east of Masonville Mall does not have any 6-storey apartment buildings located road-side. There are townhomes that have been built in recent years and townhomes being built currently along Fanshawe Park Road East but we have not had time to review the impact that the additional residential units have had on the local area as all of the developments have been built hastily. There has already been a significant increase in traffic along Fanshawe Park Road East, specifically east of Masonville Mall in the last two years.

I understand and appreciate the effort to build residential units to meet the needs of our growing population, however replacing three single-family homes with a 6-storey, 99-unit apartment building is not a good precedent to set in a stable and thriving neighborhood such as Stoneybrook.

Thank you,

Dylan & Olivia Ronson

This request for information comes to you from a group of Concerned Citizens in the Stoneybrook Neighbourhood who will be making their views known with respect to the proposed build at the Statutory Public Meeting. Currently we are a group of over 50 families who oppose the proposed apartment building at 517-525 Fanshawe Park Road East and the potential precedent setting zoning changes.

It is the opinion of this group to maintain the existing zoning and provisions within the zoning.

In doing so, the new development will integrate well with the surrounding established low density residential neighbourhood.

The Developer led meeting held via Zoom on December 20, 2021 raised more questions than answers. With the time allotted, the lack of knowledge on the part of the Consultant from Zelinka Priamo Ltd. and unfamiliarity people have with Zoom, the Consultant and City Participants heard a fraction of your constituents' concerns with respect to this proposed build. In advance of the Statutory Public Meeting, your response to each of the following questions is requested.

1. One alarming aspect is that the developer has invested an extraordinary amount of money into due diligence for the proposed build. It is noted that the due diligence on the part of this developer is far greater than typical Planning Application. Please inform us why the developer has elected to go "all in" from the outset, versus determining neighborhood and council opinion before making such a financial commitment.

2. It is noted on the Notice of Planning Application that the "Applicant" is listed as "The Corporation of the City of London and 2425293 Ontario Inc." (Royal Premier Homes). Please clarify the relationship of The Corporation of the City of London, and 2425293 Ontario Inc. listed company with regards to this development. Specifically, please include the interests held and the formal business relationship of the two parties.

3. On the first page of the "Notice of Application" and within the "What is Proposed?" section, a listed amendment being requested is to allow "A 6 storey, 99 unit apartment building". However, within the "Requested Zoning" the "Permitted Uses" list "Apartment buildings; Lodging houses class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; and Continuum-of-care facilities".

Please specify the planned occupancy / use for this building:

- a) Apartment building
- b) Lodging house class 2
- c) Senior citizens apartment building
- d) Handicapped persons apartment building
- e) Continuum-of-care facility

This question was asked at the public forum however the Zelinka Priamo Ltd. Representative did not provide an answer.

4. Given that one of the permitted uses, "lodging houses class 2" is defined as "a residential building which is used to provide lodging units for hire or gain directly or January 16, 2022

indirectly to more than three persons, with or without meals". With the number of "apartments" and bedrooms specified on the block schematic drawings provided, the intended full occupancy of the building is calculated to be 129 unrelated persons / roommates. It appears that the 517-525 Fanshawe Park Road floor plan schematics are similar to those of the student housing 1631-1649 Richmond Street, Masonville Yards. Given this information, please confirm that this building at 517-525 Fanshawe Park Road is or is not proposed to be a student housing apartment residence.

5. With regards to the provisions provided to the development under the "Bonus Zone", please provide details as to those features, amenities, and other being provided by the applicant / developer (The Corporation of the City of London and 2425293 Ontario Inc.) in return for all the Bonus Zoning provisions.

6. Please comment on your experience with respect to how proposals requiring zoning changes are reviewed and approved. Why have some city departments seen this proposal and commented before constituents of Ward 5 have spoken?

7. With respect to the Public Consultation Process, please explain which meetings will occur and their format, timelines, participants etc.

8. Is there documentation that can be viewed with respect to conversations or correspondence between the Developer, Consultant and the City Planning Staff with respect to the proposed building?

9. What is your opinion on this proposed 6 story apartment building?

10. What is your opinion of zoning changes that could increase property density along Fanshawe Park Road and implications to traffic and existing infrastructure?

11. How can we best leverage your expertise?

This proposal does not take into account any basic fundamental guidelines around increased community safety and crime prevention. The remarks with respect to traffic management are misguided and speak to the lack of knowledge of the area. We feel that this proposal could be a thinly veiled way of increasing student housing in anticipation of Western University's campaign to increase enrolment. Comments around affordable housing are unfounded with current property values and taxes well in excess of \$7000 per year. This community feels deceived Maureen. Powerful words. Moving forward we should not allow the boundaries and limitations that COVID-19 has placed on Ward 5 constituents voicing their concerns and opinions. We will seek your support in ensuring everyone is heard.

Thank you in advance for your assistance.
No 2 Geary Stoneybrook Development

As you know, I attended the virtual meeting last night regarding the Geary Ave 6 storey 99 unit complex. Certain of the comments that were raised by the speakers, especially Gary, were quite eye opening as it appears he is a resident of the area and has done his homework. I would like you to consider the following comments which we can discuss further if you would like.

Procedural questions for you

- I do not understand how the building could be bonused 2 additional storeys, or the equivalent of 33 units, if it only allows 2 units out of 99, or 2%, to be considered subsidized housing. In my mind, bonusing should allow for the owner to make up for the losses realized on the units subsidized. For example, if there are 10 units subsidized and it takes 12 units to recover the costs for those subsidized units then only 1 additional storey should be bonused, which is the equivalent to the 12 units. Are these percentages or rules included in any of the City/Provincial requirements? Should the City make this a requirement such that the developer cannot, as shown in this case, manipulate the system for the maximization of their own profits??
- A question regarding the statement made last night that the rezoning would include the property directly opposite to the proposed build. I believe that if the developer wishes to rezone their current property at Geary/Fanshawe then this is the only portion that should be rezoned. Does the City have any rules regarding this?? Based on this observation and slip last night, the resale values of the properties directly across the street, and in the proposed rezoning area just went up substantially.
- The 120m rule for notification of neighbours. I have to question the validity of this rule when it comes to projects of this size and nature. Yes, I agree that if my neighbour wants to put up a garage for his personal use the 120m rule works. However, when it affects traffic patterns and entire streets such as Geary a much wider net should be cast out. How can this be changed such that those living on a street such as Stoneybrook Crescent will also be informed of the proposal as it also affects them from a traffic perspective??
- Continuing on the above point, how can the planning system at the City be changed so that traffic concerns are considered at the planning stage during the development of these large projects?? Traffic turning west onto Fanshawe should have been considered by both the City and the developer prior to this meeting taking place such that solutions were made available to the attendees last night. This will only create further delays to this project.

Other comments on the building

- The quick slideshow showed again no open space for children to play in on the property. Yes, I did see a gazebo for adult leisure but nothing for the kids. It appears to me that space restrictions are the problem here. So, as was stated a number of times last night, the building is too big for the property. It also appears much too close to the neighbour directly south on Geary and I believe that their privacy will be violated as stated last night. Does the City have any rules for buffer space in these situations??
- As I have shared previously, parking on any of our major arteries is a persistent problem. Similar to 1235 Richmond Street (at the bridge), where pickup and delivery parking had to be added subsequent to the build, I see the same thing happening here.

The parking spots at the rear of the building are not large enough for Fedex or other delivery vehicles, or moving vans, and I see Fanshawe being blocked so that these vehicles and their drivers can have access to the building. The lot appears too tight to back in a moving van and unload it especially if other drivers do not adhere to the parking spot rules off of the Geary entrance/exit. Should the design be adjusted to allow for Fanshawe on street delivery and pickup only parking??

- Last point. During the construction phase, how can we ensure that construction equipment will not be blocking Fanshawe?? I have already had to call the City Parking enforcement twice regarding the construction at the 300 block when 2 cement trucks decided to take up temporary residence on Fanshawe restricting it to one lane and backing up traffic to North Center Road. Similar issue and phone calls for the 500 block.

Additional comments:

If I understand your comments correctly, it is up to the Planner to decide what is and is not appropriate for bonusing and how much to bonus. That means that Planner A can have a different criteria than Planner B for the same property. I believe that there must be a minimum standard of x%, (Council to determine x) such that these minimums are adhered to. Even 5% to me is a profit grab especially when we consider the number of affordable housing spots this city is short.

Underground parking in my mind should not be a bonusing criteria as it only means that surface parking can be substantially reduced, and the footprint of the building can be greatly increased. This leads again to more profits as there are more units to rent or sell. Yes, there is a higher cost to build underground parking but I am 100% sure the tenants or buyers end up paying for this either monthly or in the purchase price.

Thanks for your time. Please keep me in the loop regarding these topics as the precedents set here also affect the Masonville Secondary Plan bonusing criteria.

Mike Koncan
2 Fawn Court

I have some questions that we require answers about:

1. What is the deadline date and time for presentation information (photos, slides, or written information) to be submitted to the Planner or the PPMClarks@london.ca email, to be considered. The Public Meeting Notice information that we received in the mail did not provide a deadline date and time; it simply noted that "all submissions should be made prior to the Council meeting when the Planning and Environment Committee recommendation regarding the subject matter is considered".

2. My husband, Greg, received an email from Bibiana Garcia, Administrative and Technical Support Representative Planning and Development City of London, that provided a link to the City of London Webpage for the Notice of Public Meeting for Official Plan and Zoning By-Law Amendments.

In the body of the email, it states: "Please note, this notice, plus any submitted reports, should go to the following Committees: CAC, TGC".

The definitions for these committees were not provided. I found information through a google search to indicate that CAC is "Cycling Advisory Committee" and TGC is "Town and Gown Committee". Please provide a link to information for these committees.

Please also clarify if the Planner submits the Public's feedback/reports to these committees or the Public has to submit their feedback/reports to these committees directly. If the secondary is the correct route, we need the email address for each committee as this was not provided in the email that Greg received.

Also, the notation of the CAC & TGC committees is not noted on the web site link information provided about this meeting. Please explain why the discrepancy in the information?

I also found information about the Town and Gown Association of Ontario (<https://www.tgao.ca/>). I am concerned with the information that I read on this web site if the File: 0-9426/Z-9427 is basically going to be Student Housing, as was developed in our community on Windermere Road and Richmond Street North (Masonville Yards). These 2 locations advertise as Student Housing and the current file's proposal seems in keeping with these other locations.

Please provide objective insight if the Developer is proposing Student Housing.

3. I reviewed the Site Concept Plan Elevations (revised) for this file (<https://london.ca/sites/default/files/2022-01/2022-01-25%20-%20Site%20Concept%20and%20Renderings.pdf>). I was very upset and angry to see false drawings completed by Zedd Architecture of current homes adjacent to this development, depicted towards the end of presentation. Specifically, my neighbours live at 1536 Geary Avenue and we live at 1532 Geary Avenue. Our homes and scale of our homes look nothing like the drawings depicted! When individuals view the proposed building and the homes depicted, the information provided about our home is false and misleading and very concerning that this is what people viewing the documents will see.

I expect a revision to provide truthfulness regarding what our homes look like. It is unacceptable to provide non-truthful drawings!

Objective Opinion:

We reside in R1-10 Zoning-Large Estate Lots, and the current Zoning for 517-525 Fanshaw Park Road East, must be maintained. I fully expect the City Planners and Councillors to use basic planning skills/education to rule that the new development must remain in the current zoning parameters, to fit correctly beside R1-10 Zoning- Large Estate Lots.

Sincerely,

Anna Ackland

I am writing to you regarding the following report and please submit my comments to the Public Record:

Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road
London August 2021:

https://london.ca/sites/default/files/2021-11/04_PLA~1.PDF

Pre-Amble:

I reside at 1532 Geary Avenue. My neighbours reside at 1536 Geary Avenue, which will be directly adjacent to the south of this proposed development.

My husband and I purchased our home 21 years ago. Our reasons for purchase included the expansive size of the lot, the feeling of space around your home/your lot while still living in the city, the serenity of the location, the enjoyment of outdoor activity time, and the enjoyment of extensive gardens on the property.

Unfortunately, at this time, all the reasons for our purchase of our home/our lot, seem to be negated and down-played by individuals who frankly have no right to denounce nor devalue our comments and thoughts, nor our property.

My Position:

The request to amend the Current Zoning, Residential R2 (R2-4) Zone, for the Subject Lands (517 – 525 Fanshawe Park Road London, to the Proposed Zoning, Residential R9 Special Provision Bonus (R9-7 () *B-) Zone, MUST BE DENIED.

The Permitted Uses of Residential R2 (R2-4) Zone include: Single detached dwellings; semi-detached dwellings, duplex dwellings; and converted dwellings (maximum 2 dwelling units).

With the focus of the new London Plan on intensification of land, the intensification of these Subject Lots to fit within the current R2 (R2-4) Zone is possible and appropriate within the Stoneybrook Community. The focus, on Multi-Family dwellings, fits into the Residential R2 (R2-4) Zone and uses the resources already established on these lots which I understand to be the prudent way to proceed. The driveway into this new development must be from Fanshawe Park Road, just like it is at the development of 307 Fanshawe Park Road East and just like it is at the development of 420 Fanshawe Park Road East.

Review of the Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road London August 2021 Report, Per Section, referenced by page numbers, with my comments in brackets:

Page 2 – “a driveway on Geary Avenue” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 10 – “DESIGN GOALS AND OBJECTIVES A key goal of the proposed development is to provide a residential apartment building that will enhance the existing streetscape along Fanshawe Park Road. The design is intended to be compatible with, and sensitive to, the surrounding mix of existing and emerging land uses.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 11 – “a replacement driveway off Geary Ave.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 14 – “Vehicular access to the surface parking area is provided by a new full-turns driveway via Geary Avenue. The new access has been positioned as far from the intersection as possible.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 19 – “Character and Image The proposed building will fit within the existing and planned mix of residential uses, and enhance the existing character and image of the corridor by providing a modern and contemporary apartment building. Overall, the proposed development adds to the uniqueness of this area, providing an attractive and desirable use along transitional corridor.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 19 – “Servicing Vehicular access to the subject lands is provided by a new, full-turns driveway on Geary Avenue.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 20 – “Public Realm The public realm is primarily defined by the existing range of large-lot, single-detached dwellings surround the subject land and along the Fanshawe Park Road E streetscape and medium density and commercial uses to the east. The intent of the proposed development is to enhance this unique sense of place by

providing a contemporary building with a strong relationship to the public realm with direct pedestrian connections to the building. The proposed development enhances the street scape and provides a more comfortable and diverse pedestrian experience.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected. Did anyone ask the neighbours or community if we find “the proposed development enhances the street scape and provides a more comfortable and diverse pedestrian experience”? I can tell you that no one asked me, nor my husband. For the past 21 years, we have enjoyed our walks in our community, down our street and the surrounding streets, and near the Thames River, and I can tell you that “the proposed development”, monstrosity, does not enhance the street scape nor will it provide a more comfortable and diverse pedestrian experience. We enjoy the deer that walk and run down Geary Ave, the beautiful gardens that neighbours tend to on their properties, etc. How disrespectful of the Developer and his Consultant to tell us what will give us a “more comfortable and diverse pedestrian experience”. These dictator like comments will not be accepted as facts, simply because the Consultants put them in their report on behalf of the Developer.

Page 20 – “Proposed Planning Act Applications Multi-Family, High Density Residential Designation. This official Plan Amendment will bring the 1989 Official Plan into conformity with the new London Plan.” (Multi-Family intensification at the Subject Lots within the current R2 (R2-4) Zone would be acceptable, with a driveway from Fanshawe Park Road.)

Page 21 – “PLANNING POLICY ANALYSIS 2020 PROVINCIAL POLICY STATEMENT Section 1.1.1 Healthy, liveable and safe communities are sustained by: b) accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.” (To support the Provincial Policy Statement, appropriate Multi-Family intensification on the Subject Lots is acceptable within the current R2 (R2-4) Zone which is in keeping with the character of the community. This would also be an appropriate use of existing municipal services on the Subject Lots. I am certain that there would be many families who would be grateful to have the Subject Lands developed as Multi-Family intensification to allow them the opportunity to secure a residence in the Stoneybrook Community. There are also many immigrant and refugee families that would be grateful for same. Maintaining the current R2 (R2-4) Zone would also avoid possible deception of the community, by the Developer, that has been evidenced by Student Housing rentals at Masonville Yards (Richmond Street at Hillside) and on Windermere Road. Western University has mandates for Student Housing and it is not the appropriate for any Zoning Amendments to allow for such deception by Developers of the community.

Page 22 – Last Phrase on the page: “Appropriate setbacks, landscaping, tree planting, and/or fencing will allow for the 6-storey building to integrate appropriately into the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an

actual understanding of living and being in this residential community, which would outweigh any Developer's, his Consultant's, a Planner's, or a City Councillor's viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.) (When my husband and I purchased our home, the privacy of the lot, the space/air around you, and the serenity of the area, were important to us. If we wanted to live by a monstrosity, that peers over our yard like a peeping Tom violating our right to privacy, that will suffocate our space by encroaching over us, then we would have bought a home by a monstrosity. How dare anyone say that that is acceptable and permissible to do. There must be respect to the community and character of the community. This is why intensification of the Subject Lots in the current R2 (R2-4) Zone is appropriate.

Page 23 – “The subject lands can accommodate the proposed development without any significant undue, adverse land use impacts.” (Certainly, this statement is from the Developer's & Consultants' viewpoint. I have already stated the concerns regarding privacy, and encroachment, however, the impact to the immediate eco-system is a concern as well. I have to ask, had the Developer, his Consultant, the City Planner, the City Councillor, or any members of the Environmental and Planning Committee, been to our yard to see the deer leaping over the fence lines and then graciously feeding in our yards, the humming birds sucking nectar from our flowering gardens, the wood pecker busily pecking at a tree trunk, rabbits scurrying around, the muskrat sleeping in our window well, the turtle taking a stroll on our front yard, the moles burying into a little nest in the flower beds, a racoon curiously peeking through our family room door, etc. The answer is “no”, none of you have been here and none of you have the right to say there is no impact by this Development to our lots/our homes/our lives, our Stoneybrook Community, as you have no credibility to say this or say that this is true.

Page 24 (bottom) and Page 25 (top) – “Considerable effort has gone into the conceptual design of the proposed development with the urban design comments provided in the Record of Pre-application Consultation dated January 26th, 2021. As Such, the Proposed development is well-designed and considered visually attractive.” (Certainly, this statement is from the Developer's & Consultants' viewpoint. It is puzzling to read the date of “January 26th, 2021, given the Public was not informed of this proposed development until the “Date of Notice: November 10, 2021”. It is also puzzling why the Developer and his Consultant have had all this time to Plan/Develop their Application and Reports and the Public will be allowed only 5 minutes per individual to speak their thoughts/present their opinion at a Public Meeting on March 28, 2022. Oh yes, we can submit our reports in writing as well.

Page 25 – “iii) Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural feature on, or in close proximity to, the site. “ (I have already spoken to the fact that the “scale and character” of the monstrosity does not fit within the community. The neighbouring lots are R1-10 – Large Estate Lots Zone. Designing a Multi-Family development within the current Residential R2 (R2-4) Zone in keeping with the scale and character of adjacent lots would be welcomed.)

Page 25 – “Location (Section 3.4.2) iii) Traffic to and from the location should not have a significant impact on stable low density residential areas.” “It is anticipated that municipal services can be provided to the proposed development, and that traffic generated from the proposed development will not have significant impact. City Staff have confirmed that a servicing capacity study and traffic impact assessment was not required for a complete application.” (“Traffic generated from the proposed development will not have a significant impact”. At the Developer Open House, the Consultant was asked about traffic, cars turning out of the development onto Geary Avenue and then onto Fanshawe Park Road, or cars turning out of the development onto Geary Avenue proceeding to Stoneybrook Crescent, through a 40 km school zone, to Fanshawe Park Road and her response to direct questioning was repeatedly, “we hope” that people turn right onto Fanshawe and “we hope” that they do not go around to Stoneybrook Crescent, and “we hope” that the traffic levels are not impacted. “We hope” is not an objective measurement, nor is it an acceptable response. My neighbour who brought up the traffic volume and safety issue, also spoke about the infrastructure of Geary Avenue as a road itself and the concerns with its age, stability etc.. The proposal is for a 99 unit apartment building. When you consider this number and the number of vehicles, there will certainly be an impact on the traffic on Geary Avenue and on Stoneybrook

Crescent. As I work on my garden beds, or shovel snow, I have seen 6 or more cars lined up at the top of Geary Avenue, waiting to turn right onto Geary Avenue. We do not have traffic control calming measures on Geary Avenue and speeding remains an ongoing issue. I had reached out years ago to the Traffic Control Officer London Police Service, and he had kindly written an article in the Londoner about the speeding situation on our Street and his attempts to address this issue generally. The people who live in this community know objectively that one cannot make a left turn onto Fanshawe Park Road from Geary Avenue at times due to intense traffic volumes and one must go around Stoneybrook Crescent to Fanshawe Park Road to the traffic light to safely make a left turn. The proposed driveway must be from Fanshawe Park Road, not Geary Avenue. This would be in keeping with the driveway directly entering Fanshawe Park Road at the developments at 307 Fanshawe Park Road and 420 Fanshawe Park Road.)

Page 28 – “City Staff did not request any form of environmental impact study as part of a complete application” (This is puzzling to read as there will be an impact to the environment related to the wildlife which I outlined previously, increased volume of vehicles in the neighbourhood producing vehicular pollution, noise, and shadowing of our lots by the monstrosity.)

Page 29 – “High Design Standards – The proposed development provides a contemporary building design that makes use of modern design practices and materials, enhancing the streetscape along the corridors.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. This development is not “Enhancing the streetscape”; it is a monstrosity. The Developer and Consultant seem to have this written as a fact through their report, however, as I continue to review their report, a pattern is clearly emerging regarding how many times I have repeated that this is their viewpoint and not mine, nor the community’s. With us living in the community, I think our opinion is of more weight than individuals who do not live here.

Page 33 – “Given the subject lands location to the surround neighbourhood, the proposed development enhances the existing neighbourhood character by adding a well-designed apartment building, creating a unique and attractive sense of place for resident of the area and for those passing by.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. Please refer to the rest of my point in the Page 29 section. The Developer and Consultant continue to consistently try to present this monstrosity to “enhance” the existing neighbourhood character. After living here for 21 years, it is clear the Developer and the Consultant have no idea what the character of this community is, what we as the community are passionate about, what we value, and the monstrosity that is proposed is certainly not at all an enhancement of the community. It is a blatant eye sore encroaching on privacy, a sense of space and serenity.

Page 34 – “It is anticipated that the proposed development will enhance the existing neighbourhood character and maintain the level of certainty for existing residents that development will be located at an appropriate distance away from their properties and at locations that are beneficial for the broader area.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “will enhance the existing neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 35 – “Given the location of the subject lands at an Arterial Road within an existing residential are, the proposed access point/driveway via Geary Ave. is proximate to Fanshawe Park E., the primary access point to the surround neighbourhood. As such, traffic flows will be directed off the busy arterial road but still far away from the existing neighbourhood.” (Please refer to page 25 section for feedback as it is applicable to Page 35.)

Page 37 – “Character The proposed design contributes to the planned vision of the “Neighbourhoods” Place Type, by providing a compatible development that fits well within the existing context, enhances the existing character of the neighbourhood, maintains predictability and stability within the neighbourhood, and forms a unique sense of place for residents, the surrounding neighbourhood, and the public. The location of the subject lands within an existing neighbourhood, along an arterial road, creates a strong pedestrian environment and frame the street, away from the existing

low density residential uses beyond the subject lands to the south and east. For these reasons, and for reasons noted throughout this report, it is designed to fit well within the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “enhances the existing character of the neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 43 – “301_A diversity of materials should be used in the design of building to visually break up massing, reduce visual bulk and add interest to the building design.” “A range of materials varying in colour and texture are proposed to vertically and horizontally articulate the buildings and break up the massing. Additionally, architectural features such as canopies, balconies, and plane changes help create interest and assist in defining the various components of the buildings, such as the entrances, base, middle, and top components of the buildings.” (Once a monstrosity, always a monstrosity; covering up with lipstick and make up does not hide what it really is, a monstrosity invading privacy, encroaching community space, and not in keeping with the character of our community.)

Page 45 – “Height and Density The height and density of the proposed development have been determined to be appropriate, as described throughout the analysis of the relevant planning documents. The proposed development maintains the purpose and intent of the applicable, existing land use designations, does not present any undue, adverse significant impacts to surrounding existing and planned land uses, and a bonus zone will be implemented to ensure there are bonusable features that are commensurate with the requested height and density of the proposed development. As such, the proposed height and density maintain the intent and policies of all the Official Plans, and are considered appropriate.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. The Consultants note “The height and density of the proposed development have been determined to be appropriate” and again, this is their viewpoint, not the community’s and I know that the neighbours and the community do not find the height and density of this proposed development as “appropriate”. It is concerning how such a report tries to present the Developer’s proposal as the only right end point.

Page 46 – “Conclusion The proposal appropriately provides an efficient and cost-effective development that is compatible with the surrounding context, is appropriate for its location, and fulfills the planned function of the subject lands.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. As noted previously, the development is not compatible with the surrounding context, nor is it compatible with the neighbouring lots and community.

Conclusion:

It is eye-opening to review the number of times I noted “Certainly, this statement is from the Developer’s & Consultants’ viewpoint.” This must noted and the Developer’s & Consultants’ viewpoint cannot be accepted as objective fact(s) – it is their opinion. The objective opinions and feedback of the individuals physically living on Geary Avenue and surrounding community need to be taken into account and valued.

An acceptable option would be maintaining the current R2 (R2-4) Zone and designing a Multi-Family High Density Development within this Zone that is compatible to the character of the abutting large estate lots and constructing a driveway onto Fanshawe Park Road.

Sincerely,
Anna Ackland
1532 Geary Avenue

Thank you for your reply. Unfortunately it is not the response I was hoping for.

As stated in my original email I would still like to know how I could acquire a copy of the traffic report used to determine the impact of the referenced development on Fanshawe Park Road traffic flow.

I would also like to know the assumptions used in the preliminary analysis of the impact on traffic flow. Where the suppositions based on the number of parking spaces in the

developer's proposal in isolation or did they take into account the traffic added by the other near-by developments on Fanshawe Park Road plus the impact of the traffic added by the current developments north of Fanshawe on Adelaide St., Richmond Rd. and Highbury Ave. as well as additional traffic from the Veteran's Memorial Parkway extension?

The City of London acknowledged traffic congestion when they annexed property at Richmond Road and Fanshawe Park Road. I don't believe the City annexes property without due cause, so I don't understand why a detailed analysis was not considered for this situation when traffic congestion is a known problem. Again, please advise me of the assumptions used.

Further, what was the impact of the overflow parking on the adjacent streets determined to be? In conjunction with the other developments in the area is this considered to affect traffic flow because of vehicles entering or exiting Fanshawe or is it considered to be a separate problem for emergency services, street residents et al? Where any studies undertaken with regards to the impact of the overflow parking?

The report to be submitted to the Planning and Environmental Committee, is that available to the general public? If it is, how do we get a copy?

Thank you, I appreciate the time and effort

Brian Andrews, P.Eng
62 Daleview Crescent
London, Ontario

Enclosed within the Public Meeting Notice received by mail was the Public Meeting Process insert, which states:

"... in keeping with the regulations and guidelines provided by the Province of Ontario, the Public Participation Meeting process has been modified."

At the onset of the COVID-19 pandemic in March 2020, I understand and commend the City's decision to switch to exclusively virtual engagement to continue advancing work across the City.

In light of recent changes to public health and workplace safety measures from the Province of Ontario, including the removal of capacity limits in all indoor public settings (March 1), a group of individuals are requesting this Public Meeting be changed to in-person at a public facility near the proposed site. Public meetings are held to engage a wide audience in information sharing and discussion, and in-person meetings provide increased transparency, openness, and engagement. We have the skills and ability to combine virtual meeting technology and in-person community engagement to make the most of these opportunities and I urge you to start now.

I've copied Councillor Hopkins and Turner here as members of the PEC who will ultimately need to rule on this matter, and to let them know we are still waiting for responses back from Councillor Cassidy and Planning staff on inquiries surrounding this application. The community near this proposed development are frustrated with the lack of transparency, engagement and rationale for this development. Despite mentioning the Official Plan and London Plan in name only as justification, little has been communicated.

Thank you for your time,

Tucker Morton

Community Information Meeting – December 20, 2021 – attended by 55 residents, applicant, City staff and Ward Councillor

*see Section 4.5 of report for overview of comments

Departmental and Agency Comments

Urban Design (December 13, 2021)

- The design of the site should implement the following features as part of the bonus zone as demonstrated in the submitted plans, elevations and renderings:
 - A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street-oriented units and active uses along those frontages.
 - An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue.
 - A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s).
 - A significant setback from the property to the East to provide a transition to the existing low-rise buildings.
 - Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
 - A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
 - Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties
 - Locates majority of the parking underground and away from the street.
- As this application contemplates a bonus zone, please include the following revisions and improvements consistent with the previous staff and panel comments:
 - Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
 - We acknowledge the connections provided to the ground-floor residential units along the west portion of the site. Also provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm.
 - Ground floor doors along Fanshawe Park Road should be lockable ‘front door’ or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

Urban Design Peer Review Panel (November 4, 2021) (see Appendix F)

Housing Development Corporation (January 11, 2022)

Background:

Housing Development Corporation, London (HDC) was engaged to work with Royal Premier Homes (the “Proponent”) and their consultant (Zelinka Priamo Ltd.) to provide a fair recommendation to the Director, City of London Development Services in response to Official Plan and Zoning By-law Amendment applications (City of London Planning File: O-9426/Z-9427) for height and density “bonusing” in exchange for the provision of affordable housing. The applications serve to provide for the development of a six-storey, 99-unit apartment building. This letter reflects the recommendation of HDC and is provided with the concurrence of the Proponent.

RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. Four (4) one-bedroom residential units be dedicated to affordable rental housing in exchange for the granting of increased height and density.
2. “Affordability” for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:

- i. AMR is defined at the one-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
 - ii. the identified units will be mixed throughout and not otherwise identifiable within the building; 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 80% of the CMHC AMR.
3. The duration of the affordability period be set at 50 years calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
 4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London. This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the Residential Tenancy Act, subject to the established eligibility and compliance requirements.
 5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies. This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

The Proponent's application proactively aligned their bonus interests to the City's affordable housing priorities and the associated discussions establishing the above recommendation were achieved with their concurrence.

Rationale for Affordable Housing Bonus:

Guiding Policy: The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. The Plan identifies bonusing as a planning tool in support of the provision of affordable rental housing within planning and development proposals.

Location and Application Considerations: The Subject Lands are on located on the south side of Fanshawe Park Road East between Geary Avenue and Stoneybrook Crescent. The lands are proximate to a broad range of residential, community shopping, convenience commercial, neighbourhood facility and office uses. The lands are served by public transit, bicycle and pedestrian infrastructure.

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the Housing Stability for All Plan and CMHC analytics related to housing stock, affordability rates, vacancy rates, rental rates, incomes, and other market conditions.

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).

Parks Planning & Design (November 15, 2021)

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

Landscape Architecture (November 22, 2021)

1. Much of the existing vegetation along the south property line is proposed for retention, [removals will need consent from co-owner/neighbour at Site Plan] increase setback to 5 meters to maintain the vegetative screening. Two trees are growing in or touching an existing chainlink fence. The health and structure of these trees will be compromised and should be included in removals. Infill planting can be included at Site Plan.
2. Tree 49, a large Silver Maple *Acer saccharinum*, [in excellent health, with full form, and excellent condition] should be retained. Shift down ramp to underground parking to west, to reduce parking structure footprint in SE corner.

Site Plan (November 23, 2021)

- Echoing the Landscape comments, we are looking for a 5m buffer from the property to all structures (including buildings and below ground construction of the parking garage) to preserve the existing trees along the east and south property lines. Also, in order to maintain tree 49 the applicant will need to revise their underground parking structure. Depending on the logistics this may result in the loss of parking spaces.
- Landscaped islands in the parking area must be a minimum of 3m in width.
- The barrier-free path of travel must be identified from the barrier-free parking spaces to the entrance of the building. Curb ramps must be shown on the site plan.
- The layby must be dimensioned to ensure it is at least 3.0m x 12.0m as required by the Site Plan Control By-law.
- Relocate the garbage pickup point to ensure bins are accessible by collection vehicles.

Engineering (February 7, 2022)

Additional information on Stormwater was provided. We have no further concerns regarding the SWM at this point. We have enough information to allow the application to proceed through re-zoning.

Engineering (December 6, 2021)

- SWED is not supportive of the reduced interior sideyard setback as the proposed setbacks do not appear to provide adequate space to allow for self-containment of storm water flows. At a minimum, the applicant must demonstrate how stormwater flows will be safely conveyed on this site at the proposed 8.1m interior sideyard without impacting neighbouring residential properties.

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

Transportation:

- Right-of-way dedication of 19.5 m from the centre line be required along
- 6.0m x 6.0m daylight triangle required at Fanshawe Park Rd E and Geary Avenue intersection corner;
- Detailed comments regarding access design and location will be made through the site plan process

Water:

- Water servicing is available from the 150 mm watermain on Geary Avenue and 400 mm on Fanshawe Park Road East. All servicing is to meet City of London Design standards.

Wastewater:

- It is noted that the existing single detached dwellings at 521 and 525 Fanshawe Park Road East are serviced by the existing 200 mm sanitary sewer on Fanshawe Park Road East and that the existing single detached dwelling at 517

Fanshawe Park Road East is serviced by the existing 200 mm sanitary sewer on Geary Avenue.

- Additional comments may be forthcoming as part of a future application.

Stormwater:

Comments to the site servicing and grading plans

1. Stormwater flows are to be self-contained on site. The Consultant is requested to minimize areas of uncontrolled flow, in particular those areas between the proposed building and the east adjacent residential lands. The consultant may wish to consider capturing these flows and conveying them internally through the parking structure.
2. The proposed grading plan indicates major overland flows also being directed east towards existing residential lands. The consultant is to revise the grading plan to direct major overland flows and roof runoff internally and to a safe outlet.

Comments from pre-consultation

3. As per City as-constructed drawing 12414, the site is not tributary to the existing 450 mm storm sewer on Fanshawe Park Road East which only conveys road runoff. Therefore, the consultant is to provide a SWM functional report indicating
4. As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
5. The proposed land use of a medium density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
6. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
7. 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.
8. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
9. The owner is required to provide a lot grading plan for Stormwater flows and major overland flows on site and ensure that Stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
10. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
11. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
12. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

13. Additional SWM related comments will be provided upon future review of this site.

London Hydro (November 11, 2021)

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix D – 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

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a), b), c), d), e),

1.1.3

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54_ Our Strategy, Key Directions

Policy 59_ 1. 2. 4. and 5. Our Strategy, Key Directions, Direction #5 – Build a Mixed-use Compact City of London

Policy 61_ 10. Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66_ Our City, Planning for Growth and Change

Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84_ Our City, City Structure Plan, The Growth Framework, Intensification

*Policy 193_ City Design, What are we trying to achieve?

Policy 235_, City Design, Streetscapes

Policies 252_, 253_, 256_, *258_, *259_, *261_, 268_, 269_ City Design, Site Layout

Policies *277_, *278_, *279_, *280_, *282_, *283*_ City Design, Parking

Policy *284_, *285_, *286_, *287_, *289_, *291_, *295_, *301_ City Design, Buildings

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhoods Place Type

Policy 916_3., 8. Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

Policy 919_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

921_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

*935_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Intensity

936_ 4., Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods - Form

Policy 937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods
 Policy 939_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification
 Policy 953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification
 Policy 1578_ Our Tools, Planning and Development Applications, Evaluation Criteria For Planning and Development Applications
 Policies 1638_ - 1654_ Our Tools, Bonus Zoning
 Policies 1766_ , 1768_ , 1770_ , Our Tools, Noise, Vibration and Safety

Official Plan (1989)

3. Residential Land Use Designation

General Objectives for All Residential Designations

3.1.1 ii)

3.1.2 – Low Density Residential Objectives

3.2 – Low Density Residential Designation

3.2.1 – Permitted Uses

3.2.2 – Scale of Development

3.2.3 – Residential Intensification

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

10 – Policies for Specific Areas

11 – Urban Design Principles

11.1.1 ii), v), x), xi), xiii), xiv), xv), xvi), xvii), xviii)

19 Implementation

19.4.4. Bonus Zoning

19.9.5 Noise, Vibration and Safety

19.9.5 i) Noise Attenuation

19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

3.7 Planning Impact Analysis	
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 is a contemplated use in the Official Plan, and contributes to a variety of housing forms within the 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 concept achieves an intensity that allows for other on-site functions such as visitor and accessible parking, emergency services and landscaped open space, including an enhanced width buffer strip along the south and east property line.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area which is already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high-density residential development to public open space and recreational	The site is located close to a regional shopping area, offices, commercial and service uses, elementary schools,

<p>facilities, community facilities, and transit services, and the adequacy of these facilities and services;</p>	<p>numerous parks, public open space and pathways, community facilities (libraries) and transit services, including the planned Bus Rapid Transit system along Richmond Street.</p>
<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>The City is experiencing an affordable housing crisis. The Housing Development Corporation and the applicant have arrived at an agreement for the provision of affordable housing units in exchange for additional height and density through Bonus Zoning.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>The scale/height of the proposed 6 storey apartment building is mitigated to the south by the placement of the building toward the front of the property and the provided setback of the building from the interior side yard of the property to the south. A suitable relationship exists between the proposed building and the rear yards of the single detached dwellings located to the east along Stoneybrook Crescent and south along Geary Avenue. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation of lighting at the site plan approval stage.</p>
<p>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;</p>	<p>Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage, including enhanced landscaping along the south and east property boundary and the interface between the parking lot and Geary Avenue road allowance.</p>
<p>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;</p>	<p>As noted in the Intensity analysis in this report, traffic impacts of this development will be negligible in relation to the anticipated function of the local road and arterial road.</p>
<p>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;</p>	<p>The applicant is commended for providing a built form that establishes a built edge along both Fanshawe Park Road East and Geary Avenue frontage; there are individual entrances to all ground floor units on street facing elevations and amenity spaces designed as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape proposed with direct walkway access from ground floor units to the public sidewalk; provides for a significant setback from the property to the south and an enhanced buffer between the parking ramp and property</p>

	line; includes a common outdoor amenity space in a centralized, connected location and includes limited surface parking with the majority of the parking underground and away from the major street frontage. Desirable design features are to be implemented through the use of Bonus Zoning.
The potential impact of the development on surrounding natural features and heritage resources;	Not applicable.
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;	Not applicable.
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 requested amendment is consistent with the recommended Official Plan Amendment. The requirements of the Site Plan Control By-law will be considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage 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;	Enhanced, robust tree planting and landscaping in combination with privacy fencing and building massing treatments are expected to mitigate adverse impacts on the surrounding land uses.
Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.

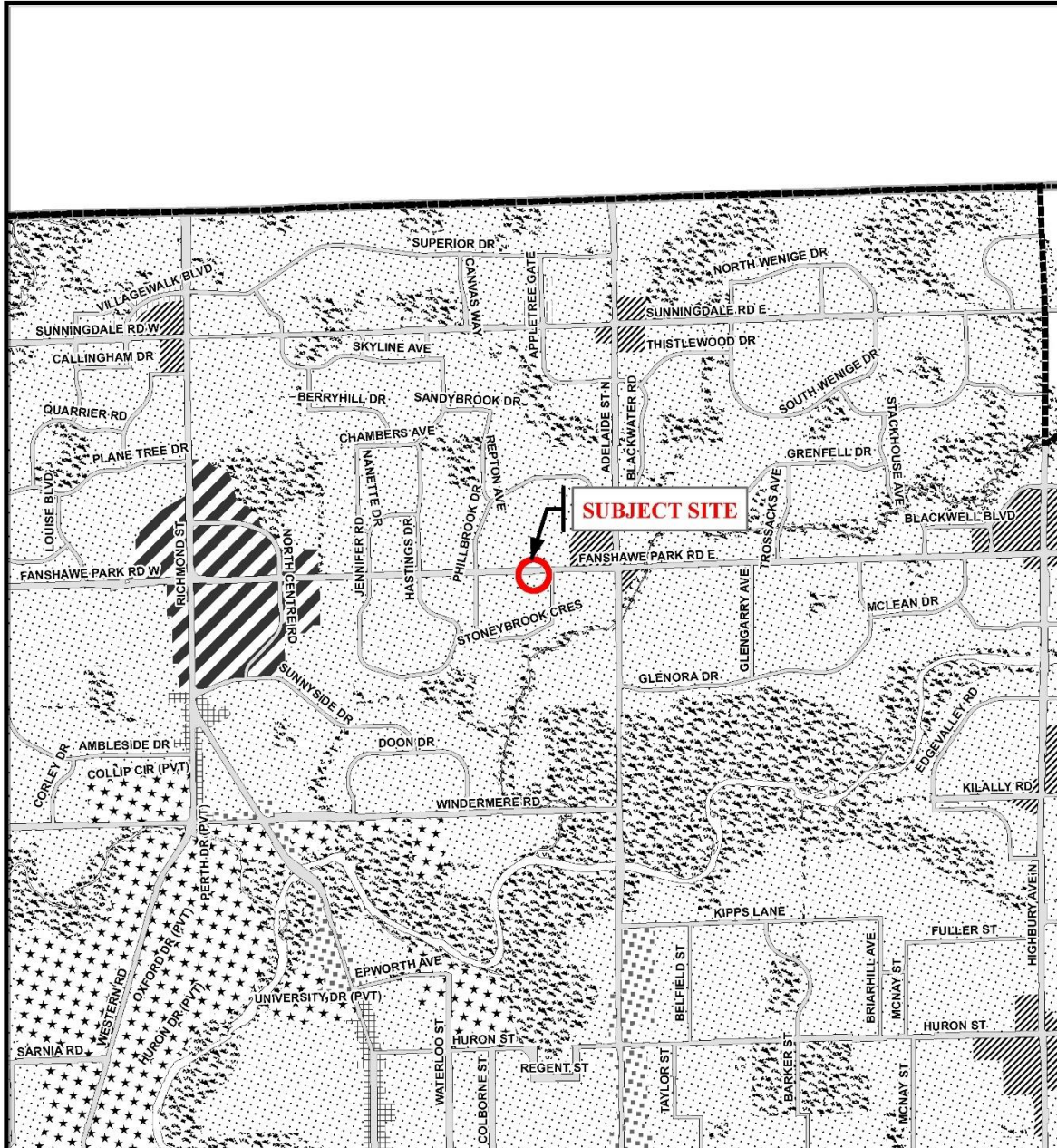
1577_ Evaluation Criteria for Planning and Development Applications	
Criteria – General Policy Conformity	Response
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan.	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy, and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage.
Conformity with the policies of the place type in which they are located.	The proposed 6 storey apartment building provides for the use and intensity of development contemplated within the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare and a Neighbourhood Street. Compatible intensification is encouraged in existing neighbourhoods. (937_).
Consideration of applicable guideline documents that apply to the subject lands.	No additional guideline documents apply to the subject lands.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The site will be fully serviced by municipal water, sanitary and storm sewers.
Criteria – Impacts on Adjacent Lands	
Traffic and access management	Further consideration of traffic controls related to the driveway will occur at the site plan approval stage.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was submitted for the application which addressed the impact of road noise from Fanshawe Park Road on the future development. Recommendations for warning clauses

	and mitigation measures will be implemented at site plan.
Parking on streets or adjacent properties.	The proposal includes a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required. Ten (10) surface parking spaces will be provided at grade, with the balance of parking to be provided underground, thereby minimizing impacts on adjacent lands. It is not anticipated that overflow parking will be required on local streets.
Emissions generated by the use such as odour, dust or other airborne emissions.	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at this site plan approval stage. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties.
Garbage generated by the use.	Garbage facilities should be screened, storage inside the building is a standard requirement for apartment forms, with garbage to be placed outside on collection day.
Privacy	The proposed development situates the proposed apartment building as far from abutting properties as possible. In addition to the spatial separation between the buildings and the lot lines, the provision of a combination of privacy fencing and enhanced landscaping to soften the property boundaries and provide screening to the neighbouring single detached lots will help screen views from the proposed building to neighbouring properties.
Shadowing	Minor shadowing may impact adjacent and nearby properties in the early morning or late afternoon, depending on the season.
Visual Impact	Enhanced landscaping, articulated building design, and architectural details and materials to be implemented through Bonus Zoning are expected to have a positive visual impact on the area. A low-rise apartment building oriented to Fanshawe Park Road East provides visual cues that this is a highly travelled corridor.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed building.

Trees and canopy cover.	The development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the City. At the site plan stage, a complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources.	Not applicable.
Natural heritage resources and features.	Not applicable.
Natural resources.	Not applicable.
Other relevant matters related to use and built form.	Not applicable.

Appendix E – Relevant Background

The London Plan



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.

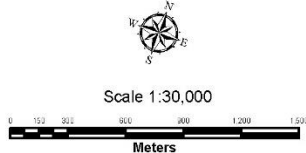
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



File Number: O-9426/Z-9427

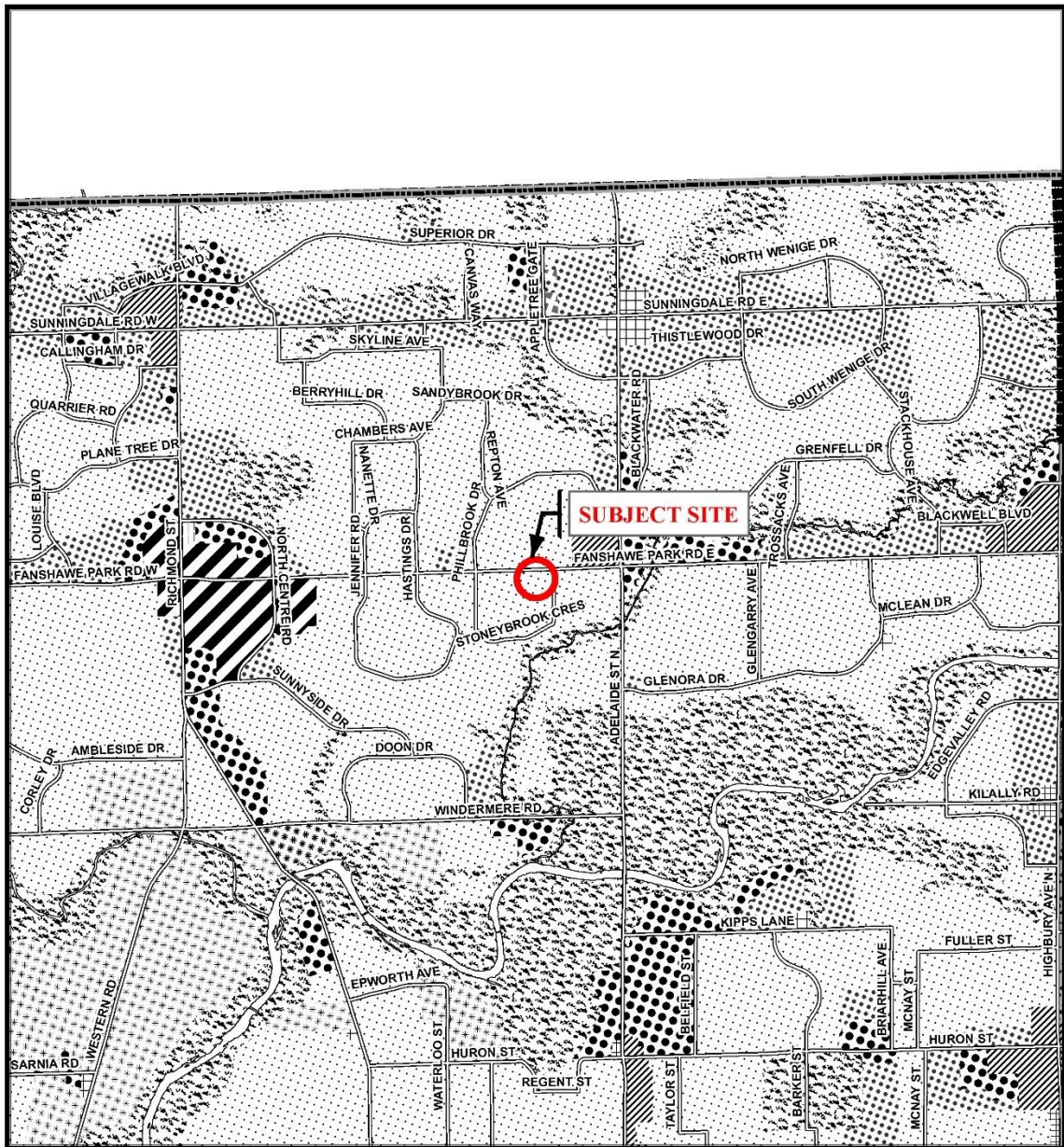
Planner: NP

Technician: RC

Date: January 17, 2022

Project Location: E:\Planning\Projects\p_officialplan\work\consolid00\excerpts_LondonPlan\mxd\O-9426-Z-9427-Map1-Place Types.mxd

1989 Official Plan – Schedule A – Land Use

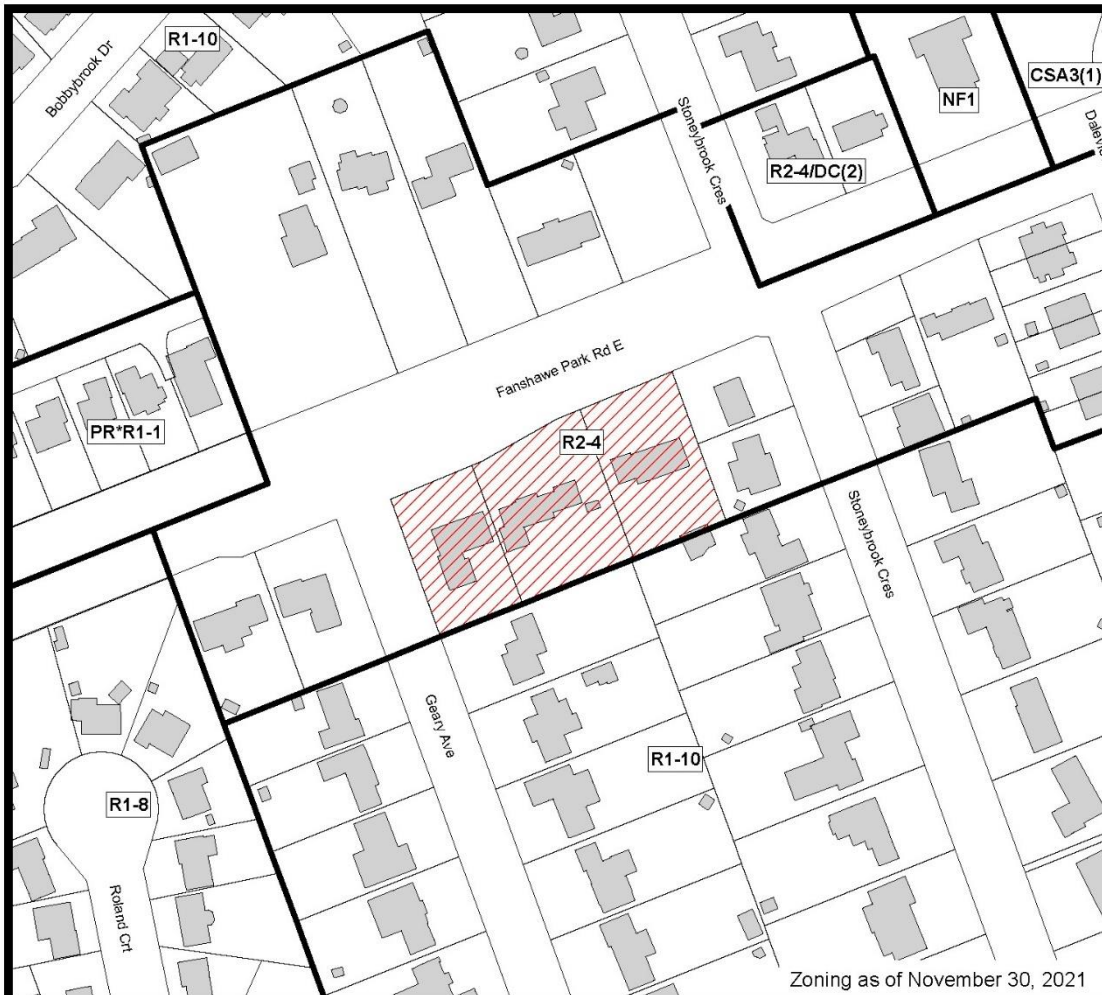


Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9426/Z-9427</p>
		<p>PLANNER: NP</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/01/17</p>

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Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
O-9426/Z-9427 NP

MAP PREPARED:
2022/1/17 rc

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

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

Appendix F – Applicant’s Reply to UDPRP Comments

Comment:
The panel commends the applicant for the submission of a clearly rendered and complete urban design brief.
Applicant Response:
Acknowledged and thank you

Comment:
Elevations of the proposed project within the site context would help clarify the design intent and project relationship to adjacent properties and buildings.
Applicant Response:
Noted. Detailed elevational drawings will be provided as part of the future required Site Plan Approval application. High-quality conceptual renderings, coloured elevational, section and isometric drawings were provided as part of the OPA/ZBA applications, some of which illustrate the proposed development within the existing site context. Moreover, the submitted Planning and Design Report examines and discusses the relationship between the proposed development and surrounding lands uses.

Comment:
The panel commends the applicant for positioning the building to define the street edge and to address the exterior corner condition.
Applicant Response:
Acknowledged and thank you

Comment:
The panel commends the applicant for careful building articulation to the benefit of the public pedestrian experience, as well as the resident’s building wayfinding and hallway experience.
Applicant Response:
Acknowledged and thank you

Comment:
The panel commends the applicant for the well-formed three-dimensional composition and playful arrangement of glazing of the exterior corner volumes.
Applicant Response:

Acknowledged and thank you

Comment:

The panel commends the applicant for developing a well resolved rear building elevation.

Applicant Response:

Acknowledged and thank you

Comment:

The panel expressed concern that the exterior corner is opaque where there appears to be active uses inside the building, resulting in an unnecessarily defensive architectural expression at grade, at the corner.

Applicant Response:

Additional clear glazing will be provided at the main entrance to help improve the notion of active uses within the building.

Comment:

The panel commends the applicant for a site plan strategy that appears to be driven by the desire to provide a deep, street front landscape buffer.

Applicant Response:

Acknowledged and thank you

Comment:

The panel notes that this positive design intent appears to be at the expense of buffer space/transition to adjacent low density residential properties. Angular plane diagrams would help to describe these contextual relationships so that they can be fairly evaluated in their effectiveness, and recommends these diagrams be included with future submissions.

Applicant Response:

Careful consideration has taken place to ensure the proposed building is located as far as practical from the properties to the south. In addition, all existing trees and hedges along the southerly boundary will be retained, where possible, and additional screening/buffering landscaping will be provided. The proposed site layout maximizes the separation distance while also optimizing the street frontages of Geary Avenue and Fanshawe Park Road. Detailed elevations assessing the height of the proposed development is provided.

Comment:
The panel questions the scale and seemingly arbitrary location of planting in the boulevard, and encourages the applicant to develop this landscape strategy in more detail and at a higher level of resolution for future submissions.
Applicant Response:
A Tree Preservation Plan and Tree Assessment Report were prepared by RKLA for the proposed development. The general intent is to try to retain as many trees along the southerly and easterly boundaries as possible, to help buffer the surrounding residential properties. The proposed building location will also allow for appropriate spaces for areas of additional peripheral landscaping and planting. Further details will be provided, reviewed and refined as part of the required future site plan approval process.

Comment:
The panel questions the specific character and detail, as well as the seemingly residual location of the amenity space, and encourages the applicant to provide a better connection between indoor and outdoor amenity spaces in future submissions.
Applicant Response:
The proposed outdoor amenity area is located in the south easterly corner of the property behind the building, to offer future residents an outdoor area sheltered as much as possible from on-site vehicles and vehicle noise from Fanshawe Park Road East. Pedestrian walkways provide appropriate linkages from the buildings main rear entrance and secondary rear access to the amenity areas. The amenity area's design will be further reviewed and refined through future submissions.

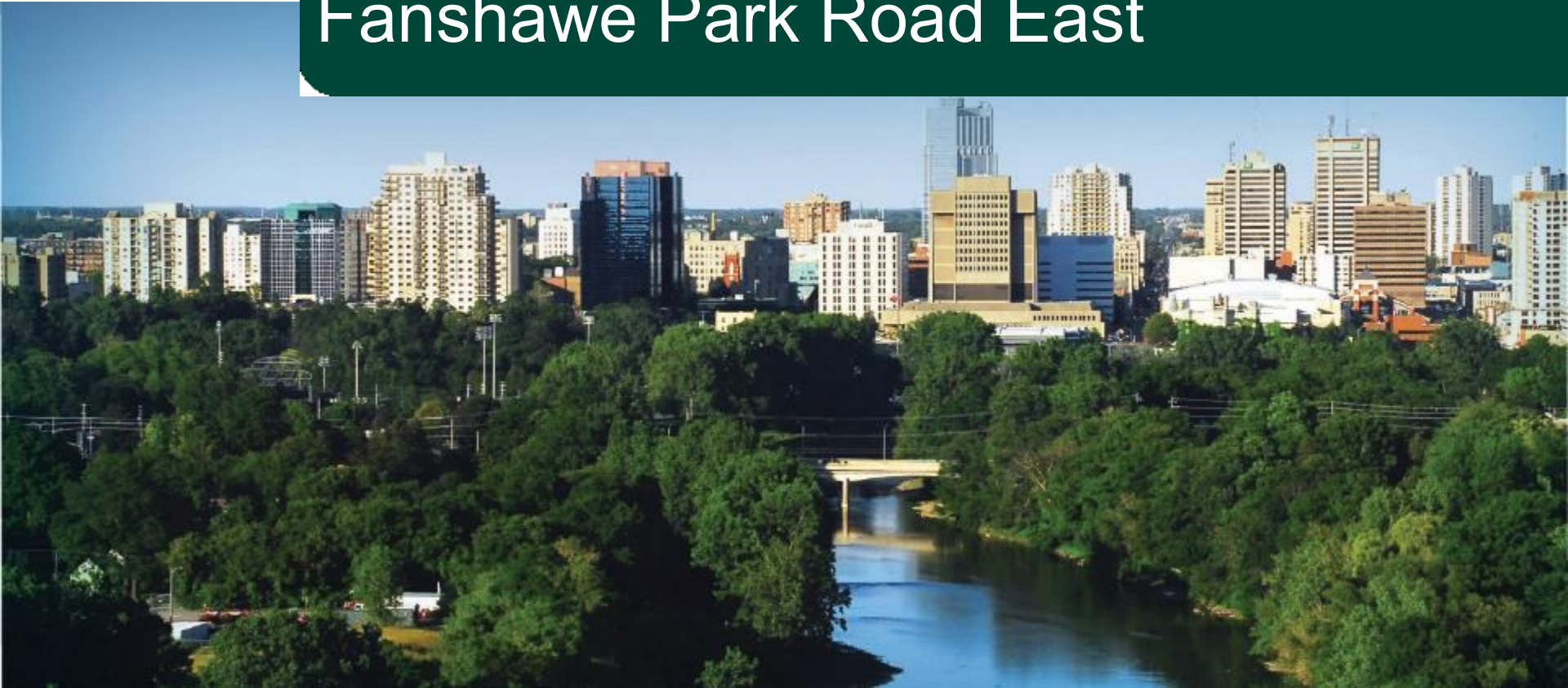
Comment:
The panel commends the applicant for providing underground parking for the development with minimal parking at grade.
Applicant Response:
Acknowledged and thank you

Comment:
A larger landscape buffer and/or more resolved landscape solution for protecting the boundary between common outdoor space and private suites at the rear of the building is encouraged.
Applicant Response:
Due to the location of the underground parking level, it will be challenging to provide appropriate soil depths to provide meaningful areas for planting between the units and common outdoor space. However, a more resolved landscape solution (such as planters) will be explored as part of the future site plan approval process to ensure these areas are buffered.

Comment:
In future planning submissions, the applicant is encouraged to provide an indication of soil depth and more detailed solutions for planting above the parking garage to ensure a positive outcome for proposed landscaping.
Applicant Response:
As above, a more resolved landscape solution, including confirmation of proposed soil depths will be provided as part of the future site plan approval process.

Comment:
Provide more detail to describe the proposed character of buffer planting for private outdoor spaces, and consider landscape solutions to manage transitions between the proposed development and adjacent low-rise, low-density properties.
Applicant Response:
As above, a Tree Preservation Plan and Tree Assessment Report were prepared by RKLA for the proposed development. RKLA's brief was to try to retain as many trees along the southerly and easterly boundaries as possible, to help buffer the surrounding residential properties. The proposed building location will also allow for appropriate spaces for area of additional peripheral landscaping and planting. Further details will be provided, reviewed and refined as part of the required future site plan approval process.

Slide 1 – O-9426/Z-9427: 517-525 Fanshawe Park Road East



City of London
March 28, 2022

Slide 2 - Subject Site





Slide 4 – Proposed Development





Slide 5 – Policy Context

The London Plan

- Neighbourhoods Place Type on an Urban Thoroughfare/Neighbourhood Street
- Permits low-rise apartments with a minimum height of 2-storeys and maximum height of 4-storeys
- Bonusing permits up to 6 storeys along Urban Thoroughfares
- Encourages compact forms of development and infill and intensification to manage outward growth

1989 Official Plan

- Current designation - permits multiple-attached dwellings with residential intensification up to 75 units per hectare (through infill and intensification policies)

Slide 6 – Neighbourhood Concerns

- *Traffic impacts and parking*
- *Intensification*
- *Height*
- *Compatibility*
- *Privacy and overlook*
- *Sufficiency of servicing infrastructure*
- *Buffering/tree removal*
- *Type of tenancy*
- *Decreased property values*



Slide 7- Site Servicing and Transportation

Sewer Engineering:

- Sanitary sewers available from Fanshawe to service the site

Water Engineering:

- Water is available to service the site via Geary and Fanshawe

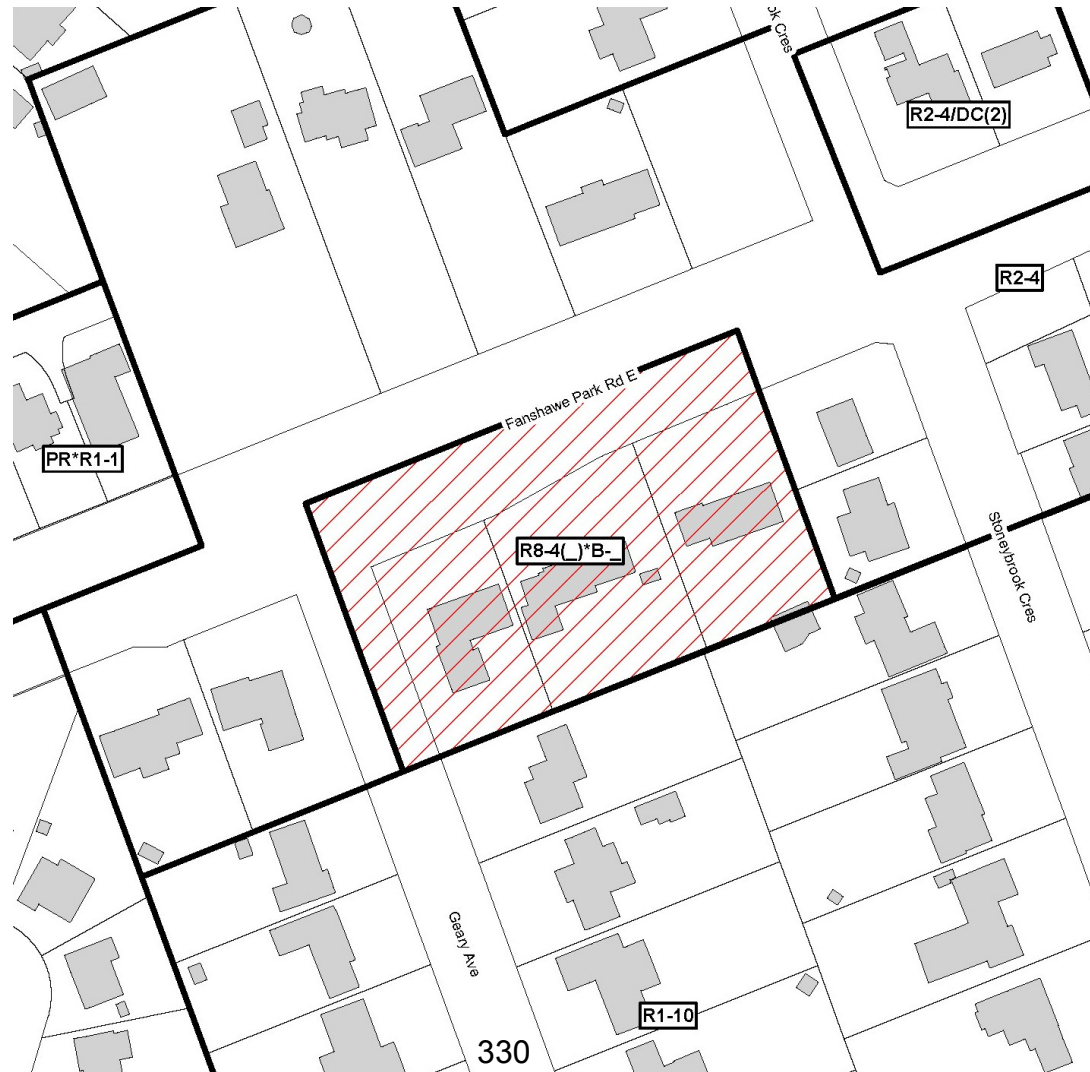
Stormwater Engineering:

- Previous issue with reduced rear yard setback - demonstrate how stormwater flows will be safely conveyed on this site without impacting neighbouring residential properties
- Additional stormwater information provided, no further issues

Transportation Engineering:

- Proposal does not meet industry standards to warrant a traffic impact assessment

Slide 8 - Recommendation



From: Anna Ackland

Sent: Thursday, March 17, 2022 10:36 PM

To: PEC <pec@london.ca>

Cc: Pascual, Audrey <apascual@london.ca>

Subject: [EXTERNAL] Material for Public Agenda for the PEC Meeting March 28, 2022

To Whom It May Concern,

I am giving my consent to please include the following 2 Items on the Public Agenda for the Planning and Environment Committee Meeting for March 28, 2022 at 5:15 pm, for File: 0-9426/Z-9427:

Item #1:

I had contacted Ms. Nancy Pasato, Senior Planner, Planning Implementation, Planning & Development, about the following matter of concern. Ms. Pasato informed me that she had reached out to the Applicant about my concern, however, Ms. Pasato did not anticipate that the Applicant would be able to make any changes before the March 28, 2022 meeting. Ms. Pasato suggested that I comment on the discrepancy in my comments at the public meeting so this is on the record.

I had reviewed the Site Concept Plan Elevations (revised) for this file:

<https://london.ca/sites/default/files/2022-01/2022-01-25%20-%20Site%20Concept%20and%20Renderings.pdf>

There are false drawings completed by Zedd Architecture of current homes directly south of the proposed development, on pages 19 and 20. Specifically, my neighbours live at 1536 Geary Avenue and my husband and I live at 1532 Geary Avenue. Our homes are directly south of the proposed development. The drawings shown are not drawing of our homes. They are falsely created drawings of homes showing size, style, scale and roof pitch that do not resemble our homes. When individuals review this report and these pictures, they are viewing false presentation of our homes. This is misleading to the public and this is misleading to committee members that view the report. I expect a revision of these drawings to provide accurate and truthful presentation of current homes abutting this development. My other concern here is to question what else may have been presented falsely in submitted reports with this Application.

Item #2:

My report of March 16, 2022 which I had emailed to Ms. Nancy Pasato, Senior Planner, Planning Implementation, Planning & Development:

Hello Nancy,

I am writing to you regarding the following report and please submit my comments to the Public Record:

Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road London August 2021:

https://london.ca/sites/default/files/2021-11/04_PLA~1.PDF

Pre-Amble:

I reside at 1532 Geary Avenue. My neighbours reside at 1536 Geary Avenue, which will be directly adjacent to the south of this proposed development.

My husband and I purchased our home 21 years ago. Our reasons for purchase included the expansive size of the lot, the feeling of space around your home/your lot while still living in the city, the serenity of the location, the enjoyment of outdoor activity time, and the enjoyment of extensive gardens on the property.

Unfortunately, at this time, all the reasons for our purchase of our home/our lot, seem to be negated and down-played by individuals who frankly have no right to denounce nor devalue our comments and thoughts, nor our property.

My Position:

The request to amend the Current Zoning, Residential R2 (R2-4) Zone, for the Subject Lands (517 – 525 Fanshawe Park Road London, to the Proposed Zoning, Residential R9 Special Provision Bonus (R9-7 ()*B-) Zone, **MUST BE DENIED.**

The Permitted Uses of Residential R2 (R2-4) Zone include: Single detached dwellings: semi-detached dwellings, duplex dwellings; and converted dwellings (maximum 2 dwelling units).

With the focus of the new London Plan on intensification of land, the intensification of these Subject Lots to fit within the current R2 (R2-4) Zone is possible and appropriate within the Stoneybrook Community. The focus, on Multi-Family dwellings, fits into the Residential R2 (R2-4) Zone and uses the resources already established on these lots which I understand to be the prudent way to proceed. The driveway into this new development must be from Fanshawe Park Road, just like it is at the development of 307 Fanshawe Park Road East and just like it is at the development of 420 Fanshawe Park Road East.

Review of the Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road London August 2021 Report, Per Section, referenced by page numbers, with my comments in brackets:

Page 2 – “a driveway on Geary Avenue” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 10 – “DESIGN GOALS AND OBJECTIVES A key goal of the proposed development is to provide a residential apartment building that will enhance the existing streetscape along Fanshawe Park Road. The design is intended to be compatible with, and sensitive to, the surrounding mix of existing and emerging land uses.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 11 – “a replacement driveway off Geary Ave.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 14 – “Vehicular access to the surface parking area is provided by a new full-turns driveway via Geary Avenue. The new access has been positioned as far from the intersection as possible.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 19 – “Character and Image The proposed building will fit within the existing and planned mix of residential uses, and enhance the existing character and image of the corridor by providing a modern and contemporary apartment building. Overall, the proposed development adds to the uniqueness of this area, providing an attractive and desirable use along transitional corridor.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would outweigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 19 – “Servicing Vehicular access to the subject lands is provided by a new, full-turns driveway on Geary Avenue.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 20 – “Public Realm The public realm is primarily defined by the existing range of large-lot, single-detached dwellings surround the subject land and along the Fanshawe Park Road E streetscape and medium density and commercial uses to the east. The intent of the proposed development is to enhance this unique sense of place by providing a contemporary building with a strong relationship to the public realm with direct pedestrian connections to the building. The proposed development enhances the street scape and provides a more comfortable and diverse pedestrian experience.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would outweigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected. Did anyone ask the neighbours or community if we find “the proposed development enhances the street scape and provides a more comfortable and diverse pedestrian experience”? I can tell you that no one asked me, nor my husband. For the past 21 years, we have enjoyed our walks in our community, down our street and the surrounding streets, and near the Thames River, and I can tell you that “the proposed development”, monstrosity, does not enhance the street scape nor will it provide a more comfortable and diverse pedestrian experience. We enjoy the deer that walk and run down Geary Ave, the beautiful gardens that neighbours tend to on their properties, etc.

How disrespectful of the Developer and his Consultant to tell us what will give us a “more comfortable and diverse pedestrian experience”. These dictator like comments will not be accepted as facts, simply because the Consultants put them in their report on behalf of the Developer.

Page 20 – “Proposed Planning Act Applications Multi-Family, High Density Residential Designation. This official Plan Amendment will bring the 1989 Official Plan into conformity with the new London Plan.” (Multi-Family intensification at the Subject Lots within the current R2 (R2-4) Zone would be acceptable, with a driveway from Fanshawe Park Road.)

Page 21 – “PLANNING POLICY ANALYSIS 2020 PROVINCIAL POLICY STATEMENT Section 1.1.1 Healthy, liveable and safe communities are sustained by: b) accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.” (To support the Provincial Policy Statement, appropriate Multi-Family intensification on the Subject Lots is acceptable within the current R2 (R2-4) Zone which is in keeping with the **character of the community**. This would also be an appropriate use of existing municipal services on the Subject Lots. I am certain that there would be many families who would be grateful to have the Subject Lands developed as Multi-Family intensification to allow them the opportunity to secure a residence in the Stoneybrook Community. There are also many immigrant and refugee families that would be grateful for same. Maintaining the current R2 (R2-4) Zone would also avoid possible deception of the community, by the Developer, that has been evidenced by Student Housing rentals at Masonville Yards (Richmond Street at Hillside) and on Windermere Road. Western University has mandates for Student Housing and it is not the appropriate for any Zoning Amendments to allow for such deception by Developers of the community.

Page 22 – Last Phrase on the page: “Appropriate setbacks, landscaping, tree planting, and/or fencing will allow for the 6-storey building to integrate appropriately into the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.) (When my husband and I purchased our home, the privacy of the lot, the space/air around you, and the serenity of the area, were important to us. If we wanted to live by a monstrosity, that peers over our yard like a peeping Tom violating our right to privacy, that will suffocate our space by encroaching over us, then we would have bought a home by a monstrosity. How dare anyone say that that is acceptable and permissible to do. There must be respect to the community and character of the community. This is why intensification of the Subject Lots in the current R2 (R2-4) Zone is appropriate.

Page 23 – “The subject lands can accommodate the proposed development without any significant undue, adverse land use impacts.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I have already stated the concerns regarding privacy, and encroachment, however, the impact to the immediate eco-system is a concern as well. I have to ask, had the Developer, his Consultant, the City Planner, the City Councillor, or any members of the Environmental and Planning Committee, been to our yard to see the deer leaping over the fence lines and then graciously feeding in our yards, the humming birds sucking nectar from our flowering gardens, the wood pecker busily pecking at a tree trunk, rabbits scurrying around, the muskrat sleeping in our window well, the turtle taking a stroll on our front yard, the moles burying into a little nest in the flower beds, a racoon curiously peeking through our family room door, etc. The answer is “no”, none of you have been here and none of you have the right to say there is no impact by this Development to our lots/our homes/our lives, our Stoneybrook Community, as you have no credibility to say this or say that this is true.

Page 24 (bottom) and Page 25 (top) – “Considerable effort has gone into the conceptual design of the proposed development with the urban design comments provided in the Record of Pre-application Consultation dated January 26th, 2021. As Such, the Proposed development is well-designed and considered visually attractive.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. It is puzzling to read the date of “January 26th, 2021, given the Public was not informed of this proposed development until the “Date of Notice: November 10, 2021”. It is also puzzling why the Developer and his Consultant have had all this time to Plan/Develop their Application and Reports and the Public will be allowed only 5 minutes per individual to speak their thoughts/present their opinion at a Public Meeting on March 28, 2022. Oh yes, we can submit our reports in writing as well.

Page 25 – “iii) Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural feature on, or in close proximity to, the site. “ (I have already spoken to the fact that the “scale and character” of the monstrosity dose not fit within the community. The neighbouring lots are R1-10 – Large Estate Lots Zone. Designing a Multi-Family development within the current Residential R2 (R2-4) Zone in keeping with the scale and character of adjacent lots would be welcomed.)

Page 25 – “Location (Section 3.4.2) iii) Traffic to and from the location should not have a significant impact on stable low density residential areas.” “It is anticipated that municipal services can be provided to the proposed development, and that traffic generated from the proposed development will not have significant impact. City Staff have confirmed that a servicing capacity study and traffic impact assessment was not required for a complete application.” (“Traffic generated from the proposed development will not have a significant impact”. At the Developer Open House, the Consultant was asked about traffic, cars turning out of the development onto Geary Avenue and then onto Fanshawe Park Road, or cars turning out of the development onto Geary Avenue proceeding to Stoneybrook Crescent, through a 40 km school zone, to Fanshawe Park Road and her response to direct questioning was repeatedly, “we hope” that people turn right onto Fanshawe and “we hope” that they do not go around to Stoneybrook Crescent, and “we hope” that the traffic levels are not impacted. **“We hope” is not an objective measurement, nor is it an acceptable response.** My neighbour who brought up the traffic volume and safety issue, also spoke about the infrastructure of Geary Avenue as a road itself and the concerns with its age, stability etc.. The proposal is for a 99 unit apartment building. When you consider this number and the number of vehicles, there will certainly be an impact on the traffic on Geary Avenue and on Stoneybrook Crescent. As I work on my garden beds, or shovel snow, I have seen 6

or more cars lined up at the top of Geary Avenue, waiting to turn right onto Geary Avenue. We do not have traffic control calming measures on Geary Avenue and speeding remains an ongoing issue. I had reached out years ago to the Traffic Control Officer London Police Service, and he had kindly written an article in the Londoner about the speeding situation on our Street and his attempts to address this issue generally. The people who live in this community know objectively that one cannot make a left turn onto Fanshawe Park Road from Geary Avenue at times due to intense traffic volumes and one must go around Stoneybrook Crescent to Fanshawe Park Road to the traffic light to safely make a left turn. The proposed driveway must be from Fanshawe Park Road, not Geary Avenue. This would be in keeping with the driveway directly entering Fanshawe Park Road at the developments at 307 Fanshawe Park Road and 420 Fanshawe Park Road.)

Page 28 – “City Staff did not request any form of environmental impact study as part of a complete application” (This is puzzling to read as there will be an impact to the environment related to the wildlife which I outlined previously, increased volume of vehicles in the neighbourhood producing vehicular pollution, noise, and shadowing of our lots by the monstrosity.)

Page 29 – “High Design Standards – The proposed development provides a contemporary building design that makes use of modern design practices and materials, enhancing the streetscape along the corridors.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. This development is not “Enhancing the streetscape”; it is a monstrosity. The Developer and Consultant seem to have this written as a fact through their report, however, as I continue to review their report, a pattern is clearly emerging regarding how many times I have repeated that this is their viewpoint and not mine, nor the community’s. With us living in the community, I think our opinion is of more weight than individuals who do not live here.

Page 33 – “Given the subject lands location to the surround neighbourhood, the proposed development enhances the existing neighbourhood character by adding a well-designed apartment building, creating a unique and attractive sense of place for resident of the area and for those passing by.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. Please refer to the rest of my point in the Page 29 section. The Developer and Consultant continue to consistently try to present this monstrosity to “enhance” the existing neighbourhood character. After living here for 21 years, it is clear the Developer and the Consultant have no idea what the character of this community is, what we as the community are passionate about, what we value, and the monstrosity that is proposed is certainly not at all an enhancement of the community. It is a blatant eye sore encroaching on privacy, a sense of space and serenity.

Page 34 – “It is anticipated that the proposed development will enhance the existing neighbourhood character and maintain the level of certainty for existing residents that development will be located at an appropriate distance away from their properties and at locations that are beneficial for the broader area.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “will enhance the existing neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 35 – “Given the location of the subject lands at an Arterial Road within an existing residential are, the proposed access point/driveway via Geary Ave. is proximate to Fanshawe Park E., the primary

access point to the surround neighbourhood. As such, traffic flows will be directed off the busy arterial road but still far away from the existing neighbourhood.” (Please refer to page 25 section for feedback as it is applicable to Page 35.)

Page 37 – “Character The proposed design contributes to the planned vision of the “Neighbourhoods” Place Type, by providing a compatible development that fits well within the existing context, enhances the existing character of the neighbourhood, maintains predictability and stability within the neighbourhood, and forms a unique sense of place for residents, the surrounding neighbourhood, and the public. The location of the subject lands within an existing neighbourhood, along an arterial road, creates a strong pedestrian environment and frame the street, away from the existing low density residential uses beyond the subject lands to the south and east. For these reasons, and for reasons noted throughout this report, it is designed to fit well within the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “enhances the existing character of the neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 43 – “301_A diversity of materials should be used in the design of building to visually break up massing, reduce visual bulk and add interest to the building design.” “A range of materials varying in colour and texture are proposed to vertically and horizontally articulate the buildings and break up the massing. Additionally, architectural features such as canopies, balconies, and plane changes help create interest and assist in defining the various components of the buildings, such as the entrances, base, middle, and top components of the buildings.” (Once a monstrosity, always a monstrosity; covering up with lipstick and make up does not hide what it really is, a monstrosity invading privacy, encroaching community space, and not in keeping with the character of our community.)

Page 45 – “Height and Density The height and density of the proposed development have been determined to be appropriate, as described throughout the analysis of the relevant planning documents. The proposed development maintains the purpose and intent of the applicable, existing land use designations, does not present any undue, adverse significant impacts to surrounding existing and planned land uses, and a bonus zone will be implemented to ensure there are bonusable features that are commensurate with the requested height and density of the proposed development. As such, the proposed height and density maintain the intent and policies of all the Official Plans, and are considered appropriate.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. The Consultants note “The height and density of the proposed development have been determined to be appropriate” and again, this is their viewpoint, not the community’s and I know that the neighbours and the community do not find the height and density of this proposed development as “appropriate”. It is concerning how such a report tries to present the Developer’s proposal as the only right end point.

Page 46 – “Conclusion The proposal appropriately provides an efficient and cost-effective development that is compatible with the surrounding context, is appropriate for its location, and fulfills the planned function of the subject lands.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. As noted previously, the development is **not compatible with the surrounding context**, nor is it compatible with the neighbouring lots and community.

Conclusion:

It is eye-opening to review the number of times I noted “Certainly, this statement is from the Developer’s & Consultants’ viewpoint.” This must noted and the Developer’s & Consultants’ viewpoint cannot be accepted as objective fact(s) – it is their opinion. The objective opinions and feedback of the individuals physically living on Geary Avenue and surrounding community need to be taken into account and valued.

An acceptable option would be maintaining the current R2 (R2-4) Zone and designing a Multi-Family High Density Development within this Zone that is compatible to the character of the abutting large estate lots and constructing a driveway onto Fanshawe Park Road.

Sincerely,

Anna Ackland

1532 Geary Avenue

This concludes my 2 Items for submission to the Public Agenda for the Planning and Environmental Committee Meeting on March 28, 2022 at 5:15 pm.

Sincerely,

Anna Ackland

1532 Geary Avenue

March 18, 2022

Analytical Report Regarding File: O-9426/Z-9427

Applicant: The Corporation of the City of London and 242593 Ontario Inc. (Royal Premier Homes)
517-525 Fanshawe Park Road East

Preface

The “no2gearystoneybrookdev@gmail.com” are an organized group of Stoneybrook area residents. Our group consists of concerned neighbourhood / community property owners that have come together to present our case in opposition of the proposed development. The group consists of not only property owners north and south of Fanshawe Park Road that abutt the current R2-4 Zone, in which the subject properties are located in, but our group also consists of property owners on: Jeffreybrook Close, Bobbybrook Drive, Stoneybrook Crescent north and south of Fanshawe Park Road East, Geary Avenue, Roland Crescent, Roland Lane, Kendall Court, Meridene Crescent East and West, Ridge Road, and others that are more distant, but wish to support the opposition to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99 unit apartment building.

The information presented in this Analytical Report has been researched and assembled from various sources, publications, web content, and other. This Analytical Report is unfortunately a superficial presentation of our opposition as the notification of meetings by the city does not provide adequate preparation time. It is extremely disrespectful that the City of London feels it acceptable to only allow the public 2 WEEKS from the time that we received our letter of notification in the mail to develop and finalize our report for this meeting, and flex our work, life, and family schedules all within the restraints put upon us by COVID 19. The public process of presentation to the Planning and Environment Committee is an integral right of citizens / taxpayers, and we feel that the quick turnaround timeline limitation being imposed on us is unfair relative to the weeks / months the developer and his consultant team, and the City of London Planning Department, and others have had to review the proposed development, and the subsequent recent revision.

Statement of Position

This report is to form part of the Public Record with regards to the City of London Official Plan and Zoning By-Law Amendments, Application File: O-9426/Z-9427, by the City of London and 242593 Ontario Inc., for a 6-Storey, 99 Unit Apartment Building at 517-525 Fanshawe Park Road East.

We are an organized group of Stoneybrook area residents and we are vehemently opposed to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99-unit apartment building at 517-525 Fanshawe Park Road East.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.

This Analytical Report will present arguments opposing the proposed redevelopment of 517-525 Fanshawe Park Road East, including references to sections of both the 1989 Official Plan, and The London Plan (*with policies remaining under appeal*) as per our Councillor Maureen Cassidy’s, February 1, 2022, email:

“The London Plan is the Official Plan within the City of London, apart from a few policies that remain under appeal by local developers. The policies that will apply to this section of Fanshawe Park Road are some of the policies under appeal. It is for this reason that the city planners consult both the 1989 Official Plan together with the London Plan when considering a planning application such as this one. Both plans support infill and intensification projects in principle as a more efficient use of city infrastructure.”

Critical aspects of the proposed development and surrounding community that have not been presented and assumed not to have been vetted; provide points of argument with reference to other similar developments; provide

commentary from our Group's perspective on the city planning and development process, and provide alternatives for the subject properties.

Report Contents:

- Part 1 Current & Proposed Zoning; Bonus Zoning**
(review of current Zoning of subject properties & surrounding community; proposed Zoning)

- Part 2 1989 Official Plan and The London Plan**
(review of parts relative to the subject development; including perspective on "infill" versus "intensification")

- Part 3 Critique of the Proposed Development**
(design; siting; aspects of concern; address misinformation)

- Part 4 Community Concerns**
(traffic; school zone; impact on public services and amenities; environmental impact)

- Part 5 North London Development**
(review of recent development & redevelopment in North London; including references to other areas in London to draw comparison and provide additional context)

- Part 6 Summary & Position**

In response to this submission by "no2gearystoneybrookdev@gmail.com", it is expected the Developer / City Planning / City Councillors to address all the concerns, item by item, with a written response to justify the proposed application.

Part 1 Current & Proposed Zoning; Bonus Zoning

Item	Current Zoning	Requested Zoning	Comments
Zone	Residential R2 (R2-4) Zoning Data Sheet is incorrect See (A) below <i>per Section 6, R2 Zone & Table 6.3</i>	Residential R9 Special Provision Bonus (R9-7() *B-) Zone	
Permitted Uses	Single detached dwelling units; semi detached dwellings; duplex dwellings; and converted dwellings (maximum 2 dwelling units)	Apartment Buildings; lodging house class 2; senior citizen apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities	
Special Provisions	<i>None per Application</i>	<i>see below</i>	
Front Yard Depth / Setback (min.)	<i>3.0 m (main dwelling) & 5.5m (garage) per link below; 8.0 m per Application; 10.0 m</i>	1.0 m	-90% reduction
Exterior Side Yard (min.)	<i>8.0 m to Arterial Road & 7.0 m to Primary Collector per link below; 10.0 m per Application?</i>	1.0 m	90% reduction
Rear Yard Depth (min.)	<i>7.5 m per link below; 20.3 m per Application?</i>	8.1 m	60% reduction
Interior Side Yard (min.)	<i>1.2 m or 3.0 m per link below</i>	Not specified on Zoning Data Sheet? Consultant's drawing identifies 8.1 m maximum at northeast corner, and reducing towards south property limit	East limit is assumed to be an interior side yard abutting adjacent properties; consultant drawings indicate 8.1 m
Lot Coverage	<i>45% per link below; 30% per Zoning Data Sheet</i>	33.4% per Zoning Data Sheet	
Landscaped Open Space (min.)	<i>30-35% per link below</i>	48% per Zoning Data Sheet	
Building Height	<i>10.5 m per link below</i>	21.0 m (6 storeys on Bonus Zoning)	200% increase permitted under Bonus Zoning
Parking Requirements	124 spaces (1.25 / unit)	118 spaces (1.19 / unit)	5% reduction
Barrier Free Parking	5 spaces	4 spaces	20% reduction
Maximum Density	<i>2 units per link below; 150 units per hectare? per Application & Zoning Data Sheet? See (B) below</i>	175 units per hectare per Application & Zoning Data Sheet	16% increase from 150 &

Relative Information per Zoning Bylaw Section 6, Residential R2-4 Zone sourced from <https://london.ca/by-laws/section-6-residential-r2-zone/>

The source for the statistics above highlighted in Yellow are not per the current R2-4 Zoning that which currently applies to the subject properties. Further investigation is required to determine from where these statistics are referenced.

See page 6 of this Part 1 for Section 6 - Residential R2 Zone - Table 6.3 (page 17)

(A) Zelinka Priamo Zoning Data Sheet cites "Existing Zone(s) in Z-1 Zoning By-law: R9-7() incorrect information, current Zoning is R2 (R2-4)

(B) Cannot verify from where the 150 units / hectare density is sourced. Other resources of similar Zoning specify a maximum of 45 units per hectare. Neighbourhood Transition Policies establish requirements to ensure development is an appropriate fit to existing low-rise residential uses

The requested Zoning Amendment is extreme, and illustrates no respect or regard of the existing abutting properties (*one storey, single family ranch style houses*), and the other surrounding built environment, property owners, and "Zone R1-10 Estate Size Lots". The request for Rezoning is solely based on, and positioned for the relationship of the development to Fanshawe Park Road East / an arterial road. The immense reduction in setbacks, and doubling of the permitted maximum building height further illustrate the gross over-reaching request for this oversized / incompatible scale of development to fit the collective parcels of land that the developer was able to acquire.

As referenced in the Application, the increase in maximum building height and maximum units per hectare are being permitted “in return for eligible facilities, services, and matters outlined in **Section 19.4.4 of the 1989 Official Plan and Sections 1638 to 1655 of The London Plan**. The proposed facilities, services, and matters to support Bonus Zoning include: “**enhanced urban design; underground parking; roof-top amenity, and affordable housing.**”

1989 Official Plan 19.4.4. Bonus Zoning

Principle i) *The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable**, in terms of their cost/benefit implications, for both the City and the developer and **must result in a benefit to the general public** and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received **should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.***

“Height or Density bonus should be reasonable”. The consensus is that which is being proposed is not reasonable, and the scale of development being proposed is incompatible with the adjacent uses, even though both are Residential Zones.

Siting a 6 storey, 99-unit apartment building (high density residential) immediately adjacent to single family, one storey ranch style residential housing (low density residential) in a “Zone R1-10 Estate Size Lots” is not acceptable, and contradicts long standing urban design and planning standards, that facilitate compatible transitions in the built environment (as also referenced in The Masonville Secondary Plan – Draft). There is no graduated transition / buffer zone that which would permit the graduated scaling down of building heights, reduction in building massing, and gradual decrease in densities which enables residences in neighbouring / abutting built environment to enjoy their place in the community, their individual residence of choice, the amenities those residences provide, and good neighbour / community relationships.

The London Plan 1638 to 1655 Bonus Zoning (still under Appeal)

1638_ City Council may pass a by-law, known as a bonus zone, to authorize increases in the height and density of development beyond what is otherwise permitted by the Zoning By-Law, in return for the provision of such facilities, services, or matters as are set out in the bonus zone.

What “in return” is being provided, and for provision of what “facilities, services, or matters”?

1639_ Where an owner of land elects to provide facilities, services, or matters in return for an increase in the height or density of development, the municipality will require the owner to enter into one or more agreements with the City dealing with the facilities, services, or matters. This agreement may include such things as drawings, elevations and site plans. The agreement may be registered against the land to which it applies and the City will be entitled to enforce the agreement against the owner and, subject to the provisions of the Registry Act and the Land Titles Act, against any and all subsequent owners of the land.

Agreement(s) with the City should also be part of the public record for review during this process of Amendment to the Zoning Bylaw. Full disclosure of the parameters of this / these Agreement(s) are for the life of the development and should be known by the community residents for consideration, and to know the parameters to that which the City will govern, and enforce. This information should be available for reference by property owners in the community at the time of future property transactions under the guise of “full disclosure” in agreements of sale.

1640_ Each proposal for bonus zoning will be considered on its own merits. The allowance for greater height and density on one site in return for certain facilities, services and matters will not be considered to establish a precedent for similar height and density on any other site.

1641_ The facilities, services and matters to be provided in return for greater height or density do not necessarily have to be provided on the same site as the proposed development. City Council may want to have such benefits directed to a property in the applicable neighbourhood or to lands within the wider city.

(1640) Simply noted and highlighted for information. (1641) Facilities, services, and matters that are not directly related to this development, and the surrounding neighbourhood, and that do not provide a direct benefit to this development and surrounding neighbourhood will not be acceptable, and will not be given consideration.

1642 Where an application has been made for a Type 1 or Type 2 Bonus Zone, the applicant shall submit a Justification Report that identifies the facilities, services or matters that are to be provided and how their public benefit is commensurate with the extent of the greater height and density that is being requested.

It is requested that the Justification Report to be entered into the Public Record for review. The Amendment Application only lists the inclusion of “enhanced urban design, underground parking, roof-top amenity, and affordable housing.”

The “enhanced urban design” is subjective, and a consensus cannot necessarily be established; especially with respect to the surrounding built environment.

“Underground Parking” is not a Bonus Zoning aspect for this site. Underground parking is a necessity on the proposed over developed site, and is the only reason the proposed number of units can be considered.

“Roof-top Amenity” also is a design element in response to the recognition of the shortfall of on-site green / open space for leisure activities.

1650_ Type 2 Bonus Zoning may permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals of this Plan. However, an applicant must demonstrate that this greater height or density represents good planning.

“Significant public benefit” is assumed to mean an increase in residential apartment unit inventory for a growing London, and shortage of affordable housing. However, this is at a cost of “good planning”.

1652_ Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as: Points 1 – 17,

Note: Points omitted are deemed as not applicable to this development.

1. Exceptional site and building design.

The design of the building is grossly over scaled and too massive as compared to the abutting existing single family, single storey residential dwellings, neighborhood, and greater community. The building area and other amenities over-densify the assembled undersized property. The exterior façade design boasts a collage of finish materials that do not blend with, nor compliment the surrounding neighbourhood and built environment. While sometimes dramatically opposing building designs can compliment each other in a close setting, that proposed is not one.

3. Dedication of public open space.

None indicated per review.

4. Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.

None indicated per review.

5. Community garden facilities that are available to the broader neighbourhood.

None indicated per review.

8. Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.

Building identified not to be LEED, or any other energy efficient designations.

9. Contribution to the development of transit amenities, features and facilities.

Some residents may utilize the LTC bus service, by means of the existing nearby bus stops both east and west bound along Fanshawe Park Road East.

Unfortunately, there is no front yard or space within the road allowance to facilitate a bus lay by space (*recently removed along this stretch of Fanshawe*). A bus lay by space would have permitted the 2 traffic lanes along Fanshawe in both directions to continue to flow uninterrupted while the residents / students onboard and disembark the bus.

10. Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.

Adequate secure bicycle parking seems to be incorporated within the lower level / underground parking level. The on-surface bike racks will only provide opportunity for theft, and increased presence of thieves in the area. A CPTED review, should be completed to identify the problem and recommend solutions.

12. Affordable housing.

2 Units of 99 were identified in the Application. Clearly this is a token offering to check a box for Bonus Zoning.

15. Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

The proposed development per the Draft Tree Preservation Plan T-1 (*Revision 3, Issued for Review, 2021.08.13*) illustrates an annihilation of all mature trees across the site, with the exception of a some along a portion of the south and east property limits. New plantings proposed appear sparse, and of calibers requiring years to mature and refill the void in the tree canopy left from the annihilation of the existing trees.

17. Other facilities, services, or matters that provide substantive public benefit.

None noted.

1653_ Type 2 Bonus Zoning will only be permitted where it is demonstrated that the resulting intensity and form of the proposed development represents good planning within its context.

The proposed development does NOT represent “good planning within its context” and does not align with long standing, accepted, and proven municipal planning guidelines and standards, to permit a 6-storey massive building immediately abutting single family single storey ranch style residential houses in a “Zone R1-10 Estate Size Lots” with no buffer, or transitioning zoning between to permit the stepping down of building height, lessening of building mass, and the decrease in density?

1654_ Greater height or density offered through Type 2 Bonus Zoning will be commensurate with the public value of the facility, service or matter that is provided.

The proposed immense height, scale, and mass of the proposed 6 storey apartment building does not correspond in size nor proportion of the immediately abutting and neighbouring single family, single storey ranch style residential houses. An example of similar per proportions can be illustrated by the image to the right from the movie "Up".



1655_ Where cash is received by the municipality in favour of greater height or density through bonus zoning, all money received shall be paid into a special account and spent only for the facilities, services or matters specified in the implementing by-law.

The "facilities, services, and matters" specific to the "Bonus Zoning" granted for this Application, the Justification Report required for a Type 2 Bonus Zone Application, and any Agreements with the City should be made part of the Public Record for a full understanding of the parameters of this development for its life, and the informed governance of these parameters by the City, reinforced by the community. Again, this information may also have to be referenced by property owners in the community at the time of future property transactions under the guise of "full disclosure" in agreements of sale.

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.

If these sections are still under appeal how can these Policies govern?

We will diligently review decisions made around existing and future Zoning changes.

Section 6 - Residential R2 Zone - Table 6.3 (page 17)

COLUMN	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T		
1	RESIDENTIAL TYPE	Single Detached				Semi-Detached					Duplex			Converted			Single Detached	Semi-Detached	Duplex	Converted		
2	ZONE VARIATIONS	R2-1	R2-2	R2-3	R2-4 R2-5	R2-1	R2-2	R2-3	R2-4	R2-5	R2-1	R2-2 R2-3	R2-4 R2-5	R2-1	R2-2 R2-3	R2-4 R2-5	R2-6					
3	PERMITTED USES	See Section 6.2																				
4	LOT AREA (m ²) MINIMUM	250	360	370	450	430 240	600 280	550 260	600 280	650 310	430	550	600	430	430	600	200	350 175	350	350		
		See Section 6.3.3(b)*																				
5	LOT FRONTAGE (m) MINIMUM	9.0	9.0	12.0	15.0	18.0 8.5	18.0 8.5	18.0 8.5	18.0 8.5	20.0 9.5	12.0	12.0	15.0	10.5	12.0	15.0	9	18.0 8.5	11.3	11.3		
		See Section 6.3.3(b)*																				
6	FRONT AND EXTERIOR SIDE YARD DEPTH (m) MINIMUM	LOCAL STREET MAIN BUILDING																				
		LOCAL STREET GARAGE																				
9		ARTERIAL																				
10		PRIMARY COLLECTOR																				
		SECONDARY COLLECTOR																				
11	REAR YARD DEPTH (m) MINIMUM	6.0	7.0	7.0	7.5	6.0	7.0	7.0	7.5	7.5	6.0	7.0	7.5	6.0	7.0	7.5	6.0					
12	INTERIOR SIDE YARD DEPTH (m) MINIMUM	See Section 6.3(2)(a) or 6.3(2)(e)				See Section 6.3(2)(b) Or 6.3(2)(e)				See Section 6.3(2)(b)			See Section 6.3(2)(c)			See Section 6.3(2)(d)			12			
13	LANDSCAPED OPEN SPACE (%) MINIMUM **	30			35	25	30			35	20	25	30	20		30	30	25	30			
14	LOT COVERAGE (%) MAXIMUM	45	45	45	40	45	40	40	40	35	45	40	35	45	45	35	45			40		
15	HEIGHT (M) MAXIMUM	9.0	9.0	9.0	10.5																	
16	PARKING AREA COVERAGE (%) MAXIMUM **	25				30					35						25	30	See Section 6.3.3(c)			
17	NUMBER OF UNITS PER LOT MAXIMUM	1				2											1	2				

COLUMNS Q, R, S and T of this table were approved by OMB Order R910387 dated June 4, 1993 (Appeal #9008)

* Z-1-00819

** Z-122125 (OMB Order PL121003, July 22, 2013)

Explanation of two numbers in Columns F to J and in Column R:

Minimum Lot Area for Semi-Detached

Minimum Lot Area for One Unit of Semi Detached

Explanation of two numbers in Columns F to J and in Column R:

Lot Area or Frontage for Semi-Detached

Lot Area or Frontage for One Unit of Semi-Detached

Part 2 1989 Official Plan and The London Plan

1989 Official Plan Excerpts

Comments / Feedback:

The information below are direct excerpts from the 1989 Official Plan, and the highlighted and underlined portions of the excerpts are in opposition to the proposed development.

2.2.1. Official Plan Vision Statement

vi) apply urban design objectives and guidelines to assist in the protection and enhancement of neighbourhood and streetscape character.

The proposed 6-storey monstrosity does not assist in the protection and enhancement of neighbourhood and streetscape character. It does the opposite by creating drastic contrast in scale, and place type.

vii) utilize planning processes that are responsive to neighbourhood and community needs, provide meaningful opportunities for public participation and recognize that neighbourhoods are the strength of the community and the foundation for achieving London's vision of the future.

No meaningful opportunities for public participation have been provided to date. Only opportunities to provide written input for the file, with no evidence that any neighbourhood concerns have been taken under advisement by the City Planning Department, or the Developer and the Consultants.

2.3. PLANNING PRINCIPLES

ii) Land use planning should promote compatibility among land uses in terms of scale, intensity of use and potentially related impacts.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

vi) An Official Plan should enhance the character of residential areas and direct redevelopment and intensification activities to locations where existing land uses are not adversely affected.

Increased traffic on a deteriorating neighbourhood road that is not even identified as a "Neighbourhood Collector" according to Map 3 of The London Plan. A loss of privacy of neighbourhood "R1-10 Large Estate Lots".

vii) Land use planning should promote attractive, functional, and accessible site and building design which is sensitive to the scale and character of surrounding uses.

The 6-storey monstrosity is not sensitive to the scale, and the modern appearance with a patchwork of various façade finishes does not demonstrate sensitivity to the surrounding neighbourhood / uses.

2.4. CITY STRUCTURE POLICIES

High and Medium Density Residential Development

vi) High and medium density residential development shall be directed to appropriate areas within and adjacent to the Downtown, near the periphery of Regional and Community Shopping Areas

This should be areas near the periphery of commercial areas like the intersections of Adelaide and Fanshawe, and Richmond and Fanshawe, and not in areas along Fanshawe Park Road where the built environment buffering the properties fronting Fanshawe Park Road provide no area of transition in building height, mass, and other. Such redevelopment should be scaled / massed in better proportion to the single and two storey residential dwellings with space to buffer the transition.

Neighbourhood Protection

ix) While it is recognized that there may be redevelopment, infill, and intensification in some established residential neighbourhoods, higher intensity land uses will be directed to locations where the character of the residential area is enhanced, and existing land uses are not adversely affected.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

2.5.5. Land Requirements

ii) through the development of vacant, designated Residential or Industrial lands within the general limits of the existing urban areas. It is assumed that all such lands will be developed over the planning period.

Not administered, not acted upon, nor accomplished. Why is the focus on demolition of existing built environment when other vacant lands sit idle?

2.13.2. Housing and Community Development Strategies

Council will consider the following strategies in the pursuit of the Housing and Community Development Goals:

i) Land use intensification within existing communities will be controlled so that it contributes to the efficient use of existing services and infrastructure while maintaining compatibility with streetscapes and other aspects of neighbourhood character;

iv) neighbourhoods and communities will be actively consulted in the review of planning applications or studies that may affect their area.

There has been no active consultation of the community with regards to the rash of redevelopments along this section of Fanshawe Park Road. Developer driven, City of London expediting the rubber stamping, and community property owners are limited to 5 minutes to present their perspectives, seems to be method of operation for this process.

2.15.2. Creative City Strategies

iv) support the retention of London's unique neighbourhoods;

A unique neighbourhood with "R1-10 Large Estate Lots" immediately south, and north across Fanshawe Park Road will be violated by the 6 -storey monstrosity.

3.1.1. GENERAL OBJECTIVES FOR ALL RESIDENTIAL DESIGNATIONS

v) Direct the expansion of residential development into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints; and in a form which can be integrated with established land use patterns.

A 6-storey monstrosity immediately neighbouring "R1-10 Large Estate Lots", without adequate spatial separation, or gradual scaling of the built environment, does not integrate well with established land use patterns.

vi) Encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities.

Adverse affects include loss of privacy in the large lots from an over-towering 6-storey monstrosity; loss of sunlight with new mass shadowing engulfing the entire neighbouring properties.

vii) Minimize the potential for land use compatibility problems which may result from an inappropriate mix of: low, medium and high-density housing; higher intensity residential uses with other residential housing; or residential and non-residential uses.

The statement does not align with medium to high density residential 6 -storey monstrosity immediately adjacent to / on top of single storey, single family ranch style homes

3.2. LOW DENSITY RESIDENTIAL

3.2.2. Scale of Development

Development within areas designated **Low Density Residential** shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy

The current proposed 6-storey monstrosity **IS NOT** low-rise, it **DOES NOT** have low coverage, it **DOES NOT** minimize problems from shadowing (*The Shadow study in the Consultant's Report contains errors on the titles, and the times of day provided do not illustrate the full extent of shadowing following sunrise, and approaching sunset*); it obstructs views, and privacy is lost for the existing community large open properties.

3.2.3.2.

Density and Form

Within the Low-Density Residential designation, Residential Intensification, with the exception of dwelling conversions, will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments. Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area.

Residential Intensification within Low-Density Residential designation will be considered in the range of up to 75 units per hectare. Rezoning of land immediately adjacent for a 6-storey monstrosity with 175 units per hectare is intensification, but it **DOES NOT** "recognize the scale of adjacent land uses and reflect the character of the area".

3.2.3.3. Neighbourhood Character Statement

An inventory of the urban design characteristics of the structures and the natural environment within a neighbourhood shall be undertaken by the applicant, as outlined in section 3.7.3.1. of the plan. The physical environment of the neighbourhood, composed of its lots, buildings, streetscapes, topography, street patterns and natural environment are some of the elements that collectively determine much of the character of a neighbourhood and its streetscape. A well organized and documented understanding of a neighbourhood's character is an effective tool in assessing the appropriateness of a proposed change and the implications the change may have on the character of a neighbourhood. (Section 3.2.3.3. added by OPA 438 Dec. 1709)

How else can it be said that clearly the Developer and the Consultants did NOT do this as the character of the 6-storey does not remotely fit the character of the Stoneybrook Community

3.2.3.4. Compatibility of Proposed Residential Intensification Development

As part of an application for residential intensification, the applicant shall be required to provide an adequately detailed statement of the compatibility, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments as outlined in section 3.7.3.1. of the plan. (Section 3.2.3.4. added by OPA 438 Dec. 17/09)

How else can it be said that clearly the Developer and the Consultants did NOT do this as the character of the 6-storey does not remotely fit the character of the Stoneybrook Community

3.2.3.5. Public Site Plan Review and Urban Design

i. Residential intensification proposals will be subject to a public site plan process to address the matters identified in Section

This development should not proceed to the public site plan process based on non-compliance stated previously with regards to 1989 Official Plan and the proposed "The London Plan".

3.2.3.7. Supporting Infrastructure

Residential Intensification will only be permitted where adequate infrastructure exists to support the proposed development, including:

i) Off-street parking supply and buffering;

Off-street underground parking for the residents has been reduced from that which is required, and includes inadequate on-site visitor parking.

3.4. MULTI-FAMILY, HIGH DENSITY RESIDENTIAL

The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development. The preferred locations for this designation are lands adjacent to major employment centres, shopping areas, major public open space, transportation routes, and where high-density development will not adversely affect surrounding land uses

This development is immediately neighbouring “R1-10 Large Estate Lots” which will be adversely affected as referenced above.

3.4.2. Locations

In addition to areas predominantly composed of existing or planned high density residential development, the preferred locations for the Multi-Family, High Density Residential designation shall include areas near the periphery of the Downtown that are appropriate for redevelopment; lands in close proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road. Other locations which have highly desirable site features and where surrounding land uses are not adversely affected may also be considered for high density residential development. Consideration will be given to the following criteria in designating lands for Multi-Family, High Density Residential use: (Section 3.4.2. amended by OPA 438 Dec. 17/09)

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

Compatibility

i) Development of the site or area for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area.

Traffic

iii) Traffic to and from the location should not have a significant impact on stable low density residential areas

Buffering

iv) The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses.

The highlighted and underlined points above are copied directly from the 1989 Official Plan and speak to the defence of our position, and the protection of our “unique neighbourhood”.

3.4.3. Scale of Development

Net residential densities in the Multi-Family, High Density Residential designation will vary by location and will be directed by the policies in this Plan. Excluding provisions for bonusing, net residential densities will normally be less than 350 units per hectare (140 units per acre)

Height and density limitations that are specified in the Zoning By-law will be guided by the following policies:

Height and Density outside of the Downtown and Central London Areas

i) Outside of the Downtown and Central London areas it is

Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

(a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;

(b) all areas shall include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;

(c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;

Criteria for Increasing Density

ii) Notwithstanding Section i) above, on any lands designated Multi-Family High Density Residential, Council may consider proposals to allow higher densities than would normally be permitted. Zoning to permit higher densities will only be approved where a development will satisfy all of the following criteria:

(b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;

Site Specific Height

iii) On individual sites within the Multi-Family, High Density Residential designation, Council may require lower height and/or density limits than would normally be permitted, on the basis of any one of the following criteria:

(c) traffic, vehicular access, parking constraints and/or inadequate transit service in the area;

(d) to minimize the impact of high density residential development on significant natural features; and/or

(e) where the amenity of adjacent residential areas may be adversely affected in terms of traffic, access to sunlight and privacy.

Density Bonusing

iv) Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning By-law. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land. (Clause iv) amended by OPA 438 Dec. 17/09)

Current R2.4 Zoning is 2 units per hectare? (150 per Application? source undetermined), and 175 units per hectare requested. Is a 98% increase for current 2 units per hectare. The discrepancy between the 2 and 150 units per hectare requires clarification.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

3.4.4. The determination of appropriate height and density limitations for areas designated Multi-Family, High Density Residential, may be based on a secondary plan, in accordance with Section 19.2 of the Plan. Alternatively, for individual sites the determination of appropriate height and density limitations may be based on a concept plan showing how the area will be developed and integrated with surrounding uses.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

11. URBAN DESIGN PRINCIPLES INTRODUCTION

The land use policies contained in Chapters 3 to 9 of this Plan provide direction for the allocation and control of land use according to function, size, location and other objective criteria. The urban design principles listed in this Chapter address more subjective matters related to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Consideration of the urban design principles will supplement the policies applicable to each of the land use designations as well as to those matters which fall within the scope of the Zoning, Site Plan Control, Subdivision Control and Sign Control By-laws. The urban design principles will be used primarily for guideline purposes, and their implementation will be less oriented to a regulatory approach than it will be to co-operation among developers, landowners, residents and the City in the preparation and review of development proposals and community improvement plans.

11.1. URBAN DESIGN POLICIES

11.1.1. Design Principles

Council shall promote the use of the following urban design principles in the preparation and review of development proposals and community improvement plan and programs.

Architectural Continuity

Access to Sunlight

ix) **The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets.** In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and open space areas, such as parkettes and outdoor plazas. (Clause ix) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

Shadowing previously referenced

Parking and Loading

xiii) **Parking and loading facilities and driveways should be located and designed to facilitate maneuverability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.**

Parking previously referenced

Privacy

xiv) **To the extent feasible, the design and positioning of new buildings should minimize the loss of privacy for adjacent residential properties.**

Privacy previously referenced.

Waste Management

xix) **In order to encourage the reduction, re-use and recycling of waste, new development should incorporate waste handling, composting and recycling facilities into their site design.** (Clause xix) added by OPA No. 88 - OMP Order No. 2314 - approved 99/12/23)

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

The London Plan Excerpts

Comments / Feedback:

The information below are direct excerpts from The London Plan, and the highlighted and underlined portions of the excerpts are in opposition to the proposed development.

1 - OUR CHALLENGE

MANAGING THE COSTS OF GROWTH

7_ A very compact form of growth could save billions of dollars in infrastructure costs and tens of millions of dollars in annual operating costs compared with a highly spread-out form of the same growth over the next 50 years. Meanwhile, a compact city would reduce energy consumption, decrease air emissions, allow for quality mobility choices and significantly reduce our consumption of prime agricultural lands. While neither of these models reflect London's recent growth pattern, they emphasize that there's a lot at stake in the way we plan for growth over the next 20 years.

Understandable, commendable & respected objective. However, increased urban sprawl, and the consumption of fringe lands is rampant in the north, northwest, west, southwest, and southeast areas of the city. While vacant, brownfield, and other undeveloped land within the city remain abandoned, vacant, or under-utilized. This includes some parcels of land being tied up in the planning process currently. The downtown area displays a high level of vacancy in certain areas and sectors that is under-utilizing existing infrastructure.

NEW DEMANDS FOR URBAN LIVING

13_ We know that public attitudes and expectations are evolving in favour of cities that offer quality urban neighbourhoods and business areas. A study by the Urban Land Institute and PricewaterhouseCoopers entitled, Canadian Edition: Emerging Trends in Real Estate 2014 stated that "...the population has clearly shown a desire to move back to the urban core". How can we best continue to regenerate our urban areas and build residential environments within our downtown and its surrounding urban neighbourhoods?

Agree, many families would be pleased to see an intensification development that fits current zoning, and neighbourhood character.

AFFORDABILITY CHALLENGES

16_ London is one of Canada's most affordable mid-sized cities. However, housing prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance. Forty-five percent of tenant households spend 30% or more of their gross monthly income on rent. In 2013, the average rent for a bachelor apartment in London was \$582, which is equal to 96% of the Ontario Works cheque for a single adult. Low income and poverty, often affecting children, is a problem that London must face as we build our city of 2035. How will we ensure that housing is affordable for all Londoners and how will we build a city that provides everyone the opportunity to experience prosperity and wellness on their own terms?

Development is not geared to affordable housing.

PROTECTING OUR FARMLAND

17_ London has some of Canada's best farmland within its municipal boundary. Only 5% of the Canadian land mass is classified as prime agricultural land. Almost 80% of the land outside of our Urban Growth Boundary is rated as prime agricultural land. It is a precious commodity that may become even more critical in the future if energy prices rise dramatically and the cost of importing food goes up. How can we protect our agricultural resources for the long term, and build on our strength as an agricultural hub and agri-food industrial hub?

Not currently being considered with rapid urban sprawl in north, northwest, southwest, and southeast.

2 - OUR STRATEGY

VALUES

52_ *The following values will guide how we undertake our planning processes as a municipality:*

2. *Be collaborative – To achieve our goals, City Council will take a collaborative approach to planning, working with stakeholders such as neighbourhoods, developers, government agencies, and members of the general public.*

Not evident in the process to this point. Communication is solely between the City and the Developer for the proposed development and a decision is pending that will change the Zoning drastically to open the door for this or other developments with no respect to the neighbouring community and property owners.

59_ *Direction #5 Build a mixed-use compact city*

1. *Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.*

2. *Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.*

3. *Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.*

4. *Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*

5. *Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*

8. *Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.*

1, 2, 3, 4, 8 understandable and with well implemented planning so not to permit a 6-storey apartment, immediately adjacent to single family, single floor residential houses with large lots, and occupied by person attracted to such properties for the private large yards.

5 Is a nice sentiment, but reality is as the residents of this neighbourhood age they either move the next generation into the house and transition the property within the family, or residents retire, sell the large property, and downsize elsewhere, and not into an apartment building at the top of the street, which may be geared for student housing.

62 *Direction #8 MONITORING PROGRAM Make wise planning decisions*

9. *Ensure new development is a good fit within the context of an existing neighbourhood.*

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

12. *Genuinely engage stakeholders and the general public in all planning processes and meaningfully use that input to inform planning decisions. Explore new ways to inform the public and make their participation in the planning process easier.*

It is felt that the Developer has advanced his proposed development that it is an essential enhancement of this community. This is solely the Developer's and the Consultants' opinion. Please reference the audio recording of the Consultant's Open House Zoom Meeting, November 20, 2021.

3 - OUR CITY

INTENSIFICATION

80_ *Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:*

1. *Addition of a secondary dwelling unit.*

2. *Expansion of existing buildings to accommodate greater residential intensity.*

3. *Adaptive re-use of existing, non-residential buildings, for residential use.*

4. *Infill development of vacant and underutilized lots.*

5. *Severance of existing lots.*

6. *Redevelopment, at a higher than existing density, on developed lands.*

Agree, many families would be pleased to see an intensification development that fits current zoning, and neighbourhood character.

83 As directed by the policies of this Plan, **intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit.** Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms of intensification.

"Appropriate locations; sensitive to existing; represents a good fit".

A 6-storey monstrosity, 99 unit apartment building, high density residential, immediately adjacent to "Zone R1-10 Large Estate Lots; the most restrictive of all residential zones", DOES NOT represent a good fit, nor is it sensitive to the existing Stoneybrook neighbourhood.

4 - CITY BUILDING POLICIES

WHAT ARE WE TRYING TO ACHIEVE?

193_ *In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:*

2.Development that is designed to be a good fit and compatible within its context.

CHARACTER

197_ *The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.*

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

A 6-storey monstrosity, 99 unit apartment building, high density residential, immediately adjacent to "Zone R1-10 Large Estate Lots; the most restrictive of all residential zones", DOES NOT represent a good fit, nor is it sensitive to the existing Stoneybrook neighbourhood.

202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.

It was said on numerous occasions by a former elderly neighbour / longtime resident, that the original name for the Geary and Stoneybrook Avenue area, when originally constructed, was Stoneybrook Acres. The name was a play-on the large estate size lots being 1/2 acre or larger in size. What would we call our beautiful neighbourhood behind such a monstrosity?

216_ *Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.*

It is assumed this does not apply to existing residential dwellings east and west of the proposed 6-storey building that will now be completely in the shadow of the proposed building either during periods of sunrise, or sunset pending their location.

It is at this point, we must direct the Consultant to correct the incorrectly labeled "Shadow" images on sheet #SD7.2, revised 2022-01-25. Summer Solstice is on or around June 21st, and not March 21 as labeled on 2 of the 3 images. In addition, it would be prudent to see images of the shadows produced by the proposed building at the Summer and Winter Solstices within 30 minutes after sunrise, and 30 minutes before sunset. The images provided at 9:00 am and 3:00 PM do not illustrate the full extent of shadowing that will be experienced.

270_ The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.

There is insufficient on grade visitor parking spaces for a 99 unit apartment building (*It is the assumption that the underground parking will be controlled / secured, and designated for building residents*). Six standard parking spaces and four barrier free parking spaces are illustrated on the revised site plan (SD1.1, 2022-01-25). The 6 standard parking spaces works out to 1 space per **16.5** apartment units. It is probable that the visitor parking will not be sufficient at most times. This will result in overflow visitor parking along Geary Avenue. While on-street parking is legal on both sides of Geary, it will produce a choked down thoroughfare for 2-way traffic. Experience has also shown that backing out of your driveway at times with parking on both sides of the street, with limited lines of sight, tight area for maneuvering, and sometimes excessive travel speeds by vehicles on Geary, has proven to be dangerous. In addition, with no curbs on Geary, persons tend to drive up on the grass boulevards when parallel parking, causing damage to lawns and properties. Regulating parking on Geary with permits or other like that is similarly done on Trowbridge Avenue, off Springbank Drive, as result of patients attending the medical center, and not wishing to pay for parking, will not be tolerated by Geary Avenue property owners.

279_ Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.

Any site lighting whether shielded, or directed will produce some form of light pollution onto adjacent properties that is undesirable.

BUILDINGS

284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

292_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.

293_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.

298_ Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

335_ A Transportation Impact Assessment (TIA) may be required for planning and development applications to identify, evaluate and mitigate transportation impacts. City Council may adopt Transportation Impact Assessment Guidelines to assist in the preparation of a transportation impact assessment.

Based on experience from Geary Avenue and other area residents, the addition of 118 parking spaces / vehicles being introduced into the neighbourhood will impact the already existing traffic problems. New residents will learn that to go westbound on Fanshawe Park Road from Geary most times of the day is safer and easier to execute by going south on Geary and west on Stoneybrook to exit at the traffic signal lights at Stoneybrook Crescent (west), and Fanshawe Park Road. This will require travel through the school zone at Stoneybrook Public School, with a reduced posted speed limit of 40 km/h. The reduced school zone speed limit is seldom abided by, and it appears that it has never been monitored nor enforced by the number of vehicles observed speeding through the subdivision. In addition, the congestion in front of the school and extending far east and west along Stoneybrook after school, and somewhat before school, and over lunch, is extensive. This congestion extends onto Meridene Crescent east and west, Roland Crescent, and Hastings Gate with students and parent crossing everywhere. These concerns

were expressed at the December 20, 2021 meeting with the Planning Consultant, and they were repeatedly dismissed. It is believed that there has been no traffic study completed to date. It is unacceptable that objective comments concerning traffic intensification and safety were presented by community residents who drive, walk, and bike in the area, were dismissed by the Consultant.

336_ Access management will be applied with the objective of limiting driveways onto major streets. Where appropriate, Neighbourhood Connectors and Neighbourhood Streets intersecting with major streets may be used to access sites fronting onto Civic Boulevards, Urban Thoroughfares and Rapid Transit Corridors. City Council may adopt Access Management Guidelines to provide further details on appropriate access design for sites.

Fully agree with the concept. Since the proposed development fronts Fanshawe, and it is understood that the 118 vehicles will connect with Fanshawe Park Road at some point when leaving from and returning to the site. A private driveway directly accessing Fanshawe Park Road will not negate, nor compound the volume of traffic into or off Fanshawe Park Road. Reworking the site layout and building to position a private driveway along the east limit of the property, and reverse the on grade parking and underground parking access will facilitate a separate access to and from Fanshawe. Positioning of the driveway at the east limit of the property will place it mid-block between Geary Avenue, and Stoneybrook Crescent (east), and it will have minimal impact on the center left turning lane. A driveway onto Geary Avenue is not acceptable for the reasons cited previously.

5 - PLACE TYPE POLICIES

Part 5 – Place Types Policies

748_ Traditionally, Planners have focused on land use when setting plans for geographic areas within a city – often referred to as a “land use designation”. The London Plan takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly-functional, connected, and desirable places.

Included for information only.

PLACE TYPES THAT APPLY TO URBAN LONDON

751_ Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:

- 1. Downtown*
- 2. Transit Village*
- 3. Rapid Transit Corridors*
- 4. Urban Corridors*
- 5. Shopping Area*
- 6. Main Street*
- 7. Neighbourhoods*
- 8. Institutional*
- 9. Industrial*
- 10. Future Growth*

While the purpose and importance of Urban Corridors are recognized as important moving forward, their over redevelopment and new zoning permissions, including Bonus Zoning, cannot disrespect their relationship with existing zoning and built environment abutting behind them.

ZONING ON INDIVIDUAL SITES

754_ Each place type identifies the range of uses, intensity of development, and the form of development that may be permitted. It is important to understand that this full range may not be permitted on all sites. The Zoning By-law will determine what, within this broader range, is permitted and required, based on the policies of this Plan.

Included for information only.

GENERAL FRAMEWORK

789_ The Urban Place Types implement the policies of the Our City, Our Strategy, and City Building parts of this Plan. They shape the use, intensity and form of development to manage growth and change in pursuit of our vision and key directions. The policies of each place type must be consulted to fully understand them and what may be permitted in each. However, at a very general level, the assignment of place types can be described as follows:

2. The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes. The range of uses and the intensity and form of development varies by segment.

3. Urban Corridors are similar to Rapid Transit Corridors, with the primary difference being that they are not located along rapid transit routes. They also offer slightly less intensity. Like Rapid Transit Corridors, permitted uses, built form and intensity policies vary by segment.

4. Shopping Areas are distributed throughout the city to offer a relatively broad range of commercial, office, and residential uses at a moderate intensity. These centres may act as hubs for neighbourhoods.

Included for information only.

FRAMEWORK OF HEIGHTS

790_ It is useful to summarize the height that is permitted within each of the various Urban Place Types, to provide a general understanding of how the City Structure Plan will be implemented through the assignment and implementation of these place types. Table 8 provides this summary.

791_ Zoning on individual sites may not allow for the full range of heights permitted within a place type. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

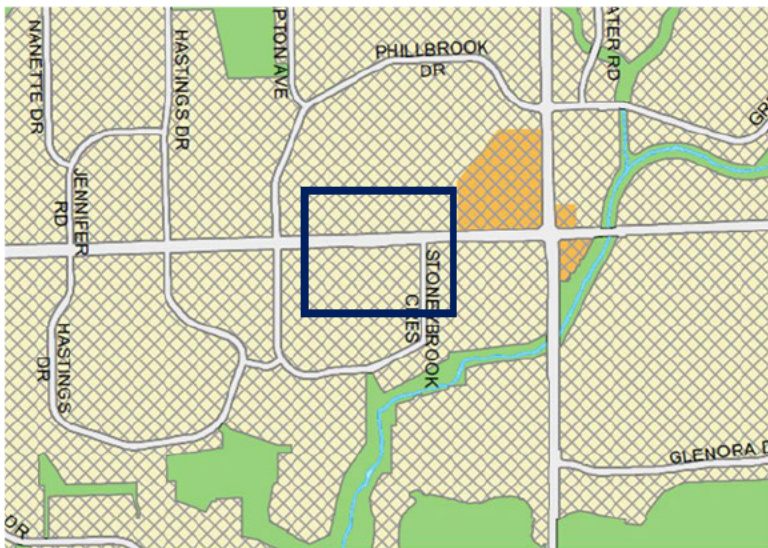
Concerning

Remains Under appeal per Policy Status Table, May 28, 2021

INTERPRETATION OF CORRIDOR PLACE TYPE BOUNDARIES

831_ Map 1 - Place Types, depicts areas that are included within the Rapid Transit and Urban Corridor Place Types. In general, these areas have been included within the Corridor Place Type because they abut one of the following street classifications.

1. Rapid Transit Boulevard
2. Civic Boulevard
3. Urban Thoroughfare



MAP 1 - PLACE TYPES

MAP SUBJECT TO LPAT APPEAL PL 170100

Remains Under appeal per Policy Status Table, May 28, 2021

Neighbourhoods

OUR VISION FOR THE NEIGHBOURHOODS PLACE TYPE

916_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

ROLE WITHIN THE CITY STRUCTURE

917_ The Neighbourhoods Place Type makes up the vast majority of our City Structure’s land area. Our city is the composite of the neighbourhoods that define where we live, work, and play and also defines our city’s identity. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

1. **“Strong neighbourhood character”** The character of the neighbourhood will be lost behind the mammoth apartment building that will be out of place next to the single family, single floor ranch style homes on estate size lots. The building will suffocate and encroach upon these homes, their private yards, and their sense of openness in their own environment.
2. **“Attractive streetscapes”** An unattractive 6-storey monstrosity does not align with the existing character of the neighbourhood.
3. **“A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they**



age”. With maintaining the current Zoning, appropriate family dwellings would allow young families a choice to consider moving into the area that is family orientated with a school in the neighbourhood.

918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.

13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

“A strong neighbour character, sense of place and identity” & “Intensification will respect existing neighbourhood character and offer a level of certainty”. There is no respect being demonstrated, no homogenous relationship between single family, single storey ranch style homes and a massive 6 storey monstrosity immediately adjacent. What “level of certainty”; the certainty that the privacy of the existing surrounding residents will be destroyed?

919_ The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:

1. Unless otherwise identified, the policies of this chapter apply to those lands identified as Neighbourhoods Place Type on Map 1 - Place Types.

Remains Under appeal per Policy Status Table, May 28, 2021. Please refer to Map 1 – Place Types on page 13

6. In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities.

“Appropriate mix” A 6 storey monstrosity immediately abutting single family, single storey ranch style homes is not an appropriate mix, and provides no transitioning zone.

7. A guideline document for the evaluation of intensification proposals may be prepared and utilized through the planning and development application process. These guidelines are intended to establish a common understanding of what represents positive forms of intensification within various neighbourhood contexts, so that developers can confidently design such projects, individuals and communities can assess and provide important input, and City Council can evaluate the proposals consistently.

We as residents of the neighbourhood are not privy to such a “guideline document” itemizing “positive forms of intensification” that are applicable to our “neighbourhood context”.

INTERPRETATION OF TABLES 10 TO 5.

920_ Tables 10 to 12 give important guidance to the permitted uses, intensity, and form of development that may be permitted on lands within the Neighbourhoods Place Type. The following policies provide direction for the interpretation of these tables:

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

Remains Under appeal per Policy Status Table, May 28, 2021

INTENSITY FORM

935_ The following intensity policies will apply within the Neighbourhoods Place Type:

1. Table 11 ...

TABLE 11 - RANGE OF PERMITTED HEIGHTS IN NEIGHBOURHOODS PLACE TYPE

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

Remains Under appeal per Policy Status Table, May 28, 2021

RESIDENTIAL INTENSIFICATION IN NEIGHBOURHOODS

937_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate within their neighbourhoods.

A massive 6 storey monstrosity will detract from the existing character of the Stoneybrook neighbourhood.

ADDITIONAL URBAN DESIGN CONSIDERATIONS FOR RESIDENTIAL INTENSIFICATION

953_ The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply:

1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is sensitive to, compatible with, and fit within the existing and planned neighbourhood context.

The “Planning and Design Report” produced by Zelinka Priamo Ltd, and sub consultants for this proposed 6 storey apartment development does not accurately depict the existing neighbourhood and built environment, and misrepresents the setting for this proposed development.

Building elevations include the site profile with land elevations, but stop short of illustrating the single storey ranch home immediately to the south.

The computer-generated model, and produced images illustrate neighbouring properties to be 2 storey or greater residential houses; some with estimated roof pitches greater than 12/12, chimneys and building masses that when extrapolated in perspective to the proposed 6 storey apartment building are estimated to be 4 storeys in height or greater.

The creative placement, over population / densification, and height of the tree canopy does not accurately reflect the existing large open private yards with some trees along the property lines.

Some shadow study images are not correctly labeled, and while the shadows are illustrated at the Spring Equinox, and what is assumed to be the Summer Solstice (2 of 3 images are labelled incorrectly), and the Winter Solstice, the times of day do not illustrate the maximum shadowing affect the building will have on neighbouring properties.

2. Compatibility and fit, from a form perspective, will be evaluated based on such matters as:

- a. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- c. Building line and setback from the street.
- d. Character and features of the neighbourhood.
- e. Height transitions with adjacent development.
- f. Massing appropriate to the scale of the surrounding neighbourhood.

The site layout is assessed as too tight, and not remotely in context with the surrounding neighbourhood. Access onto Geary Avenue, and the restricted ability to access Fanshawe Park Road East (westbound) from Geary Avenue will increase traffic south on Geary and through the 40 km/h school zone at Stoneybrook Public School, to access westbound lanes of Fanshawe Park Road East from the traffic lights. Reposition the driveway to the east end of the property, and the residents can exit and enter whether eastbound, or westbound mid-block, and if necessary, they can turn eastbound if restricted by traffic, and then legally turn left to turn around and head westbound. This would be in the same manner as the approved development under construction at 307 Fanshawe Park Road East. The setback from Geary is much less than what the current Zoning permits. It is much less than the front yard setback of the adjacent properties along Geary Avenue, and it significantly chokes down the perspective of Geary Avenue.

There is no transition in height.

The massing is not acceptable nor appropriate to transition into the surrounding neighbourhood.

3. The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.

See the notes above to address the items of this section, with exception of “garbage storage areas”.

It is noted that the garbage and recycling facilities are proposed to be housed within the building’s internal service space. Management of the bins in and out of the building for routine service, and the truck service contracted to do the work, will introduce a level of service noise and disruption to the neighbourhood that will not be tolerated. There is no contingency in the building, nor the site design for future enhanced garbage, recycling, compost, or other management of refuse that may come into effect as landfill related cost increase and society must manage and redirect more refuse differently. In addition, future expansion with exterior garbage enclosures, facilities, or other not in place under the Site Plan Agreement will not be permitted, and will not be accepted by the neighbourhood residents.

HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)
954 to 959

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

Remains Under appeal per Policy Status Table, May 28, 2021

6 – ENVIRONMENTAL POLICIES

None

7 - SECONDARY PLANS

Included for information only and when reviewing Secondary Plans like the Masonville Plan.

Part 8 – Our Tools

GROWTH MANAGEMENT IMPLEMENTATION STRATEGY

EVALUATION CRITERIA FOR PLANNING AND DEVELOPMENT APPLICATIONS

1578_ All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed. The following criteria will be used to evaluate all planning and development applications:

6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

a. Traffic and access management.

b. Noise.

c. Parking on streets or adjacent properties.

d. Emissions generated by the use such as odour, dust, or other airborne emissions.

e. Lighting.

f. Garbage generated by the use.

g. Privacy.

h. Shadowing.

i. Visual impact.

j. Policy Deleted.

k. Trees and canopy cover.

l. Cultural heritage resources.

m. Natural heritage features and areas.

n. Natural resources.

o. Other relevant matters related to use and built form The above list is not exhaustive.

ALL high-lighted items are applicable for this Application, and are addressed elsewhere in this report.

7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:

a. Policy goals and objectives for the place type.

b. Policy goals and objectives expressed in the City Design chapter of this Plan.

c. Neighbourhood character.

d. Streetscape character.

e. Street wall.

f. Height.

g. Density.

h. Massing.

i. Scale.

j. Placement of building.

k. Setback and step-back.

l. Relationship to adjacent buildings.

m. Proposed architectural attributes such as windows, doors, and rooflines.

n. Materials.

o. Relationship to cultural heritage resources on the site and adjacent to it.

p. Landscaping and trees.

q. Coordination of access points and connections.

r. Other relevant matters related to use, intensity and form. The above list is not exhaustive.

ALL high-lighted items are applicable for this Application, and are addressed elsewhere in this report.

PUBLIC ENGAGEMENT AND NOTICE

1615_ It is essential that Londoners be made aware of various planning proposals and be given the opportunity to express their views on these matters. This part of the Plan focuses on the process for public participation for

applications made under the Planning Act, as well as the City Council adopted policies on community engagement to ensure a meaningful two-way dialogue and participation in forming decisions that affect the various stakeholders and the community.

1616_ Consistent with the values in this Plan, the community engagement process will be transparent, accessible, responsive, inclusive and empowering. It is intended that the process will be based on realistic expectations, mutual respect, and trust.

Not reflected in the actual process. Numerous email requests had to be sent to the City of London to acquire additional critical details of the process. For example: Meaning of acronyms, deadline dates and times for public report submissions, registration for public meeting attendance, and details of the consent process.

1620_ A Committee of City Council will hold one or more public meeting(s) at which time the applicant and any member of the public may express their views on a planning proposal(s).

1621_ In addition to the statutory public meeting(s) noted above, if a comprehensive review of the Plan is being undertaken, or the Plan is being amended in relation to a community planning permit system, City Council will ensure that at least one open house is held for the purpose of giving the public an opportunity to review and ask questions on the required information and material. If required, an open house will be held no later than seven days prior to the date of the initial public meeting.

TIMING OF NOTICES

1622_ Within 15 days after an affirmative notice of acceptance of a complete application is provided for applications made under the Planning Act requiring public notice, the City will provide a Notice of Application to the persons and public bodies prescribed under the Planning Act, and make the required information and material available to the public.

1623_ In the case of an amendment to The London Plan, or the adoption or amendment of a community improvement plan or zoning by-law, Notice of Public Meeting will be given a minimum of ten days prior to the date of the public meeting. For the approval or revision of a plan of subdivision, or a vacant land or common elements condominium, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting.

For information only.

BONUS ZONING

1638 to 1644

Type 2 Bonus Zoning

1649 to 1655

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

See Part 1, pages 2 – 5 of this Report

Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.

If these sections are still under appeal, one must question how these policies can be implemented to govern and to grant Zoning Amendments.

MAP 1 – PLACE TYPES

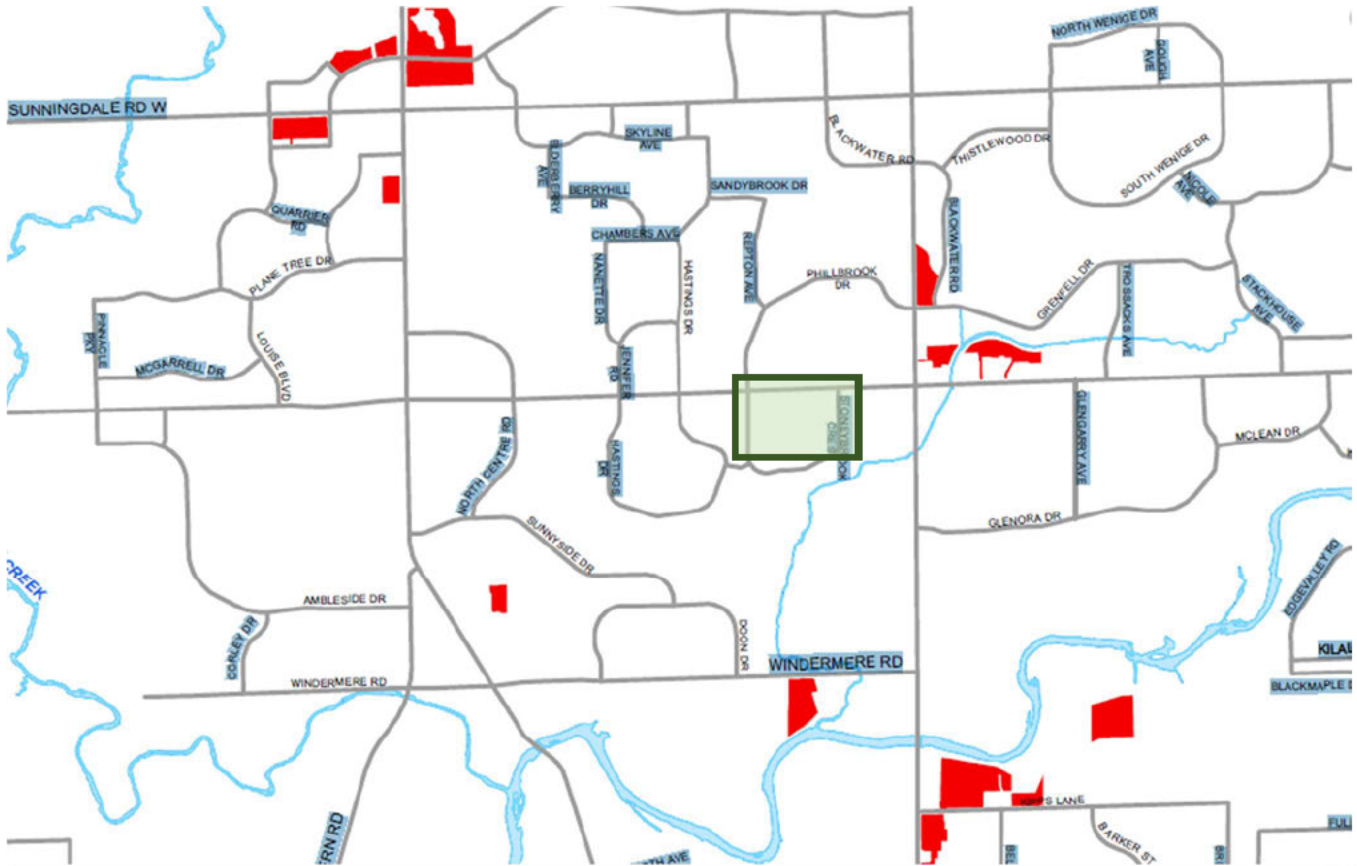
1779_ This map shows the place types that are assigned to all lands within the city.

See page 13.

MAP 2 – HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1780_ This map shows lands that were designated Multi-Family High Density Residential in the 1989 Official Plan that preceded The London Plan. It should be recognized that this is an “overlay” map, and the long-term vision for all lands is shown in the Place Type Map. High Density Residential lands which have been developed for lower intensity uses and are within an underlying place type consistent with this lower intensity of development are not included on this map. Furthermore, lands that have been assigned an underlying place type that would support high-rise residential development have not been included on this map.

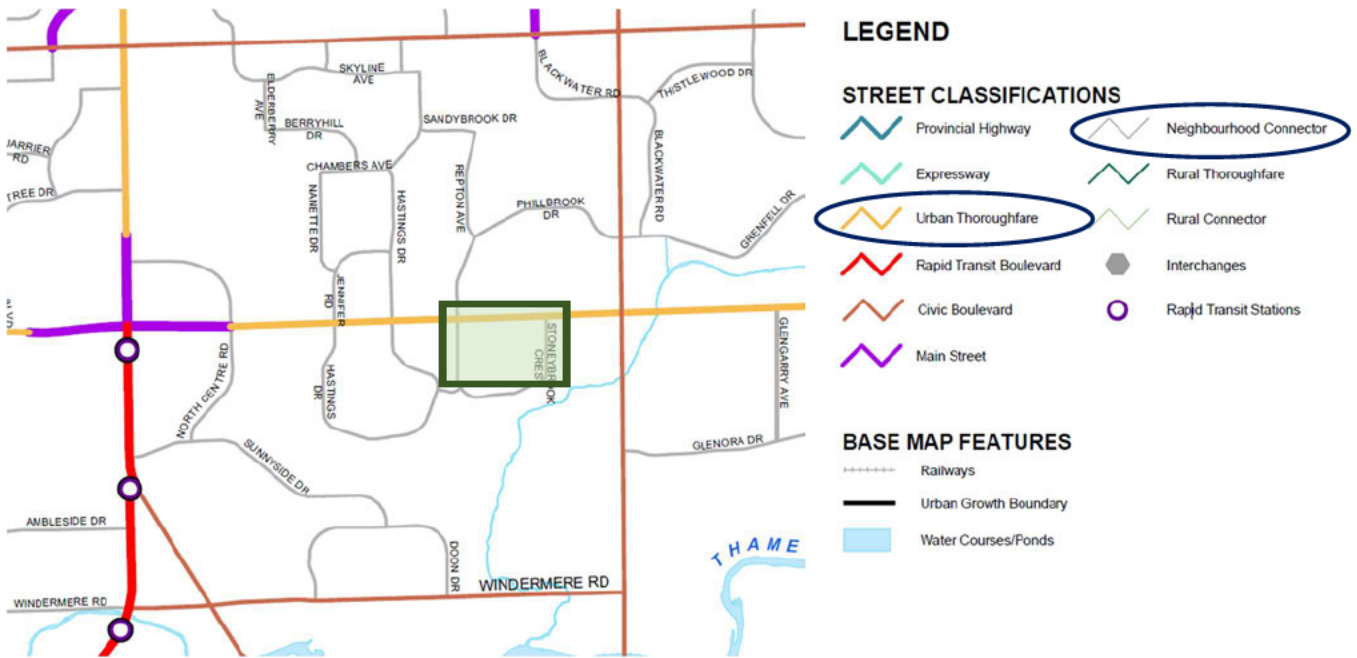
Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.



MAP 2 - HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

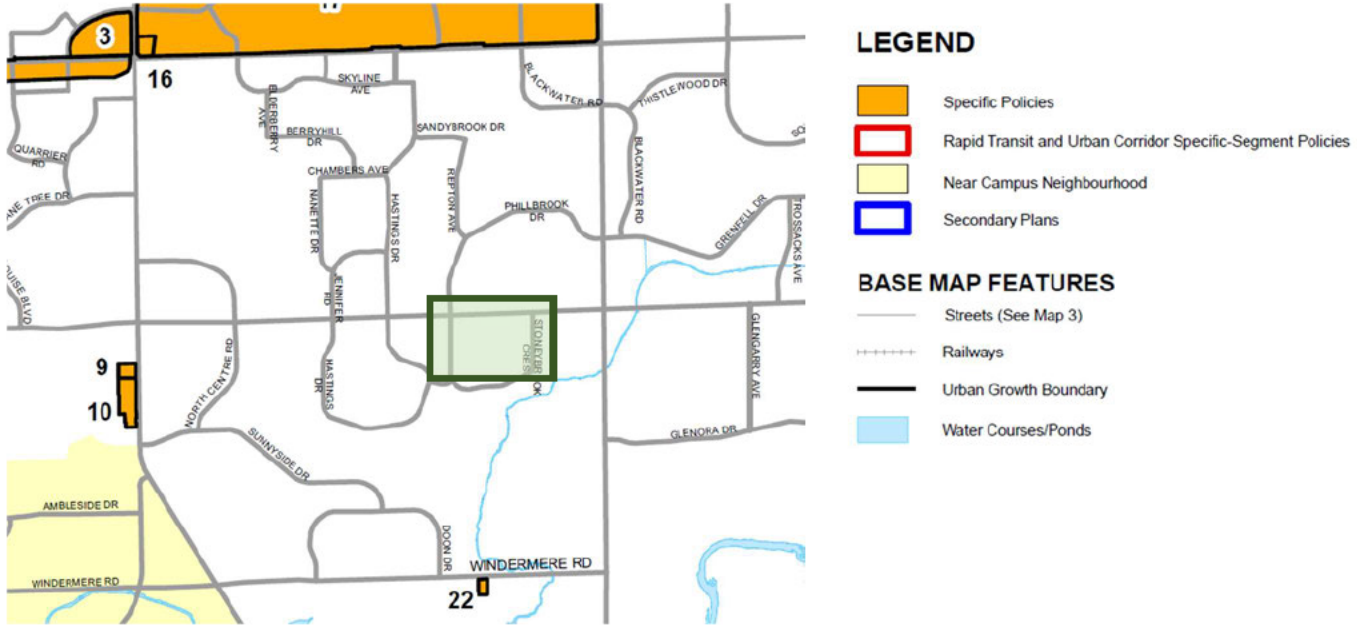
MAP SUBJECT TO LPAT APPEAL PL 170100

Map subject to LPAT Appeal PL 170100
(portion)



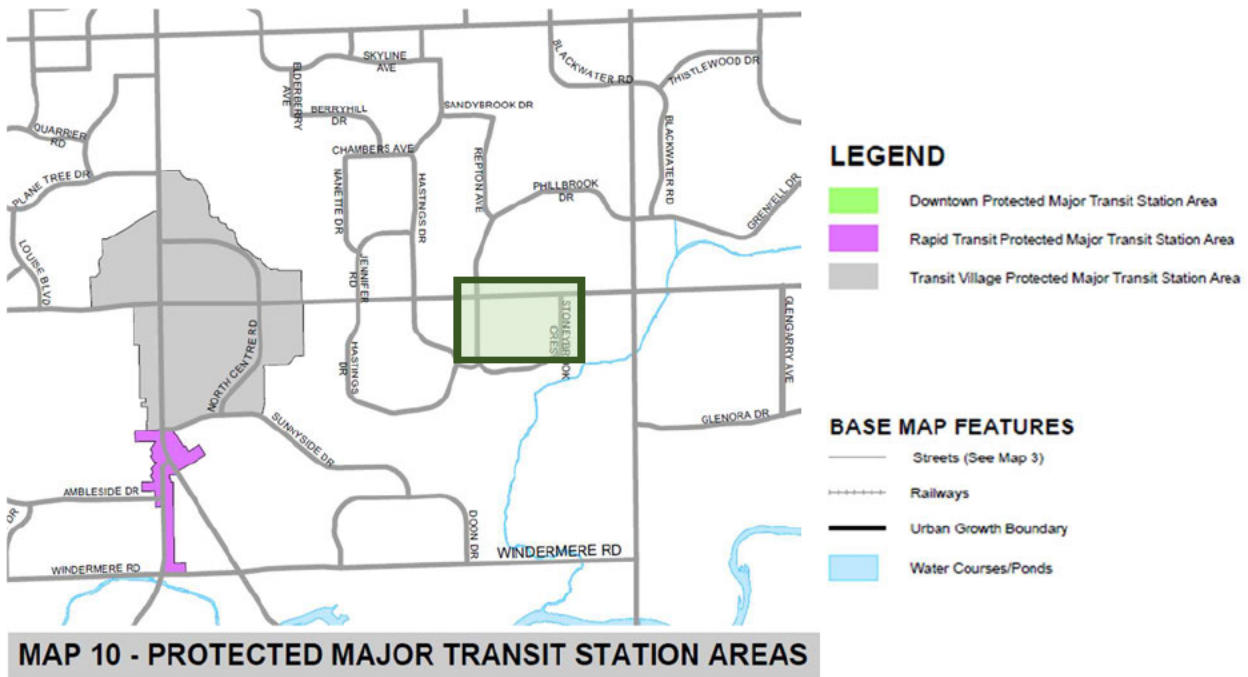
MAP 3 - STREET CLASSIFICATIONS

Geary Avenue is not a Neighbourhood Connector



MAP 7 - SPECIFIC POLICY AREAS

MAP SUBJECT TO LPAT APPEAL PL170100
 Map subject to LPAT Appeal PL 170100
 (portion)



For information only.

Part 3 Critique of the Proposed Development

Zelinka Priam Ltd. August 2021 Planning & Design Report

https://london.ca/sites/default/files/2021-11/04_PLA~1.PDF

Page 4:

Photos of the streetscape along Fanshawe / **front** of the subject property are included in the report.

However similar photos that would illustrate the existing abutting neighbourhood houses and setting / “character” of the neighbourhood have not been included / omitted. Those photos would be of the neighbouring single storey ranch homes along both sides of Geary Avenue, the one 4 level side split residence and one 2 storey residence to the east of the subject property, and the continuation of single storey ranch style homes down the west side of Stoneybrook Crescent (east). With the exception of 3 houses on Stoneybrook east, the houses are single storey ranch style homes. The absence of these photos does not provide the “full picture” of the “R1-10 Large Estate Lot” Zone / setting in which a 6 Storey monstrosity is being proposed without buffer zoning, proper scaling, and respect for neighbouring Zoning as communicated in the 1989 Official Plan, and The London Plan.

Page 4:

The Spatial Analysis summarizes the low density residential is specified to exist south, east, and west of the subject property. That would encompass the immediately abutting properties within the existing R2-4, and R1-10 Zones. The R1-10 Zone also extends well to the north of the subject property and R2-4 Zoning.

Page 4:

“Medium density in the form of a townhouse complex to the east along Fanshawe Park Road East” per the report. This is incorrect information as the actual built environment consists of 5 duplex residential dwellings both sides of the north end of Daleview Crescent within the R2-4 Zone, and single-family residential houses extending south on Daleview in the R1-10 Zone.

Further east, single floor, bungalows (*assumed to be a Condominium development, but not substantiated at the time of this report*) in an enclave at 567 Fanshawe Park Road East are within a R6-2 Zone, Density of 23 units / hectare and fill out the land to the “commercial hub” without existing medium density townhouses as stated.

The *“commercial hub at the intersection of Adelaide Street North and Fanshawe Park Road East”* completes the transition from Low Density Residential to Commercial with applicable transition in density, and a very respectful maintenance of building height.

Page 6:

The *“Site Specific Spatial Analysis”* and “Figure 8” on page 6 illustrates and identify an undersized / minimal “Interface with existing Low Density Residential” to the south and east, which is grossly undersized and unacceptable.

Page 10:

“Design Goals and Objectives” identifies as part of the “key goal” as its first goal “to provide a residential apartment building that will enhance the existing streetscape along Fanshawe Park Road. The design is intended to be compatible with, and sensitive to, the surrounding mix of existing and emerging land uses.” There is no mention or apparent respect being paid to Geary Avenue and the surround neighbourhood by the 6-storey monstrosity. The opinion that this 6-storey monstrosity will “enhance the existing streetscape” is simply an opinion of the Developer and his Consultants, and not a fact.

Page 11:

“Proposed Development” again emphasizes the relationship with Fanshawe Park Road East, and not the neighbourhood community it boasts to which it is to be part. The only reference is that *“the building has been pulled towards the street and away from the adjoining residential properties to maximize separation distances”*. The separation is not adequate. This is a recognized issue by the consultant and wordsmithing does not render the inappropriate scale of intensification with minimal spatial separation within the existing built environment /

neighbourhood characterized by its scale, and spatial separation. The retention of boundary trees is minimal, and the scale of some trees being retained is small, contributing nothing to a division for privacy, sound, or other from the vehicular traffic positioned at the south extent of the property, and immediately adjacent to the side lot line and backyard of the properties at 1536 Geary Avenue and 1531 Stoneybrook, and extending to nearby adjacent open large, and private backyards of the "R1-10 Large Estate Lots" Zone. To further describe that the "development will be accessed by a replacement driveway off Geary Ave.", is absurd to compare a proposed 2-way, 2 lane driveway serving 109 parking spaces, 10 visitor and barrier free parking spaces, service vehicle, delivery vehicles, moving vans, and other vehicular traffic in comparison to the existing single family residential dwelling driveway serving one double car garage, and a driveway with parking for 2 additional cars within the limits of the property. The proposed driveway onto Geary Avenue is therefore unacceptable; the driveway must be onto Fanshawe Park Road. This is in keeping with the current developments being built at 307 Fanshawe Park Road East and 420 Fanshawe Park Road East.

Page 12:

"Active ground floor use along street facing elevations", "to frame and enclose the higher order street", "staggered footprint along Fanshawe Road East", "unique-coloured roofline canopy, these elements allow the proposed building to have regard to its corner location".

"Articulation of each façade is present to provide depth and variation in the built form through the use of a range of materials, colours, and textures, which highlight different architectural elements and provide interest/rhythm along the building."

"A hardscaped streetscape treatment, with a range of landscaping and tree plantings, is proposed along the Fanshawe Park Road E."

"There is a prominent, well-defined principal building entrance at the corner of Fanshawe Park Road E. and Geary Avenue."

"There are individual entrances to all ground floor units on street facing elevations and amenity spaces designed as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape proposed. Direct walkway access from ground floor units to the public sidewalk are present." "The top of the building (5th and 6th storey) is differentiated through an articulated roof form, step-backs, cornices, material change and/or other architectural detail."

All these descriptors of the building are how it is perceived / envisioned to relate to Fanshawe Park Road East. There is not a single point as to how it relates to the existing neighbourhood with R1-10 Large Estate Lots".

Page 14:

"A modest and appropriate supply of 10 surface parking spaces, including four accessible spaces, and a lay-by are provided, primarily for the visitors and deliveries. The remaining 109 parking spaces are provided within an underground parking area, which is accessed via a ramp located to the rear of the property."

10 Surface parking spaces less 4 identified as barrier free spaces for visitors, and with no access to the underground / assumed controlled access parking garage, equates to 16.5 apartment (based on 99 apartments) per non-barrier free parking space. This gross lack of visitor parking will result in on-street parking along Geary Avenue. This will result in overflow visitor parking along Geary Avenue. While on-street parking is legal on both sides of Geary, it will produce a further choked down thoroughfare for 2-way traffic. Experience has also shown that backing out of your driveway at times with parking on both sides of the street, with limited lines of sight, tight area for maneuvering, and sometimes excessive travel speeds by vehicles on Geary, has proven to be dangerous. In addition, with no curbs on Geary, persons tend to drive up on the grass boulevards when parallel parking, causing damage to lawns and properties. Regulating parking on Geary with permits or other like that is similarly done on Trowbridge Avenue, off Springbank Drive, as result of patients attending the medical center, and not wishing to pay for parking, will not be tolerated by Geary Avenue property owners.

Page 14:

"Each residential unit will have a balcony to provide private, outdoor amenity area for the enjoyment of residents."

While approximately half of the balconies on floor levels 2 to 6 will have views never existing before into the large private yards of the neighbouring "R1-10 Large Estate Lots" with single floor ranch style homes. A perspective, and invasion of privacy existing that residents have never had, nor by purchasing and residing on these properties, and that consciously played a factor when deciding to purchase these properties should have to endure. It is

unacceptable that any approval for any new build will allow blatant invasion of privacy. This has been done at 307 Fanshawe Park Road, where the Developer was permitted to build a monstrosity allowing for windows along the west side of his development to peer into the yards of homes on Hastings Drive. Those individuals had bought their properties that allowed them privacy and now this Developer was permitted to build a monstrosity that clearly violates their privacy. It is not clear who has the right to allow such invasion of privacy?

Page 14:

“Garbage will be stored internally to the building and will be placed outside in the designated garbage location on collection day.”

Garbage and recycling facilities are proposed to be housed within the building’s internal service space. Management of the bins in and out of the building for routine service, and the truck service contracted to do the work, will introduce a level of service noise and disruption to the neighbourhood that will not be tolerated. Due to the over developed / over densified site layout there is no contingency in the building, nor the site design for future expanded and enhanced garbage, recycling, compost, or other management of refuse that may come into effect as landfill related cost increase and society must manage and redirect more refuse differently. In addition, future expansion with exterior garbage enclosures, facilities, or other not in place under the Site Plan Agreement will not be permitted, and will not be accepted by the neighbourhood residents. Due to the nature of apartment buildings, and especially those housing students generally produce excessive furniture, household wares, and other at specific times of the year, and more generally throughout the year. Dump piles will NOT be tolerated being dumped at the curb, or stockpiled elsewhere on the site.

Page 15:

“The location of the building allows for a large rear yard setback of 21.8m to separate the building from existing low density uses to the south.”

The “large rear year” is inadequate in proportion to the 6 -storey monstrosity, and introduces an unprecedented level of privacy invasion along this sector of Fanshawe Park Road East (area of R1-10 Large Estate Lots), and including the development under construction at 420 Fanshawe Park Road East. A driveway immediately bordering the north side of the property of 1536 Geary Avenue is unacceptable with respect to car pollution, noise pollution, and privacy issues.

Page 15:

“For the purpose of this application, the front lot line is identified as Fanshawe Park Road East. A minimum front yard setback is proposed at 1.0m and a minimum exterior side yard setback (for Geary Ave) is proposed at 3.5m, in order to bring the building close to the street and frame the public realm.”

The positioning of the building with minimal setbacks noted also will impact the “Transportation Master Plan, the possibility of future widening this road in the future to 6 lanes exists” (per *City of London email 2022-02-01*). The extensive reduction in the front and exterior side yard setbacks also limit the “daylight corner”, lines of sight, and safety for vehicular, cycling, and pedestrian traffic intersecting at the corner.

Pages 15-16:

“The primary northern orientation of the rectangular-shaped building interfaces well with Fanshawe Park Road East. An emphasis is placed on its corner location, framing the intersection with an active ground floor, with unique-coloured pillars to enhance the aesthetic of the building when viewed from the intersection. Treatment at grade along Fanshawe Park Road East and Geary Avenue consists of a higher proportion of glazing, to clearly delineate the attractive, pedestrian-oriented public realm. The upper two storeys of the building will be architecturally different. A contemporary flat roof, with modern cornice lines and canopies for the balconies effectively announce the top of the building and help distinguish the building along the corridors.”

The focus again remains on the front facing and relationship of the proposed development Fanshawe Park Road East, and a minimal frontage (side yard) on Geary Avenue, and with no mention or consideration of the 6 -storey monstrosity to the neighbouring “R1-10 Large Estate Lots”.

Page 16:

“The proposed building incorporates a number of architectural components to break up the massing of each façade. At this conceptual stage, it is proposed that along the street-facing elevations, differing colours will vertically break up portions of the building. Portions of the building are also proposed to be recessed to provide a varying rhythm along each façade.”

“A variety of articulation is to be present on the proposed design of the building. Balconies extrude from the face of the building, but not beyond the minimum setbacks requested in the site-specific zone. A variety of materials, colours, and textures are to be proposed to break up the massing of the building into smaller sections to appropriately frame the street and enhance the streetscape.”

Breaking up the massing of each façade does not diminish the mass of the building, the shadow cast by the building, the intensity of the building relative the low density, single storey residential homes immediately adjacent. The building remains a 6-storey monstrosity and behemoth structure within the established neighbourhood character, and overall setting. As the grade/elevation of the abutting homes going south on Geary Avenue slopes downward, the massing will further be accentuated!

“Minimum setbacks requested”, and that are greatly reduced from those setbacks set out in the current R2-4, and other specified setbacks included in the Official Plan and Zoning By-law Amendments of the Public Notice.

“A variety of materials, colours, and textures are to be proposed to break up the massing of the building into smaller sections to appropriately frame the street and enhance the streetscape.”

A patchwork quilt affect of the building façade finishes is nothing more than a visual affect to try to distract the eye from seeing the behemoth mass of the building. The building remains disrespectful of the existing built environment / neighbourhood character. Some current day finish selections could result in increased maintenance or premature replacement due to shorter life cycle than expected, resulting in more disruption on the property and neighbouring community. This is even more intensified because of the building’s close proximity to Fanshawe Park Road, where road salts, emissions, and other deleterious airborne pollutants are present in concentrated volumes.

“A variety of uses and building types surround the subject lands. Two large, single family lots abut the subject lands to the south (1536 Geary Ave and 1531 Stoneybrook Crescent), two lots also abut the lands to the east (1543 Stonebrook Crescent and 1535 Stoneybrook Crescent). Further surrounding the lands to the north, south, east and west are single-family lots. A medium density residential development in the form of townhouses is located to the east at 567 Fanshawe Park Road E. and a commercial hub is located at the intersection of Fanshawe Park Road E. and Adelaide Street N.”

Again, we repeat and **correct**, that 567 Fanshawe Park Road East are single floor, bungalows (**detached**) in an enclave (*assumed to be a Condominium development, but not substantiated at the time of this report*), and are within a R6-2 Zone, Density of 23 units / hectare and not medium density townhouses as stated in the Consultant’s Report.

Page 19:

*“The proposed development adds to the existing mix of uses in the immediate area, being single-detached dwellings, **with townhouses**, and shopping areas.”*

*“The mix of uses in the **immediate** area”* that are affected by this development in its physical presence and appearance, and that which this development should respect are R1-10 Large Estate Lots, and R2-4 Residential. **There are no townhouses in the Stoneybrook community as reported in the Consultant’s Report.**

“The proposed building will fit within the existing and planned mix of residential uses, and enhance the existing character and image of the corridor by providing a modern and contemporary apartment building.”

Again, the reference to the “corridor” / Fanshawe Park Road. The focus remains on Fanshawe Park Road and the relationship with the “Urban Thoroughfare”, and a blatant ignoring and position of disrespect to the current residential zones bounding the property on the majority of its sides (3 of 4).

“Overall, the proposed development adds to the uniqueness of this area, providing an attractive and desirable use along transitional corridor.”

The uniqueness of this area is the “large estate lots” that which this development does nothing to enhance its uniqueness, in fact it is destroying the area's uniqueness, and respect to be a neighbourhood to be sought out to reside.

“The existing City storm sewer does not have capacity for the site's flows at predevelopment levels and stormwater management quantity controls will be required to mitigate the increased runoff due to site development. The Fanshawe Road Park East ROW appears to have sufficient capacity for the site's overland flows provided the flows do not exceed pre-development levels.”

It is perceived by the proposed building size, and extent of hard surface site finishing that there must be an increase of stormwater runoff relative to the 3 existing houses, and with consideration of increased frequency of milestone yearly rainfall event(s). This does cause concern to neighbouring properties and those along Geary Avenue that are lower in elevation, and downstream along the existing 450 mm storm sewer. The same storm sewer that is being proposed to be utilized by the proposed development. Review of Strik Baldinelli Moniz Preliminary Site Servicing C3 is without further comment at this time. Overland drainage onto neighbouring properties is understood not to be permitted. The stormwater sewer draining south, and it is assumed to discharge at the built outlet into Stoney Creek. This is also in the area of Beaver Pilot Project 4, just downstream of a small wetland or natural spring area, and within a large natural area abundant with many plant species, and native wildlife. What are the criteria that which a review and study needs to be completed to evaluate the impact of the development on the area, and to protect this area as it appears currently that stormwater from the proposed site plan design connects to the existing 450 mm stormwater sewer at an existing manhole outside of the southwest corner of the subject property and is assumed to drain into Stoney Creek water course?

**Page 20:
PUBLIC REALM**

“The public realm is primarily defined by the existing range of large-lot, single-detached dwellings surrounding the subject lands and along the Fanshawe Park Road E streetscape and medium density and commercial uses to the east.”

Factual.

“There are sidewalks present on both side of Fanshawe Park Road E. and both sides of Geary Avenue making the pedestrian environment available; existing large-lot single detached dwellings are significantly set back from the street.”

The proposed development is in contrast with the established neighbourhood houses, which “are significantly set back from the street”, and it obstructs the openness of the existing streetscape and the unique character of the existing built environment.

“The intent of the proposed development is to enhance this unique sense of place by providing a contemporary building with a strong relationship to the public realm with direct pedestrian connections to the building. The proposed development enhances the streetscape and provides a more comfortable and diverse pedestrian experience.”

All attributes underlined above speak directly to the relationship of the 6-storey monstrosity to Fanshawe Park Road, and not to the neighbourhood character of Geary Avenue, and Stoneybrook Crescent East. Currently the development does not even speak directly to the existing residential dwellings along the section of Fanshawe Park Road East.

Page 20:

“PROPOSED PLANNING ACT APPLICATIONS” have been addressed in other Part(s) of this Report.

Pages 21-23:

“PLANNING POLICY ANALYSIS

The proposed development is an appropriate addition to the mix of residential uses in the surrounding area. Given that the proposed development is a compact, efficient, and cost-effective form of development that will make use of existing municipal services on an underutilized lot, servicing costs and consumption of land are minimized. The subject lands are located along an Arterial Road with access to existing public transit that provides convenient access to the downtown and surrounding areas.”

Other developments could boast the same attributes for this parcel of property, and maintain / respect “The London Plan” and respect existing neighbourhood character, scale, etc.

“The subject lands are within a settlement area. The proposed development promotes vitality and regeneration of the subject lands, as it is an efficient, design-focused form of development on an underutilized parcel of land that is connected to existing municipal services.”

Turning an “underutilized parcel of land” into an over intensified parcel, destroying the essence of the abutting neighbourhood. Intensification at all costs?

“The proposed development adds to the range of residential uses along a main corridor. The proposed density is representative of a positive addition to the housing stock in the area, providing quality housing opportunities for those who may wish to downsize in the area, as well as for the general public.”

Similar results could be accomplished and remain respectful of the immediate abutting neighbourhood zone.

“The subject lands are an appropriate location for the proposed development, given that they are located on an Arterial Road, have access to public transit, and are proximate to a range of commercial amenities along Fanshawe Park Road East, as well as other supportive land uses for residents (i.e., schools and open space).”

Other more suitable development that is respectful of the immediate abutting neighbourhood zone could accomplish similar positive intensification results

“The proposed site-specific zoning regulations applied to the subject lands permit a desirable form of housing along an Arterial Road that is compatible with surrounding uses. Appropriate setbacks, landscaping, tree planting, and/or fencing will allow for the 6-storey building to integrate appropriately into the existing context.”

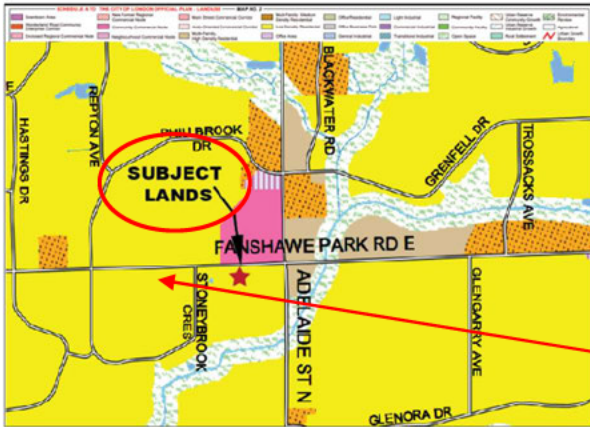
Setbacks have been reduced far beyond reasonable limits only to permit the 6-storey monstrosity to fit on the property with the other required amenities, and **that contributes to the inability** “of the 6-storey building to integrate appropriately into the existing context”.

Page 24:

Planning and Design Report
517-525 Fanshawe Park

September 17, 2021
Zelinka Priamo Ltd.

Figure 23 – 1989 City of London Official Plan: Schedule 'A' – Land Use (Excerpt)



“Subject Lands” identified by the Red Star and label with leader are incorrectly identified on Page 24 of the Consultant’s Report

Similar references on Maps 24 and 25 are also incorrect.

Subject Lands (517-525 Fanshawe Park Road East) are situated along the south side of Fanshawe Park Road East, west of Stoneybrook Crescent (east end), and east of Geary Avenue.

Page 29 - 30:

URBAN DESIGN – RESPONSE TO CITY DOCUMENTS

“Architectural Continuity - The orientation, location, and scale of the building is appropriate for the subject lands, compatible with the surrounding context, and desirable along an arterial road. The building is located close to both streets, creating a new and desirable street wall along this portion of the corridor. There are no nearby uses that are known to have architectural or historical significance.”

A 6-storey monstrosity of massive proportions relative to immediately adjacent, and in close proximity to a single storey ranch style residential dwelling.

A 6-storey apartment building of medium density immediately adjacent to “R1-10 Large Estate Lots” with one of the lowest densities, if not the lowest in the Residential Zones, and without any buffer zone of other residential zoning to ease the transition does not exemplify “compatible with the surrounding context”.

“Redevelopment – Fanshawe Park Road is characterized by a mix of uses, and **Savoy Street** is characterized by a low-density residential land uses. The proposal would enhance an underutilized property and will architecturally improve the character of the existing area, create an attractive entrance to the existing neighbourhood, and add to the existing and planned mix of residential dwelling types.”

Savoy Street is off Wharncliffe Road South in Lambeth, and its context / reference in this report is incorrect. Content of this report is being questioned for its accuracy, and completeness as there are numerous errors.

“Access to Sunlight - The building has been positioned as close to Fanshawe Park Road East and Geary Ave. as much as possible to reduce potential shadowing impacts on surrounding land uses.”

Please refer to other Parts of this Report for related information and refuting of information reported.

“Privacy - The proposed building is located as close to the Fanshawe Park Road East and Geary Avenue intersection as possible, creating a significant distance between existing low density residential land uses. Boundary trees are to be retained and planted in order to help screen the proposed building from neighbouring properties.”

Positioning of the building, trees, and other features do not permit the retention privacy in the large private backyards in any way that is currently enjoyed by residents on Geary Avenue and Stoneybrook Crescent (east).

**Pages 30-43:
The London Official Plan**

See Part 2 of this Report
See additional comments reported below.

Page 32:

“The proposed 6-storey residential apartment building is in conformity with the intent of The London Plan. As such, an Official Plan Amendment to The London Plan is not required for the proposed development.”

Further review and substantiation of this statement will need to be proven / information provided.

Our Vision for Neighbourhoods Place Type (Policy 916)

“The subject lands are part of a developing mixed community that is currently comprised of a range of low density and medium density residential uses. The proposed development is well-designed and located at a gateway to the neighbourhood, enhancing the neighbourhood character and creating a unique, attractive sense of place for the community and for those passing by.”

Part of a developing mixed community that with the rezoning of these properties sets the precedence for the remaining R2-4 Zone along both sides of Fanshawe Park Road East, and soon there will be a Cherry Hill like cluster of mid-rise apartment buildings both sides of Fanshawe Park Road East, and “R1-10 Large Estate Lot” zones north and south of the area are so devalued that midrise and high-rise intensification consume the entire area.

**Pages 43-45:
The City of London Zoning By-law**

See Part 1 of this Report
See additional comments reported below.

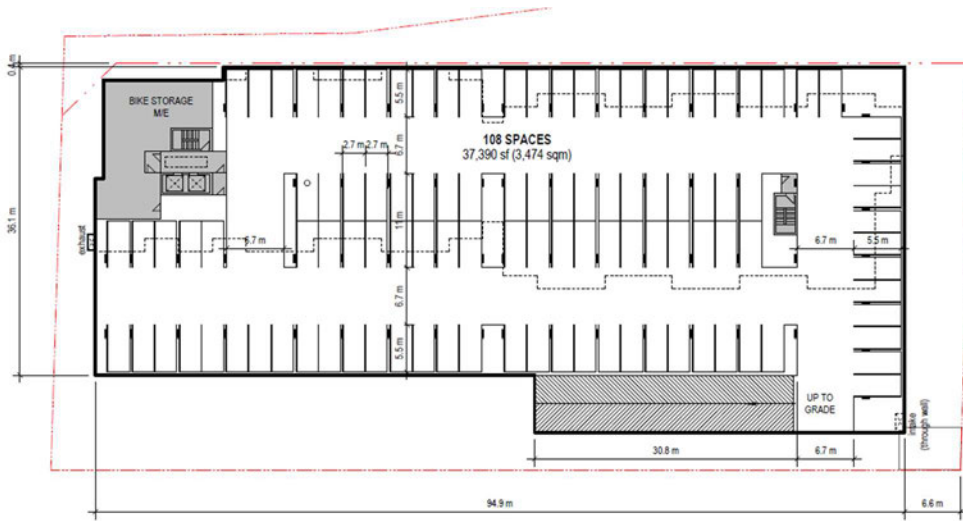
Page 45:

Other Considerations – Noise Assessment

No comments at this time.

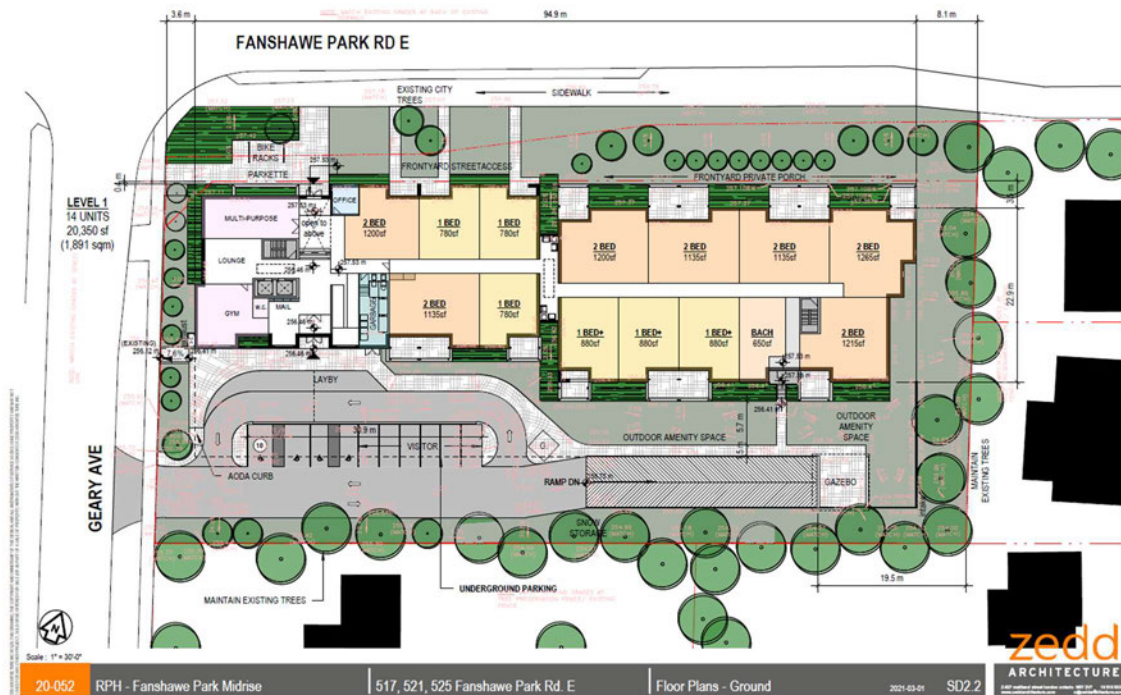
Architectural Presentation Site Plans, Building Plans, Elevations, Renderings

This part of the Report will address the plans, elevations, sections, and renderings included in the Consultant's Report by “Zedd Architecture.



RPH - Fanshawe Park Midrise | 517, 521, 525 Fanshawe Park Rd. E | Parking Level Floor Plan | 2021-03-01 | SD2.1

Included for Reference



20-052 RPH - Fanshawe Park Midrise | 517, 521, 525 Fanshawe Park Rd. E | Floor Plans - Ground | 2021-03-01 | SD2.2

Apartment layouts do not illustrate details of the individual apartments. The various apartment layouts have been requested for review, but to date the layouts have not been provided. It is assumed that layouts must exist in order to develop the full building plan, to provide a plumbing fixture count for servicing evaluation, etc. It is concerning that this information has not been / will not be shared. Is the issue that by providing the layouts it will be viewed that **bathrooms will be equal to the number of bedrooms proposed (i.e.: 1 Bedroom apartments will have 1 bathroom; 2 Bedroom apartments will have 2 bathrooms).** Will it be also found that the apartments have a **small common living spaces and shared kitchens?** This is the case in the recently constructed **Masonville Yards APARTMENT** development at 1635 Richmond Street North. Will it be discovered that that this **proposed development is geared to providing Student Housing?** As per the response from Ms. Nancy Pasato, Senior Planner, City Planning Department in a February 1, 2022, email:

*“As stated above, lodging house is a standard permitted use within the R9 Zone variations. From the site concept plans I see a range of 1- and 2-bedroom self-contained apartments. https://london.ca/sites/default/files/2021-11/05_202~1.PDF. **Whether those are ultimately occupied by students, I cannot confirm or deny**, as the site is in somewhat close proximity to the university and to a major transit hub (Masonville). But the submitted concepts show self-contained units i.e., with own kitchen and washrooms.”*

Noted: Singular “kitchen” and Plural “washrooms” if reference to self contained units. Per Ms. Maureen Cassidy’s Email February 1, 2022:

“As far as I know, the developer has not stated that they plan for this to be a “student residence”. Notwithstanding that, city planning staff and City Council are obligated to decide on planning matters using specific provincial and municipal planning documents to determine if the proposed land-use meets the guidelines and requirements set out in the legislation. We cannot refuse an application based on the people who will potentially inhabit the dwelling units. For example, we must determine if an apartment building is the appropriate use for this site. We cannot insert caveats that permit an apartment building while prohibiting students from living there.”

It is understood an application cannot be refused for certain criteria. However, the evaluation and aspects of the development to be considered, if it is purposely being developed for student housing would be expected to need review and consideration outside of the typical stream of the review process.

In addition, the perception of this further exemplifies the lack of trust the community has in the developer and city relationships. That is the developers are in control of the city affairs, and that the citizens of London are not listened to and not respected. Decisions are made well before the public is notified, and restraints of the process are used to the advantage of the developer to shutdown public input. The developer has been working with Consultants from early 2021 on this proposed development. The community first received notice for a Public Virtual Open House on December 20, 2021, only to find out how far the plans have been advanced, and the extent to that which the city has been consulted, worked with, and directed by the developer and his consultant team. Opposition to the development is already behind, and the feeling of futility abounds in the Community. This has been expressed over and over on many platforms in social media with regards to the City of London and developers, being the “tail that is wagging the dog”. Many examples city wide have been referenced, and citizens are feeling beaten down.

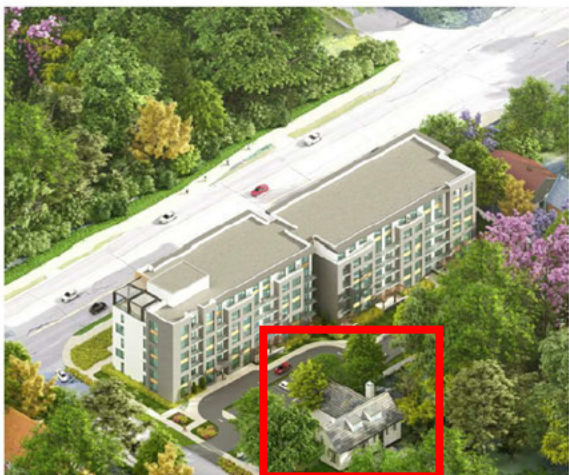


VIEW FROM FANSHAWE AND GEARY


Scale: 20-052 RPH - Fanshawe Park Midrise | 517, 521, 525 Fanshawe Park Rd. E | Perspective | 2021-03-01 | SD6.2

zedd
ARCHITECTURE

The image and area high lighted with the **Red Square** illustrate a slate like finished roof on a house with considerable roof pitch. The pitch would be estimated at greater than 12/12, and a height to the peak for approximately 3 storeys when extrapolated along the lines to the vanishing point of the perspective. In reality the house is a single storey brick ranch with asphalt shingle roof. It has a roof patch of 5/12 to 6/12 and the height from grade to the ridge of the roof will be approximately 16 to 17 feet from the finished grade at the base of the house. These specifications are based on CAD file drawings for the neighbouring house at 1532 Geary Avenue that is of similar style and construction / in keeping with the character of the neighbour / Place Type.

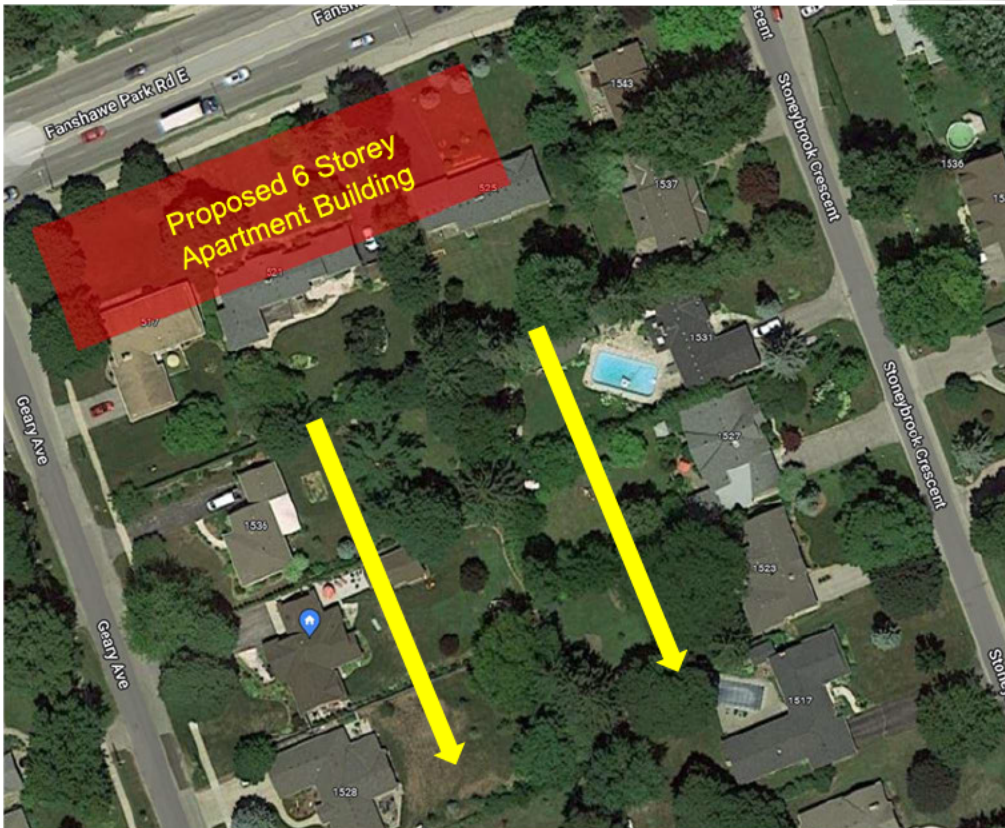


The house at 1536 Geary Avenue depicted here and as outlined above. The neighbouring house to the south at 1532 Geary out is creatively missing and the lot is fully treed / park like. This really emphasizes the lack of proper spatial separation, acceptable scaling, and respecting neighbourhood character.

1543 (side split), 1537 (two storey) & 1531 (single floor ranch) Stoneybrook Crescent (east) that abut the subject property. Much smaller in scale & height than that depicted. 



Mis-representation of the existing built & natural environment is not respected.



Unobstructed views for 6 storey apartment building into existing PRIVATE rear yards of R1-10 Large Estate Lots



Artist Renderings should accurately reflect the surrounding neighbourhood and “Place Type” or include a disclaimer to the contrary. [Refer to page 15 for additional information.](#)



MARCH 21 - 9 AM



MARCH 21 - 12 PM



MARCH 21 - 3 PM

Scale : 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow - March

2021-03-01

SD7.1

zedd
ARCHITECTURE

2107 Midland Road London, ON N6G 3P7 519 833 8110
www.zeddarch.com info@zeddarch.com

What is the shadow cast at 6:00 PM (closer to sunset)?
Are the properties at 1543 & 1537 fully in darkness / shadow?
What is the condition 1 hour after sunrise?



JUNE 21 - 9 AM



MARCH 21 - 12 PM



MARCH 21 - 3 PM

Scale: 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow - June

2021-03-01

SD7.2

zedd
ARCHITECTURE

Are the properties at 1543 & 1537 fully in darkness / shadow?
 What is the condition 1 hour after sunrise and 1 hour before sunset?
 Let's report on the maximum shadow conditions that will be experienced.
 March dates are incorrect.



DECEMBER 21 - 9 AM



DECEMBER 21 - 12 PM



DECEMBER 21 - 3 PM

Scale: 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow December

2021-03-01

SD7.3

zedd
ARCHITECTURE

Winter Solstice or to be known as the "Dark Ages" for extensive surrounding areas not experienced anywhere else along the local stretch of Fanshawe Park Road.
 What is the plan for managing the dramatic change in winter road conditions for the section caused by intense shadowing of Fanshawe Park Road?



Ridge of house projects in perspective to underside of fourth floor level

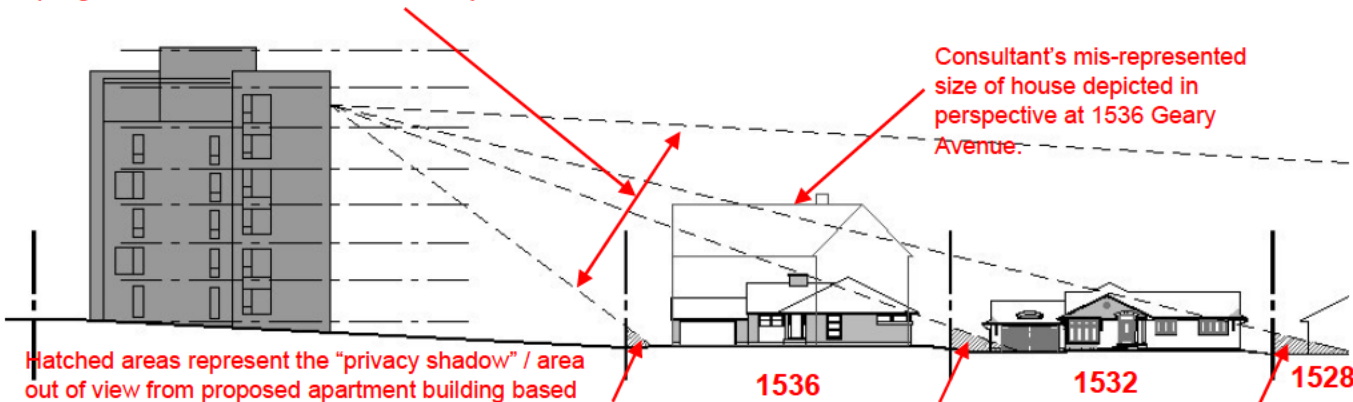
Existing single floor ranch house at 1536 Geary Avenue is misrepresented & scaled to be Approximately 32' in height as extrapolated by the dashed red line. Actual height of house to roof peak is ~19'-3" per comparison & CAD files from 1532 Geary Avenue. Approximate lot grades, topographic elevations & contours have been considered & incorporated.

The scale of 6-storey proposed apartment building is being mis-represented by scaling Up / increasing the size of the surrounding single floor residential ranch homes.



Range of view from 6th storey, at eye level (~5'-0" above floor). Existing R1-10 Large Estate Lot PRIVATE rear yards are fully visible. Tree cover is minimal & deciduous trees provide no cover for portions of fall & spring & all winter & cannot be termed as permanent.

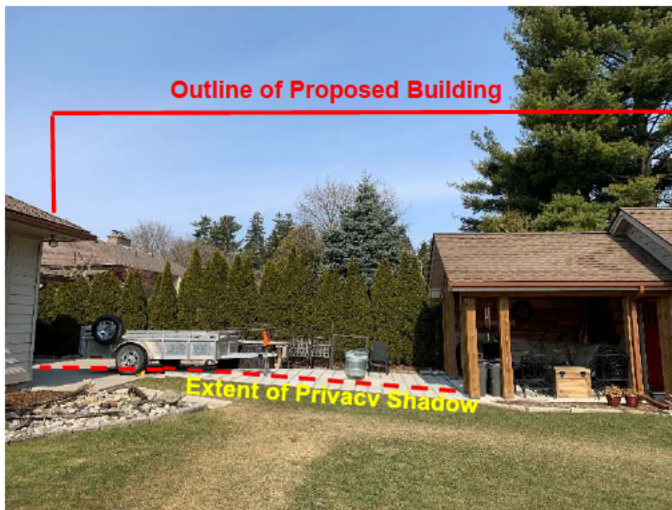
WEST ELEVATION - GEARY AVE.



Matched areas represent the "privacy shadow" / area out of view from proposed apartment building based on an assumed ~5'-6" wood fence height. Wood fences of this nature do not exist in many of the back yards because there is spatial separation & other for privacy at the inhabited zone from grade to ~6'-0".

Consultant's mis-represented size of house depicted in perspective at 1536 Geary Avenue.

NOTE: INFORMATION PROTRAYED HEREIN IS BASED ON CAD FILES OF 1532 GEARY AVENUE, INCLUDING ACTUAL REFERENCED EXISTING GRADE ELEVATIONS & SCALED PROPORTIONALLY WITH THE CONSULTANTS' DRAWINGS TO PROVIDE TRUTHFUL REPRESENTATION OF THE EXISTING & PROPOSED STREETSCAPE ALONG THE IMMEDIATELY ABUTTING PORTION OF GEARY AVENUE.



View looking north from rear yard of 1532 Geary Avenue (west) (overall lot depth 223 LF)



View looking north from rear yard of 1532 Geary Avenue (middle towards east)



View from existing PRIVATE rear door on north side at 1532



View from PRIVATE rear deck 1528 Geary Avenue



View from PRIVATE rear yard 1528 Geary Avenue

Reference Notes:

Definition of "Monstrosity": "something, especially a building, that is very large and is considered unsightly", source: Oxford Languages Dictionary

Definition of "Townhouse": "a tall, narrow, traditional row house, generally having three or more floors", source: Oxford Languages Dictionary

Part 4 Community Concerns

1. **Increased traffic on Geary Avenue extending through to Stoneybrook Crescent / encompassing the neighbourhood.** The existing substandard road condition and aging infrastructure cannot continue to support current and increased traffic volumes, and servicing to existing homes.

Traffic in both directions on Geary have been increasing over time, and with the addition of the proposed development, southbound traffic will increase dramatically to compensate for the inability to go westbound onto Fanshawe from Geary. To be clear, it is not possible to travel westbound on Fanshawe from Geary due to traffic volume.

Working from the home office (on Geary Avenue) through all stages of COVID provided the opportunity for an informal traffic study to be conducted on Geary. During the period of morning student drop-off at Stoneybrook Public School, Geary Avenue is used by parents entering and exiting the area. At times the staging of cars at the stop sign to access Fanshawe from Geary will be in excess of 6 cars, with the line extending well past the proposed development's driveway. Throughout the day, traffic is observed to be high with peaks before and after school day and workday hours. This will only be compounded / intensified with the introduction of 99 apartments (156 residents per bedroom count with 109 vehicles per underground parking spaces, and 10 visitor parking spaces).

When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.



2. There are no existing traffic calming measures, and there are no proposed / planned traffic calming measures associated with this development, nor known to be proposed for any municipal general upgrade project to control existing and increased traffic from new development along a straight and flat Geary Avenue. The street has already been described by some as a "drag racetrack" or "airport runway". A high percentage of that traffic is traveling in excess of the 50 km/h, the posted speed limit, with some clocking an estimated 80 km/h or greater. No Traffic Study has been considered, conducted, nor requested by the City as part of this application (that should be conducted when school is in session). When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the

Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.

3. Increased traffic along Geary Avenue, Stoneybrook Crescent through school zone; area is already congested at times of the day with school buses, drop-offs, pickups; extending onto Roland Crescent, Meridene Crescent East and West, and Hastings Gate. Please see below objective photos of the traffic congestion and pedestrian congestion exemplifying safety concerns. The extent of the congestion progresses well north on Stoneybrook Crescent (west) towards Fanshawe Park Road, into Roland Crescent, and both ends of Meridene Crescent. What are the plans to deal with the increased safety risk in this area? When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.



Stoneybrook Crescent looking west past Stoneybrook Public School



Looking north on Roland Crescent from Stoneybrook Crescent



Looking east on Stoneybrook Crescent through the "Kiss & Ride" Zone in front of the Stoneybrook Public School



Looking south along Stoneybrook Crescent (west) towards Hastings Gate & Stoneybrook Public School

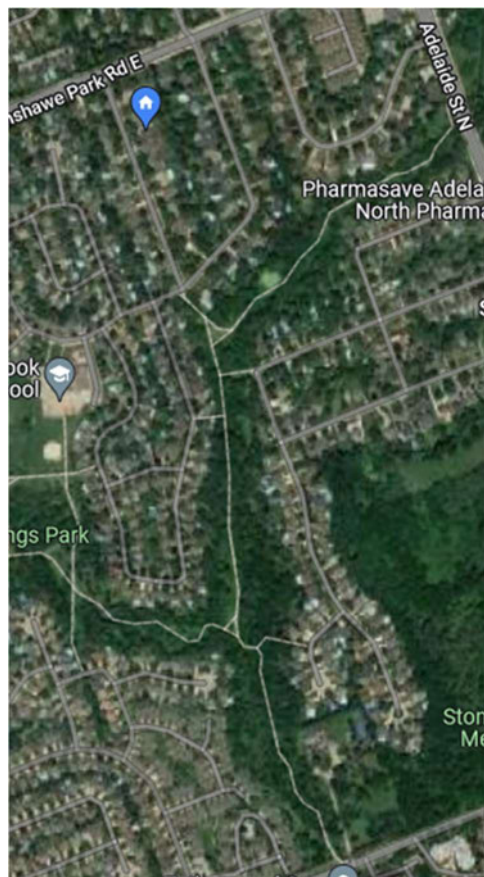


Looking south along Stoneybrook Crescent (west) at Hastings Gate & Stoneybrook Public School

4. There is ongoing concern about adequate access for emergency vehicles maneuvering through this congestion.
5. Increased pressure on Stoneybrook Public School from new apartment Residents. No mention in reports to date of consultation with the Thames Valley District School Board. This may be a moot point pending the suspected student residence in the proposed development. However, it must still be accounted for as “we cannot refuse an application based on the people who will potentially inhabit the dwelling units” (per Maureen Cassidy’s email, February 1, 2022). A range (min. / max.) number of new students attending Stoneybrook Public School should be assumed (based on the number / type of proposed units, and evaluated by the respective agencies, and included in the Planning and Design Report.
6. Increased nuisance noise issues from the proposed 6-storey monstrosity with elevated positions, operable windows, and open balconies that permit natural amplification and projection of noise throughout the rear yards / the most private portions of the neighbouring properties in a “R1-10 Large Estate Lot” Zone.
7. Increased pollution / littering throughout the neighbourhood. Community residents has observed garbage to have been thrown from vehicles driving, and cast-off garbage by people walking along Geary Avenue, Stoneybrook Crescent, and Fanshawe Park Road East. This problem currently intensifies into the Stoney Creek Valley Trail (per Google Maps) natural area at the south end of Geary Avenue. It is anticipated with increased residents from this development, the increased pollution / littering will only increase and intensify.
8. Increased load and environmental impact on Stoney Creek Valley Trail (per Google Maps) natural area at the end of Geary Avenue.



Entrance to Stoney Creek Valley Trail area at south end of Geary

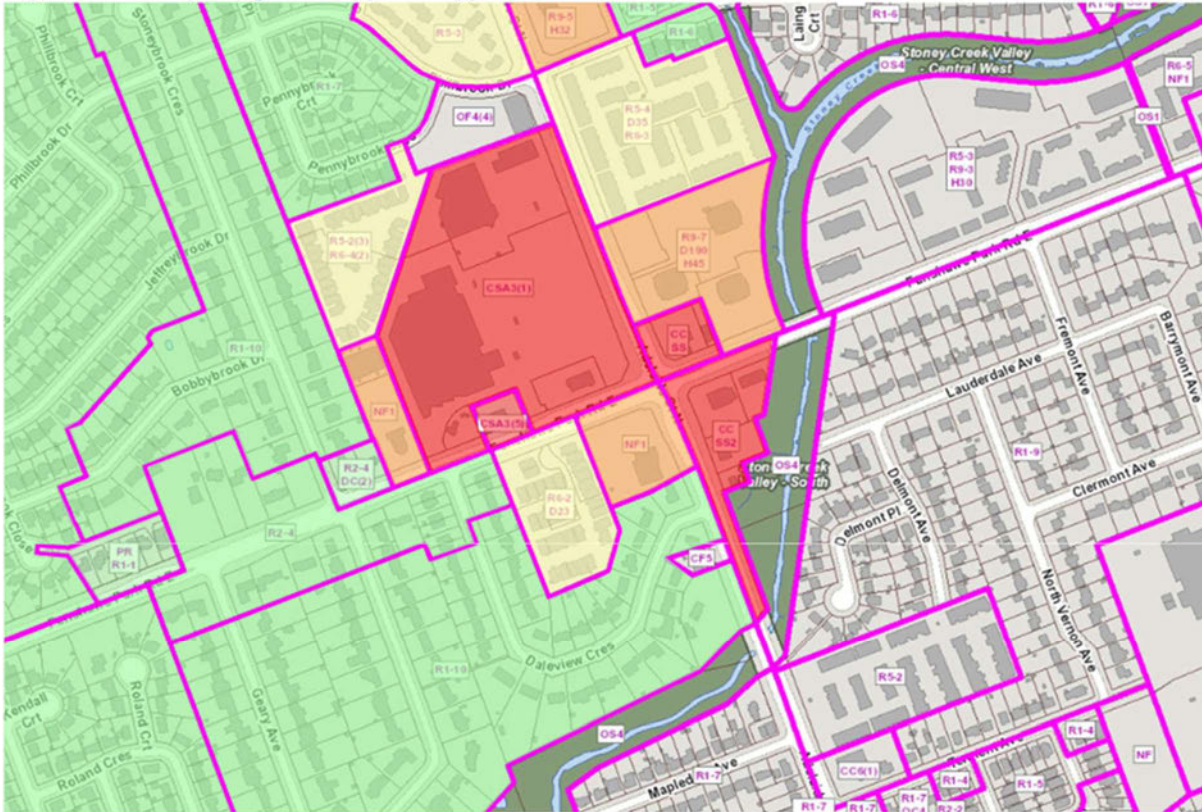


9. Increased illegal activity in Stoney Creek Valley Trail (per Google Maps) natural area at the end of Geary. There is already a presence of drug use, and other deleterious activity in the area as reported by a resident immediately adjacent to the area.

Part 5 North London Development

City of London Interactive Map – Current Zoning

<https://london.maps.arcgis.com/apps/webappviewer/index.html?id=20327d3bcfb34bb488a7c3f74c05d2d3>



The existing Community Shopping Area (CSA, CC-SS) is mainly concentrated at the intersection of Fanshawe Park Road East and Adelaide Street North forms the hub of the area community within the greater setting of London. The hub is bounded by Neighbourhood Facilities (NF / community amenities) & High Density, Highrise Apartment Buildings (R9-7). That inner *circle* around the hub is further and outwardly bounded by Low Rise Apartments (R5-3) and Condominiums (R5-4), and then Single Family Residential (R-# Zones).

The existing Community Shopping Area (CSA, CC-SS) is mainly concentrated at the intersection of Fanshawe Park Road East and Adelaide Street North forms the hub of the area community within the greater setting of London. The hub is bounded by Neighbourhood Facilities (NF / community amenities) & High Density, Highrise Apartment Buildings (R9-7). That inner *circle* around the hub is further and outwardly bounded by Low Rise Apartments (R5-3) and Condominiums (R5-4), and then Single Family Residential (R-# Zones).

The map illustrates the sensible gradual progression away from a major intersection / community / commercial hub with high traffic volumes, and commercial services. The hub is flanked by higher density and buildings with greater height stepping down in height and density as you move further outward from the community hub. Condominiums of medium density and low-rise developments are then positioned as the distance increases away from the community hub. **This outer zoning also includes less restrictive Residential Zoning (R2-4) to extend along Fanshawe Park Road providing opportunity for slightly more intensive residential construction along the main “Urban Thoroughfare” (Per Map 3 – Street Classifications, The London Plan), and that maintains a respectful relationship with the surrounding R1-10 Large Estate Lot Zones.**

Intensification is understandable and acceptable, and it must be respectful of the neighbouring zones. To accomplish this end, a new development must fit in its scale and character to an existing neighbourhood, to relate well to and permit a reasonable transition from one zone to another. These are basic municipal planning guidelines / strategies, well established, in place, and that support this model. The London Plan communicates clearly to be

respectful of the existing built environment, maintain appropriate scaling, appropriate massing, suitable character, and relationships between abutting zones.

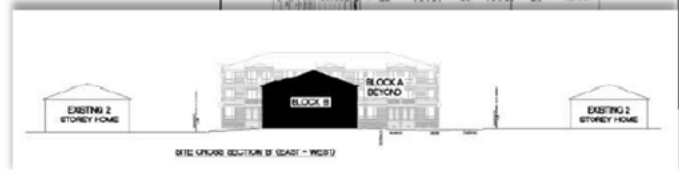
The location of this 6-storey apartment building at 517-525 Fanshawe Park Road East does not relate in scale, character, or other, with respect to the neighbouring properties / Zone.

307 Fanshawe Park Road (42 Units – 75 Units / Hectare)

A multi-unit development under construction demonstrates a lack of respect that has been permitted for the existing built environment & abutting residential with 3.5 storeys permitted immediately adjacent to existing 2 storey residential. Violating the privacy of existing backyards is unacceptable. Who gives the right to Developers to even think they can propose. Planners to review and find acceptable, and Municipal Councilors to approve a new development that violates existing conditions of privacy, that which current homeowners accepted at the time of their purchases? For example, as illustrated by the yellow arrow below, which shows the line of sight from upper storey windows invading the existing homeowners' privacy.



Proposed Site Plan (May 2019)

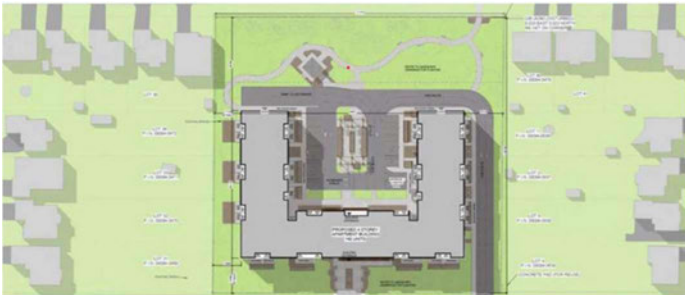


The permitted site access is directly off Fanshawe Park Road East. The Planners provided an aerial photo above noting work arounds for vehicular traffic to access the site by means of neighbouring streets. A driveway from 517-525 Fanshawe Park Road entering and exiting from Fanshawe Park Road is therefore acceptable. The precedent at 307 Fanshawe Park Road East has been set, and this development requires Fanshawe Park Road East.

420 Fanshawe Park Road (4 storey, 142 unit, 100 Units / Hectare)



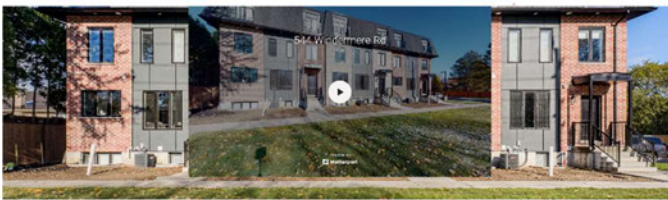
The permitted site access is directly off Fanshawe Park Road East. This serves as the second example of 2 developments currently under construction that access directly onto Fanshawe Park Road East. A driveway from 517-525 Fanshawe Park Road entering and exiting from Fanshawe Park Road is therefore acceptable.



The spatial separation of this development is far greater than that proposed for the 517-525 Fanshawe Park Road East development.

544 Windermere Road (student row houses / Windermere Annex)

WINDERMERE ANNEX



SUITES



Bedroom

Well appointed bedrooms are all equal sized, with high ceilings, large windows, include custom furniture package, built in closet and ensuite bathrooms in every bedroom.



Living Room

The main floor, open concept living room includes comfortable furniture, high ceiling, modern design features and upgraded finishings throughout.



Kitchen

Modern, custom and open concept kitchen includes quartz countertops, stainless steel appliances, oversized under mount sink with a large breakfast bar.

Unknowns remain regarding developments in the North London Communities. Specifically, Western University has student residences and it has plans to house students. It appears as though Developers submit their proposals, and the proposals are approved, but full disclosure of the intended occupancy to the community residents has not been provided. For example, 544 Windermere Road (Windermere Annex), and 1635 Richmond Street North (Masonville Yards) (See page 4). Despite the request for suite / apartment layouts, the Developer has not provided them to date. Therefore, it is not known the intended occupancy for 517-525 Fanshawe Park Road East. If student housing is the focus, this will bring different social and environmental issues of concern. For example, Brcughdale Avenue and Fleming Drive.

WINDERMERE ANNEX

Critically located in North London, directly across from the Ivey Spencer Leadership Centre, and just minutes away from Western University is Windermere Annex, London's newest luxury,

purpose built student rental townhomes for Western students to call home.

With its classic design, outdoor amenity, and equitably designed layouts, Windermere Annex is the premier student rental accommodation in London, Ontario. The distinctive 3 storey townhomes include equal sized

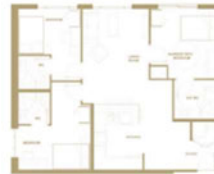
bedrooms, all bedrooms have private ensuite bathrooms, and modern furniture packages are provided in every suite.

<https://www.windermereannex.com/>

1635 Richmond Street (Masonville Yards)



Figure 2: Conceptual Development Plan



CAMBRIDGE

3 BEDROOMS & 3 BATHROOMS
Multiple floor plan variations available including 3 bedroom & 2 bathroom suites

WATCH VIDEO

Suite layouts include various number of bedrooms. Each bedroom with their own private bathroom, and shared living & kitchen areas.



ASTON

2 BEDROOMS & 2 BATHROOMS
Multiple floor plan variations available

WATCH VIDEO

<https://en.uhomes.com/ca/london/detail-apartments-1474566>

OXFORD

3 BEDROOMS - 4 OCCUPANT SUITE & 3 BATHROOMS
Multiple floor plan variations available

WATCH VIDEO



Property Details

[Apartment Information]

Completed in 2020, the apartment is a brand new student apartment with all-inclusive furniture

Part 6 Summary & Position

Statement of Position

To review, we are an organized group of Stoneybrook area residents and we are vehemently opposed to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99-unit apartment building at 517-525 Fanshawe Park Road East.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.

This objective Analytical Report of the Developer’s proposal for 517-525 Fanshawe Park Road East, demonstrates the need to maintain the current R2 (R2-4) Zone for the Subject Properties. Specially, appropriate intensification of the Subject Properties, with an access driveway from Fanshawe Park Road, can be completed with the current Zone.

The analysis found the Developer’s subjective assessment of his proposal to have a monstrosity “enhance” and fit into the character of the Stoneybrook community, as a false proclamation.

The Analysis herein does not support the Developer’s claim to “enhance” and fit into the character of the Stoneybrook community. On the contrary it significantly, negatively affects the existing neighbourhood.

This position was repeated to the point of nauseum in the Reports by the Developers’ Consultants, clearly demonstrating the lack of knowledge and concern of the character of the Stoneybrook community.

The analysis showed significant concerns in each of the following sections of the Developer’s Proposal:

Part 1 Current & Proposed Zoning; Bonus Zoning
(review of current Zoning of subject properties & surrounding community; proposed Zoning)

Part 2 1989 Official Plan and The London Plan
(review of parts relative to the subject development; including perspective on “infill” versus “intensification”)

Part 3 Critique of the Proposed Development
(design; siting; aspects of concern; address misinformation)

Part 4 Community Concerns
(traffic; school zone; impact on public services and amenities; environmental impact)

Part 5 North London Development
(review of recent development & redevelopment in North London; including references to other areas in London to draw comparison and provide additional context)

Part 6 Summary & Position

In response to this submission by “no2gearystoneybrookdev@gmail.com”, it is expected the Developer / City Planning / City Councillors to address all the concerns, item by item, with a written response to justify the proposed application.

In conclusion, with the issues identified in this Analytical Report of the proposed development, it is with confidence that the Request for Official Plan and Zoning Amendment for this proposed development is not permissible.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.

Dear Nancy,

I am writing you about the proposed 99 unit apartment building with 118 parking spaces facing Fanshawe Park Road. I understand that people have to live somewhere but I am concerned that this building will increase the traffic by Stoneybrook Public School. Schools are built in neighbourhoods to make them safer for children to walk to school. Is there a plan to have traffic light at Geary or Stoneybrook to allow all these cars to get to Masonville or downtown without driving into the neighbourhood where the children walk?

Please tell me.

Sincerely,

Denise Thompson and Ron Kilgour
70 Meridene Crescent East

From: Patrick Thomas

Sent: Monday, March 21, 2022 6:27 AM

To: ppmclerks <ppmclerks@london.ca>

Subject: [EXTERNAL] File #: 0-9426/Z-9427 development at Fanshawe and Geary

I'm writing to voice my concerns with this proposed development as I feel it does not consider the impact on the existing neighborhood.

Putting a 6 storey 100 unit building on a main arterial road could make sense but when the entrance\exit is on a side street (Geary Ave.) This now affects the whole neighborhood traffic level because there is no traffic light (and none proposed) at that intersection of Fanshawe Park Rd and Geary Ave.

Left hand turning vehicles would have to go down Geary to Stoneybrook Cres. Past Stoneybrook PS and to the traffic lights at Stoneybrook Cres. And Fanshawe.

The traffic levels at peak times by the school are bad enough as is without adding this new traffic to the area. I believe that the developer and city planning has not shown to date that they have considered or care about the impact on our neighborhood and are solely focused on infill\saturation of the land in order to help ease a housing shortage. When it comes to this development I say "Just because we can do something doesn't mean we should". We can infill\saturate the proposed properties on Fanshawe without negatively affecting the neighborhood by making the entrance\exit off of Fanshawe Park Rd. and I ask that this be done if the development must continue.

I have left out an argument about having this building "in my backyard" as I live further away and will leave this to others who are more affected but I can say that if that was my property right behind this building I would be very upset and disappointed that it was even being considered.

Thank you for your time,
Patrick Thomas

From: BRAD ARNDT
Sent: Monday, March 21, 2022 7:29 AM
To: Pasato, Nancy <npasato@london.ca>; Cassidy, Maureen <mcassidy@london.ca>
Cc: johnlorchard@gmail.com
Subject: [EXTERNAL] Proposed Development 515-525 Fanshawe Park Road East

Hello,

We are home owners at 1495 Geary Ave and would like to voice some concerns that we have about this proposed development.

A number of issues have been raised about how the development will impact the neighbourhood in negative ways. Here are a number of things that we believe have been overlooked or neglected with this proposal.

1. Increased traffic. If we wish to turn left, west, onto Fanshawe Park Rd at any point during the day we have to go to the light at Stoneybrook Cres and Fanshawe, which is fine for us. But if 100 - 150 more vehicle take this route 2 - 3 times every day it will greatly increase traffic volume through our neighbourhood, and especially going directly through the school zone in front of Stoneybrook PS. This could be averted with the only in - out access to the building being off Fanshawe Park Rd, NOT off Geary Ave.
2. Infrastructure. If the above is approved with access from Geary Ave our road condition will further deteriorate. Geary Ave is already in very poor shape, in fact has never been reasphalted. Every year potholes are filled and every year the potholes get worse. The road is not even graded properly, as water runoff gathers at the corner of Geary and Stoneybrook before it gets to the catch basin. Again, increased traffic is only going to make these issues worse.
3. Parking. There are not nearly enough visitor parking spots available for this development. Any overflow parking will be on the street in front of our homes. Because we do not have curbs on our street, vehicles will be parked partly on our lawns.
4. Aesthetics. We live closer to the far end of Geary Ave, but for home owners closer to Fanshawe Park Rd, the proposed 7 story development will be the dominant view from their yard. Our neighbourhood is made up of large, mature lots that are very private. Homes close to the proposed development will lose some of that privacy, and lose the aesthetic value of the large mature trees if replaced with a 7 story building in their back yard. Increased noise levels is another concern with such high density development.

We understand the development of this property will happen. We would like to see a similar type of development as is currently being built further west on the south side of Fanshawe Park Rd, between Hastings and Hastings. It is a 3 story townhouse development that is much more consistent with the community of single family homes in Stoneybrook. It also ONLY has access via Fanshawe Park Rd. I hope the committee considers all of the proposed arguments against this scale of development and has proper consideration and respect for long time home owners in the Stoneybrook neighbourhood.

Thank you,
Brad and Jennifer Arndt

From: John Orchard
Sent: Monday, March 21, 2022 12:03 AM
To: Cassidy, Maureen <mcassidy@london.ca>; Pasato, Nancy <npasato@london.ca>
Subject: [EXTERNAL] 515- 525 Fanshawe Road East

March 20, 2022

To: Nancy Passato, Senior Planner
Maureen Cassidy, Councilor

From: Janet and Jay Orchard.
1528 Geary Avenue London, Ontario.
N5X 1G7

Re: File 0-9426/Z-9427

We are writing to you in concern and protest of the proposed development at 515- 525 Fanshawe Road East. London Ontario

With the sale of the three homes on Fanshawe, development was inevitable. No one ever thought a 6 story apartment building would even be considered.

The City of London should be our advocate.

Here is the scenario from 1528 Geary Ave.

- A proposal for a 6 story apartment building near our home
- Will devalue our property
- Significant changes to the neighbourhood
- Zoning laws and wording we are not knowledgeable of or accustomed to.
- Large developer leading the case
- Consultant, Zelinka Priamo involved in many zoning cases in London (quite obvious they know the inside line)
- Numerous north end developments with no regard to common sense planning practices that ordinary residents identify with.
- Short timeline to respond

During this entire process we feel like we have been "Charged" It is our duty to prove that a 6 Story 99 Unit Apartment Building is going to affect our home and neighbourhood., There has been no reassurance from the City that this proposal is right or wrong,

David vs Goliath.

After careful consideration of the "London Plan" and "Masonville Plan" the proposed apartment building does not fit or blend into the existing neighbourhood. Planning is inconsistent with these doctrines. Neighbours have written specifically on this matter.

Please consider the current and future implications to Masonville with: The impact is huge.

- 22 story apartment building on North Centre Road

- 48 Unit Building Fanshawe near Hastings and Fanshawe
- 109 Unit building Fanshawe near Philbrook

Is the City's attitude "bring it on" ?

Infill can occur in London and NOT affect existing neighbours

For residents in North London, infrastructure does not support existing residents.

We cannot make a westbound turn from Geary to Fanshawe. You must drive south on Geary, by Stoneybrook School and access the stop light at Stoneybrook and Fanshawe. This proposal will increase intra subdivision traffic significantly

I ask each and every one in the Planning Department, committees and decision makers: How would you react to this proposed 6 story apartment building in your backyard and affecting your neighbourhood?

My wife and I are so deeply disappointed. We both have lived in London all of our lives. We are true Londoners!! We made a major decision in our lives to buy a home on Geary Avenue 6 years ago and renovate to support health needs(required one floor). What sold us on this area was the following: the estate lots, the neighbourhood, the walkways, the local school (our daughter's school) and the peacefulness. I was on the front lawn last summer and a walker said to me " This is the most beautiful street in London". This is what we want to maintain and preserve. Please listen to the residents.

As secretary for Concerned Neighbours, 55 families affected by the proposed build who reside in Stoneybrook, herein are summarized comments and concerns I have heard.

- An unhealthy cynical regard to the City and the Planning Department
- How did this proposal even get as far as it has? (Thank you Maureen Cassidy for explaining) (Guidelines need to be changed)
- Have councilors other than Maureen Cassidy visited the site?
- The City "rubber stamps" development with no regard to existing residents
- Infrastructure is not keeping up with development.
- What is the relationship between planning staff and Zelinka Priamo Ltd? Zelinka Priamo seems to be very prominent in the City to help applicants through the zoning process.
- Bonus zoning. An excuse to break the planning rules.
- I have lived in "whatever city" and this would never have happened.
- The housing shortage, infill, and where should infill occur that it will fit into existing neighbourhoods
- How can we fight this?
- Stoneybrook school already is over capacity
- One meter setback from sidewalk?
- For anyone that has traveled in Canada or the USA, and for many of us who have friends who visit us from other cities "what is with the traffic flow in London".
- This is not a good fit in that area. I would hate to be one of the homeowners living behind that building and going from having a one floor house beside you to having a six story building looking into your backyard
- The City rarely shut this stuff down. The City will think delay delay delay is sufficient and give them cover for the eventual Ok .
- It's a residential neighbourhood and letting developers (that know the system) buy up a few homes should not be allowed unless they maintain the style of home and that particular community feel (state lots)

- Consider Sunningdale Road and the North London traffic flow. It does not flow. The need is there for 4 lanes, not being developed yet. Very concerning to look at the current Sunningdale Road and see how the development will even occur.
- The road infrastructure does not support current let alone future residents

Dual left turn lanes? Lagging left turn signals? timed stop lights? All very basic traffic measures. We are not even close.

- This is a public relations disaster on behalf of the City of London Planning Department.
- I will leave you to read the comments on "Next Door"

These are not positive comments towards the City or the process.

We remain very concerned with regards to the timelines and the process. Two weeks notice of a meeting is not sufficient time to prepare. The process is hiding under the veil of Covid restrictions/guidelines with respect to in-person meetings.

Our request, please delay until we can meet in person with the key committees and they can hear from the impacted community residents that will have to live with this build, the development and the entire community change.

Thank you

Regards,
Janet and Jay Orchard

From: Scott Taylor
Sent: Saturday, March 19, 2022 1:15 PM
To: Pasato, Nancy <npasato@london.ca>
Subject: [EXTERNAL] 517-525 Fanshawe Park Road East

Hello Nancy,

I have learned of the zoning amendment to allow a 99 unit apartment building on this site.

I do not live in the immediate area but I am familiar with the neighbourhood. My major concern is that the future residents of this apartment will be unable to turn left from Geary Avenue onto Fanshawe Park Road, since there is no traffic light. They will be forced to drive south to Stoneybrook, past Stoneybrook school, and north to the traffic lights at Stoneybrook and Fanshawe. This will greatly increase traffic flow through the school zone and pose safety concerns.

Thank you for your consideration.

Scott Taylor

From: Sue Chalmers
Sent: Monday, March 21, 2022 6:57 PM
To: Pasato, Nancy <npasato@london.ca>
Subject: [EXTERNAL] 517-525 Fanshawe Park Road East

Dear Nancy,

I am unable to attend the meeting on March 28th regarding this proposed property construction. I do object to the development and especially as the tenants will exit onto Geary Avenue and drive through the subdivision to access a stoplight onto Fanshawe Park Road.

The area on Fanshawe between Hastings Drive and Adelaide Street is being inundated by two multi unit buildings which dramatically effect the traffic on Fanshawe which is already experiencing traffic congestion and tie ups.

If there a specific individual I can contact to make my concerns known to the city planners?

Thank you,
Sue Chalmers
1440 Hastings Drive
London, ON
N5X 1B1

Opposition to Proposed Development at 517 Fanshawe Park Rd.

Re: File 0-9426/Z-9427

We are very concerned with this proposed development for a 6-storey building at 517 Fanshawe Park Rd.

It is disappointing that this builder is attempting to have this area re-zoned to be adjacent to R1-10 zoning, as this does not fit in at all with the neighbourhood of ranch homes.

Our property values will be affected with this addition of a 6-storey building that will be a blight to the neighbourhood. Adjacent homes of residents will lose the precious privacy that they have bought into by choosing to live in this neighbourhood and have paid premium prices for this.

Parking of visitors to this building would be an issue as people would park on both sides on the street on Geary. Seeing how there are no curbs, people will sometimes park half on the boulevard which is common occurrence already and will lead to ongoing property damage. There is not enough surface parking for visitors based on the building proposal.

The driveway access leading into this apartment should be made on Fanshawe Park Rd itself. There are already two new property developments further down Fanshawe that have entrances onto Fanshawe Park Rd. Geary Ave could not handle the extra traffic due to poor road infrastructure. Has a traffic study been completed for this proposal? If not, will a study be undertaken?

People exiting 517 from a driveway onto Geary will never easily be able to turn left onto Fanshawe unless it is early on a Sunday morning or past 10 pm at night. Residents on Geary that want to head west of Fanshawe Park Rd. always drive south and then west around Stoneybrook Crescent to exit at the lights at Fanshawe, it takes quite a while to attempt a left turn onto Fanshawe without being at the lights.

There is already a tendency for people to drive well above the speed limit traveling down Geary both northbound and southbound. With this additional traffic passing in front the Stoneybrook school there will end up being additional safety concerns during the beginning and end times for the school day.

If a development is undertaken at this location it should be drastically be reduced in size and scope to limit the negative effects on the existing neighbourhood.

Regards,
Jeff & Theresa Roszel
1496 Geary Ave.

From: Tucker Morton

Sent: Tuesday, March 15, 2022 10:16 PM

To: ppmclerks <ppmclerks@london.ca>; Pasato, Nancy <npasato@london.ca>

Cc: Cassidy, Maureen <mcassidy@london.ca>; Turner, Stephen <sturner@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Public Meeting File: 0-9426/Z-9427 March 28, 2022 5:15 pm

Good evening,

Enclosed within the Public Meeting Notice received by mail was the Public Meeting Process insert, which states:

"... in keeping with the regulations and guidelines provided by the Province of Ontario, the Public Participation Meeting process has been modified."

At the onset of the COVID-19 pandemic in March 2020, I understand and commend the City's decision to switch to exclusively virtual engagement to continue advancing work across the City.

In light of recent changes to public health and workplace safety measures from the Province of Ontario, including the removal of capacity limits in all indoor public settings (March 1), a group of individuals are requesting this Public Meeting be changed to in-person at a public facility near the proposed site. Public meetings are held to engage a wide audience in information sharing and discussion, and in-person meetings provide increased transparency, openness, and engagement. We have the skills and ability to combine virtual meeting technology and in-person community engagement to make the most of these opportunities and I urge you to start now.

I've copied Councillor Hopkins and Turner here as members of the PEC who will ultimately need to rule on this matter, and to let them know we are still waiting for responses back from Councillor Cassidy and Planning staff on inquiries surrounding this application. The community near this proposed development are frustrated with the lack of transparency, engagement and rationale for this development. Despite mentioning the Official Plan and London Plan in name only as justification, little has been communicated.

Thank you for your time,

Tucker Morton

From: Anna Ackland

Sent: Tuesday, March 22, 2022 1:26 PM

To: Pasato, Nancy <npasato@london.ca>

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

Subject: Re: [EXTERNAL] Public Meeting File: 0-9426/Z-9427 March 28, 2022 5:15 pm

Hello Nancy,

Thank you very much for forwarding the Developer's reply.

Given the information that I had reviewed in their report, I find that the reponse: "our response to that concern would be that the renderings are for the purpose of artist representation and rendering and is a better representation of the built form with relation to Fanshawe Park Road."

This response absolutely confirms that the Developer had no intention to build to fit the character of the abutting community. The height discrepancy in the images is profound and unacceptable to fit in with the existing community

I trust these images will be made part of the the public record for this file

Thank you again for your help!

Sincerely,

Anna Ackland

On Tuesday, March 22, 2022, 09:08:22 a.m. EDT, Pasato, Nancy <npasato@london.ca> wrote:

Hello Ms. Ackland – as pr you email I reached out to the developer with your request and they provided the following response:

Our response to that concern would be that the renderings are for the purpose of artist representation and rendering and is a better representation of the built form with relation to Fanshawe Park Road. We will not be making changes, however the below image shows another portrayal of height comparison on neighbouring properties.



London Advisory Committee on Heritage

Report

3rd Meeting of the London Advisory Committee on Heritage
March 9, 2022

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Attendance PRESENT: M. Whalley (Acting Chair), M. Bloxam, J. Dent, L. Fischer, T. Jenkins, S. Jory, E. Rath, M. Rice and K. Waud and J. Bunn (Committee Clerk)

ABSENT: S. Bergman and S. Gibson

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol, A. Pascual and S. Wise

The meeting was called to order at 5:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 2nd Report of the London Advisory Committee on Heritage

That it BE NOTED that the 2nd Report of the London Advisory Committee on Heritage, from its meeting held on February 9, 2022, was received.

3.2 Heritage Impact Assessment - Revised - 175, 179, 183 and 197 Ann Street and 84 and 86 St. George Street

That the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) is not satisfied with the conclusions of the Revised Heritage Impact Assessment (HIA), dated November 4, 2021, from MHBC Planning, related to the properties located at 175, 179, 183 and 197 Ann Street and 84 and 86 St. George Street and the LACH reiterates its previous comments, from the October 14, 2020 LACH report, related to retaining and designating the properties located at 197 and 183 Ann Street; it being noted that the LACH prefers part 4 of section 9.1.2 of the above-noted HIA, entitled "Reduce density and retain former Kent Brewery and adjacent 183 Ann Street".

3.3 Legacy Village Heritage Impact Assessment - 850 Highbury Avenue North

That the Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) is satisfied with the research and conclusions of the Legacy Village Heritage Impact Assessment (HIA), dated January 31, 2022, from Stantec Consulting Ltd., with respect to the property located at 850 Highbury Avenue North and supports the format of a more detailed HIA that conserves the Cultural Heritage Resources and Cultural Heritage Landscapes (buildings and surroundings on the property).

3.4 Notice of Planning Application - Zoning By-law Amendment - 258 Richmond Street

That it BE NOTED that the Notice of Planning Application, dated February 23, 2022, from A. Singh, Planner I, with respect to a Zoning By-law Amendment related to the property located at 258 Richmond Street, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on February 23, 2022, was received.

5. Items for Discussion

5.1 Demolition Request for the Heritage Listed Property located at 3700 Colonel Talbot Road by W-3 Lambeth Farms Inc.

That, on the recommendation of the Director, Planning and Economic Development, with the advice of the Heritage Planner, the following actions be taken with respect to the request for the demolition of the buildings on the heritage listed property located at 3700 Colonel Talbot Road:

- a) the Chief Building Official BE ADVISED that Municipal Council consents to the demolition of the buildings on this property;
- b) the property located at 3700 Colonel Talbot Road BE REMOVED from the Register of Cultural Heritage Resources; and,
- c) the property owner BE REQUESTED to commemorate the historic contributions of the Burch family in the future development of this property.

5.2 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated March 9, 2022, from the Heritage Planners, was received.

6. Adjournment

The meeting adjourned at 6:51 PM.

Dear Colleagues:

Many of us have heard from our hospitality service sector the devastation that COVID had on their businesses over the past two years. Through multiple lockdowns, restaurants have pivoted to make adjustments to ensure a safe, healthy and enjoyable experience for patrons. As we move toward a post pandemic era, we also recognize that the path forward will be long and must look to ways to support those who have been so committed through this time.

One of the bright lights of the COVID crisis has been an ability for us to experience firsthand expanded opportunities for outdoor patio space to serve patrons differently. Many restaurateurs have taken advantage of the opportunity to have more seats outside. This has created little to no negative community impacts and in fact has created a much more vibrant streetscape for many neighbourhoods, not just the downtown core and Ward 13.

While many early investments were done “on the fly” and at as low a cost as possible, owners are now looking to make more lasting investments in their premises with furniture, plants, and other infrastructure, as well as additional staff, to make the experience better and keep us coming back. That investment costs money, and owners want to ensure, should those expenses incur that the future of extended patios is here to stay.

With this in mind, we have worked together on a motion for the Planning and Environment Committee and ultimately Council’s consideration, to address the community’s concerns.

Currently the City regulates patio capacity via section 4 of the Z-1 zoning by-law as follows:

Subsection 4.18 – Outdoor Patios Associated with a Restaurant or Tavern

4.18(1) – Capacity

No outdoor patio shall accommodate more than 50 percent (50%) of the licenced capacity of the restaurant with which the patio is associated, or 50 persons, whichever is the greater.

Given during the pandemic the City of London has essentially run a pilot project allowing for expanded patio service, and given maximum capacities are already regulated via the Alcohol and Gaming Commission of Ontario based on the premises size, we believe additional layers of regulation via the City of London are an unnecessary additional restriction. With that in mind, we are asking for your consideration of the motion below:

That Civic Administration be directed to investigate options to repeal subsection 4.18(1) or amending current capacity restrictions to allow greater flexibility for restaurateurs in meeting their ACGO capacity limits and report back with options for council’s consideration.

Sincerely,

Councillor John Fyfe-Millar
Ward 13

Councillor Shawn Lewis
Ward 2

From: [bettyboop](#)

Sent: Friday, March 25, 2022 8:54 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] letter to agenda

Please add to the PEC Agenda re:

4.2

Proposed Outdoor Patio Capacity Limit Extension - Councillors Fyfe-Millar and Lewis

Dear Committee Members,

It is bluntly misleading to suggest that COVID was a 'pilot project' or 'dry run' of the success of expanded outdoor patios when customers of these patios was limited - not open to everyone and/or only those individuals that felt comfortable returning to crowded outdoor spaces during the pandemic.

And there are hardening attitudes towards Councillors that propose sweeping changes that will impact local neighbourhoods without talking to them and considering their perspective. Councillor Lewis doesn't even live anywhere near a cluster of patios nor does Councillor Fyfe-Millar, and that is true of everyone on Council. Council doesn't recognize the residents that live along Dundas St. or Richmond Row or how the increased density of people will impact traffic through local neighbourhoods.

It is scary (autocratic) to have people on Council that simply do not care about communities and approach issues one-sided - a business side and forget that residents are the core the any community. It is striking that they are continually ignored.

AnnaMaria Valastro