

## 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:** Masar Development Inc. (c/o Abdul Zaro)  
1208 Fanshawe Park Road East  
City File: Z-9539, Ward 5  
Public Participation Meeting

**Date:** September 18, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Masar Development Inc. (c/o Abdul Zaro) relating to the property located at 1208 Fanshawe Park Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 26, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone.
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i. Ensure consent to injure or remove boundary trees is provided by the applicant;
  - ii. Additional tree plantings will be required to compensate for loss of trees;
  - iii. Relocate and screen the garbage collection pad away from the shared amenity space and consider providing private outdoor amenity space at the rear of Building B;
  - iv. Retain the walkways from each stacked-townhouse unit entrance to Fanshawe Park Road East,
  - v. Consider consolidating walkways to minimize impermeable surfaces and provide a wider shared walkway connection to the sidewalk along Fanshawe Park Road East;
  - vi. Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees;
  - vii. Provide additional landscaping or other measures to mitigate noise and lights from Fanshawe Park Road for the basement units located within Building A;
  - viii. Include short-term public bicycle parking in the development.

**IT BEING NOTED** that the above noted amendment is being recommended for the following reasons:

- i. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, 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;
- ii. The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies;

- iii. The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a broader range and mix of housing options within the area.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone.

### Purpose and the Effect of Recommended Action

The recommended action will permit a 3.5-storey cluster stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 units per hectare (uph). Special provisions are required to permit a reduced minimum front yard depth of 3.0m, a reduced rear yard depth of 5.0m; and a maximum density of 74 units per hectare (uph).

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Property Description and Location

The subject site is located within the Stoney Creek Planning District on the north side of Fanshawe Park Road East, west of Highbury Avenue North. The site has an area of 0.36 hectares with a frontage of 60 metres onto Fanshawe Park Road East. The site previously contained a two-storey single detached dwelling with an attached garage and a small accessory structure, all of which were demolished in December 2022. The subject site is also directly adjacent to a Listed Heritage Property, 1186 Fanshawe Park Road East.

The surrounding neighbourhood consists of a mix of current and future residential uses, and institutional uses (church). At present, there are two driveway access points to the site from Fanshawe Park Road East. Fanshawe Park Road East is a four-lane Urban Thoroughfare with an average daily traffic volume of 21,500 vehicles per day west of Rob Panzer Road. Fanshawe Park Road also has a dedicated left turn lane in the eastern direction. Public sidewalks and dedicated bicycle lanes are currently available along the north and south sides of Fanshawe Park Road. Both vehicle and pedestrian access will continue to be provided from Fanshawe Park Road East.

#### 1.2 Site Statistics

- Current Land Use – Vacant Residential (previously single detached dwelling)
- Frontage – 60 metres
- Depth – 60 metres
- Area – 3,600 metres square (0.36 hectares)
- Shape – Rectangular

- Located within the Built Area Boundary - No
- Located within the Primary Transit Area - Yes

### 1.3 Surrounding Land Uses

- North – Neighbourhood Facility (church parking lot); Residential (townhouses)
- East – Neighbourhood Facility (church); Commercial (auto dealership)
- South – Residential (single detached)
- West – Residential (single detached)

#### 1.4.1 Existing Planning Information

- *The London Plan* Place Type – Neighbourhoods fronting an Urban Thoroughfare
- Existing Zoning – Residential R1 (R1-14) Zone

Additional site information and context is provided in Appendix B.



Figure 1. Aerial Photo of 1208 Fanshawe Park Road East and surrounding lands.



Figure 2. Streetview of 1208 Fanshawe Park Road East (view from Fanshawe Park Road East looking north)

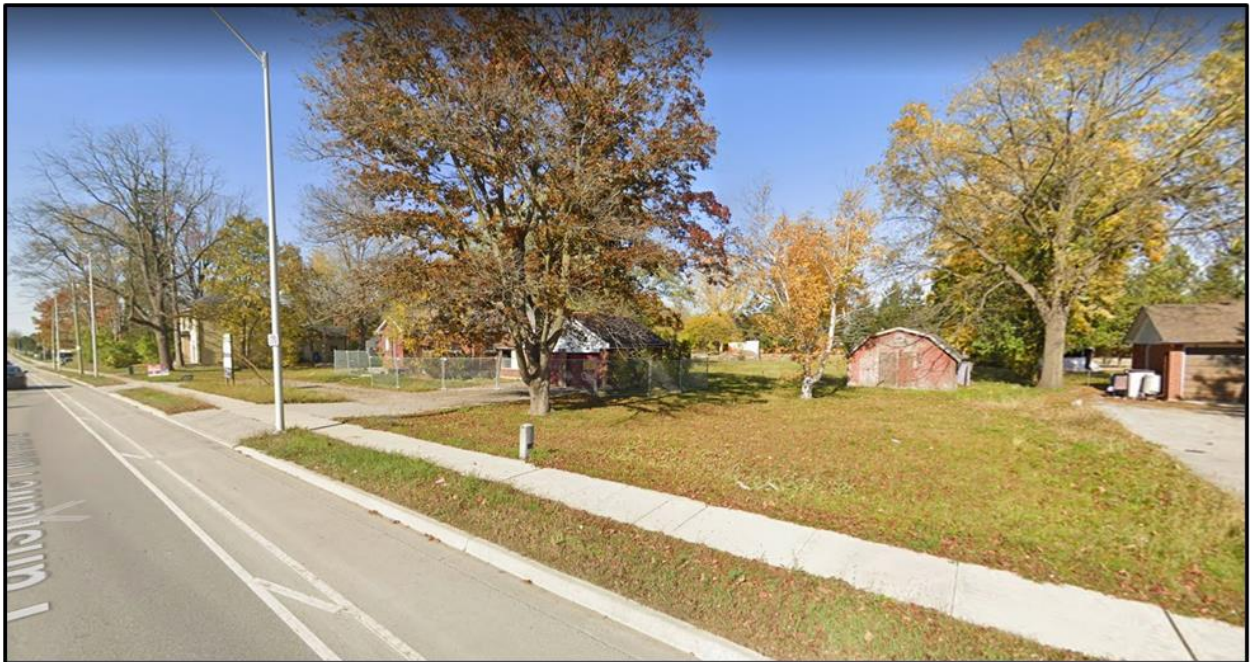


Figure 3. Streetview of 1208 Fanshawe Park Road East (view from Fanshawe Park Road East looking west)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal (August 2022)

In August 2022, the City accepted a complete zoning by-law amendment application. The development proposal was comprised of a 3-storey cluster stacked townhouse development consisting of two 12-unit blocks for a total of 24 units and a maximum density of 70 uph. The application included a conceptual site plan, shown below as Figure 4. Building rendering and elevations are shown in Figures 5, 6 and 7.

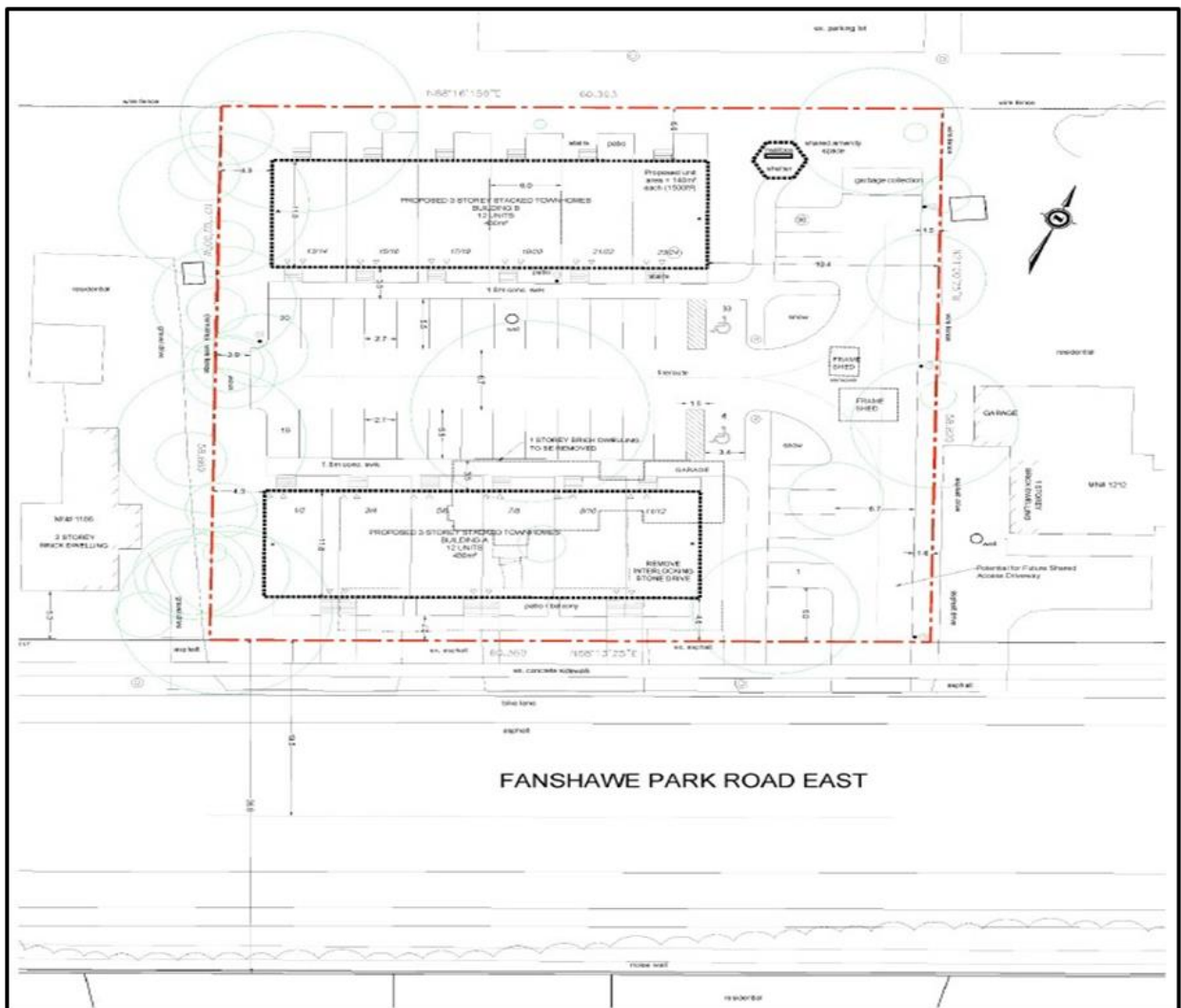


Figure 4. Concept Site Plan (August 2022)



Figure 5. Building Renderings (looking west from Fanshawe Park Road East)



Figure 6. Building Renderings (looking north from Fanshawe Park Road East)



Figure 7. Building Renderings (aerial view)

## 2.2 Revised Development Proposal (June 2023)

Based on comments provided by Staff, the applicant submitted a revised conceptual site plan, shown in Figure 8 below. The revised development proposal includes a 3.5-storey cluster stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph. The revised development also includes a reduced front yard depth to locate Building A closer to Fanshawe Park Road, while increasing the east and west interior side yard depth to protect the boundary trees and critical root zones. Revisions also included a slight reduction in parking spaces and a revised driveway to increase the shared amenity space on site. The revised application included a conceptual site plan, shown below as Figure 8.

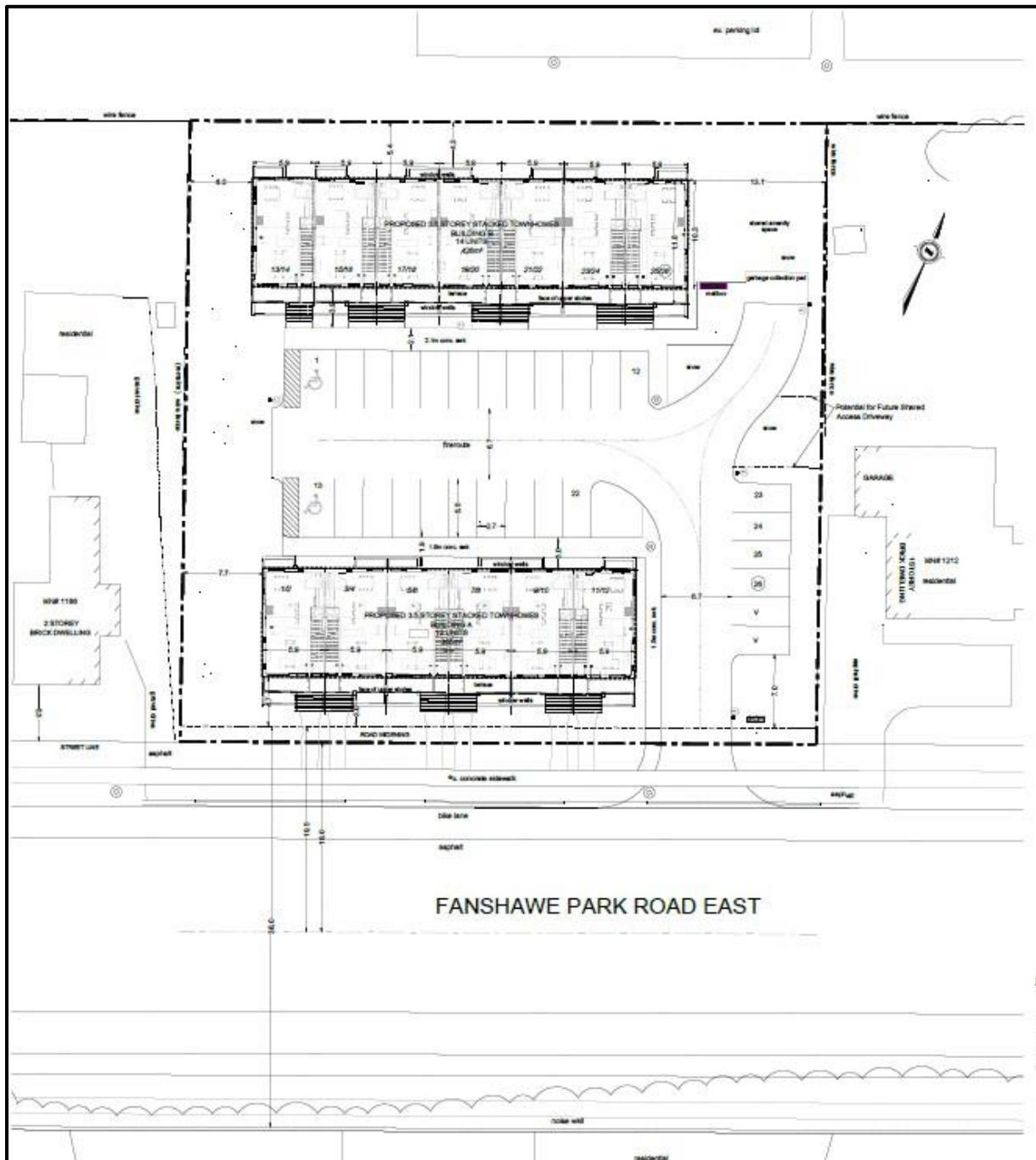


Figure 8. Revised Site Concept Plan (June 2023)

The proposed development includes the following features:

- Land use: Residential
- Form: Cluster Stacked Townhouse Dwellings
- Height: 3.5 storeys
- Residential units: 26 units
- Density: 74 units/hectare
- Building coverage: 25%
- Parking spaces: 33 surface level spaces (2 accessible spaces; 3 visitor spaces)
- Landscape open space: 36%

Additional proposal information and context is provided in Appendix B and C.

### 2.3 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and supported by staff:

Regulation (R5-4)	Required	Proposed
Front Yard Depth (minimum)	8.0 metres	3.0 metres
Rear Yard Depth (minimum)	6.0 metres	5.0 metres
Density (maximum)	60 uph	74 uph

### 2.4 Community Engagement

On August 31, 2022, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, September 1, 2022. A “Planning Application” sign was also placed on the site.

There were three responses received during the public consultation period.

Key issues identified by the public included:

- Density
- Consistency of neighbourhood character
- Privacy
- Functionality of site.

On Wednesday, June 28, 2023, a Revised Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, June 29, 2023. A “Planning Application” sign was also placed on the site.

There were no responses received during the revised public consultation period.

Detailed public comments are included in Appendix D of this report.

### 2.5 Internal and Agency Comments

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

Key issues identified by staff and agencies based on the Revised Notice of Application include:

- Recommend 4-storey stacked townhouse buildings with a height of 12.0 metres for the front stacked townhouse units to bring all units to grade and improve the overall external layout of the buildings and address functionality issues.
- Site Plan requirements such as moving the amenity area, providing additional landscaping, and fencing.
- The submitted Tree Preservation Plan is to be verified at Site Plan as well as consent received to remove boundary trees.

Detailed internal and agency comments are included in Appendix G of this report.

## **2.5 Policy Context**

### **2.5.1 The Planning Act and the Provincial Policy Statement, 2020**

The Provincial planning policy framework established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption, and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

### **2.5.2 The London Plan, 2016**

*The London Plan* includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (Policies 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

## **3.0 Financial and Environmental Impacts and Considerations**

### **3.1 Financial Impact**

There are no direct municipal financial expenditures with this application.

### **3.2 Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Details on the characteristics of the proposed application related to the City's climate action objectives are included in Appendix C of this report.

## **4.0 Key Issues and Considerations**

### **4.1 Land Use**

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Neighbourhoods Place Type where a property has frontage onto an Urban Thoroughfare in *The London Plan* (Table 10). The proposed residential use aligns with the goals of the Neighbourhoods Place Type by contributing to neighbourhoods by adding diversity and mix of housing types that are compatible with the existing neighbourhood character (Policy 918\_2 and 13).

### **4.2 Intensity**

The proposed residential intensity is consistent with the policies of the *PPS* that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an



efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity also conforms with the Neighbourhoods Place Type in *The London Plan* which contemplates a standard maximum height of 4-storeys where a property has frontage onto an Urban Thoroughfare (Table 11). The proposed residential intensity will also facilitate an appropriate scale of development that is considered compatible within the existing neighbourhood character, providing a transition in height towards the low-density residential neighbourhood to the north and west (Policy 918\_13). Furthermore, the redevelopment will facilitate the efficient use of land with existing municipal services (Policy 953\_2 and 3).

As proposed, the development comprises of two 3.5 storey cluster stacked townhouse blocks with a maximum height of 12.0 metres (in accordance with the Zoning By-law). To facilitate the improvement of the overall external layout of the buildings and address functionality concerns, direction to the concurrent Site Plan application to provide additional landscaping or other measures to mitigate noise and lights from Fanshawe Park Road for the basement units located within Building A was recommended. This would also improve the quality of the residential units by bringing all units to grade, reducing noise and privacy concerns for the below grade units along Fanshawe Park Road East.

Special provisions such as applying a maximum density of 74 uph and reducing the front and rear yard depths are recommended to address concerns about intensity.

#### **4.3 Form**

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design Policies in *The London Plan* by facilitating an appropriate form and scale of residential intensification that is compatible with the existing neighbourhood context (Policy 953\_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability, is supportive of active mobility and is designed to be a good fit and compatible within its context/neighbourhood character (Policy 193\_).

The proposed development is situated towards the front of the site, to allow Building A to be positioned adjacent to Fanshawe Park Road East, and to ensure that surface parking is located internally and screened by building and landscaping (TLP 936\_4). Currently the applicant is proposing 3.5-storey buildings with below grade units for both buildings. In order to protect the basement units from excess road noise from Fanshawe Park Road, Staff is recommending that the applicant work with Site Plan to provide additional landscaping or other mitigation measures along the frontage of the site. This will help mitigate noise and privacy concerns for the users of Building A.

The proposed built form and site layout also has consideration for the abutting listed heritage property to the west (TLP 565\_). To further mitigate potential impacts, a permanent fence should be installed along the shared western boundary along with additional landscape buffering. These items will be implemented through the site plan approval process. The proposed development should further take into consideration any existing significant mature trees on the site and along property boundaries, and, where possible, retain existing significant mature trees (TLP 210\_). Consent to injure or remove boundary trees is required to be provided by the applicant as part of site plan approval, noting that a lack of consent could result in increased interior side yard setbacks.

#### **4.5 Zoning**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

*A minimum front yard depth of 3.0 metres.*

The intent of a front yard depth is to ensure sufficient space between the buildings and front lot line to accommodate all site functions while still facilitating a pedestrian oriented development. The reduced front yard depth will help facilitate a pedestrian oriented development by establishing a strong street edge. Additionally, the proposed building orientation fronting Fanshawe Park Road will help establish a positive interface with the public realm.

*A minimum rear yard depth of 5.0m*

The intent of rear yard depths is to provide adequate separation and mitigate potential impacts between the proposed development and adjacent properties, while also providing access and amenity space within the rear and interior yards. The applicant is proposing a rear yard depth that is slightly smaller than permitted in order to provide internal space for appropriate access, screening of parking, pedestrian walkways, landscaping, and amenity areas. The setback maintains sufficient space for stormwater management, privacy to the abutting church to the north and private amenity space.

*An increased maximum density of 74 uph*

The intent of regulating densities is to ensure the appropriate intensity of development while considering and mitigating impacts to the neighbourhood (TLP 935\_3). The proposed maximum density provision of 74 uph will allow for the implementation of the 3.5-storey cluster stacked townhouse development and will align with the intensity policies of *The London Plan* that permits a standard maximum height of 4-storeys (Table 11). The size and shape of the lot can also appropriately accommodate the intensity of the development as adequate parking and amenity area are provided, while still implementing an increased western side yard setback. Additional mitigation measures will include fencing and increased landscaping to offset any potential intensity concerns.

Staff are of the opinion that the above-mentioned special provisions that have been proposed by the applicant comply with *The London Plan* and is consistent with the *Planning Act* and the *PPS*.

## **Conclusion**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to *The London Plan* and will permit a 3.5-storey stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph. The development will facilitate an appropriate infill development that will help broaden the range and mix of housing options within the area.

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

**With Assistance by:** Michaella Hynes, Planner, Planning Implementation

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

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

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

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

## Appendix A

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

By-law No. Z.-1-\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1208  
Fanshawe Park Road East.

WHEREAS Masar Development Inc. (c/o Abdul Zaro) has applied to rezone an area of land located at 1208 Fanshawe Park 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 to lands located at 1208 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A103, from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone.
- 2) Section Number 9.4 of the Residential (R5-7) Zone is amended by adding the following Special Provisions:

R5-7 ( ) 1208 Fanshawe Park Road East

a) Regulations:

- |                                  |                        |
|----------------------------------|------------------------|
| i) Front Yard Depth<br>(Minimum) | 3.0 metres (9.8 feet)  |
| ii) Rear Yard Depth<br>(Minimum) | 5.0 metres (16.4 feet) |
| iii) Density<br>(Maximum)        | 74 units per hectare   |

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.

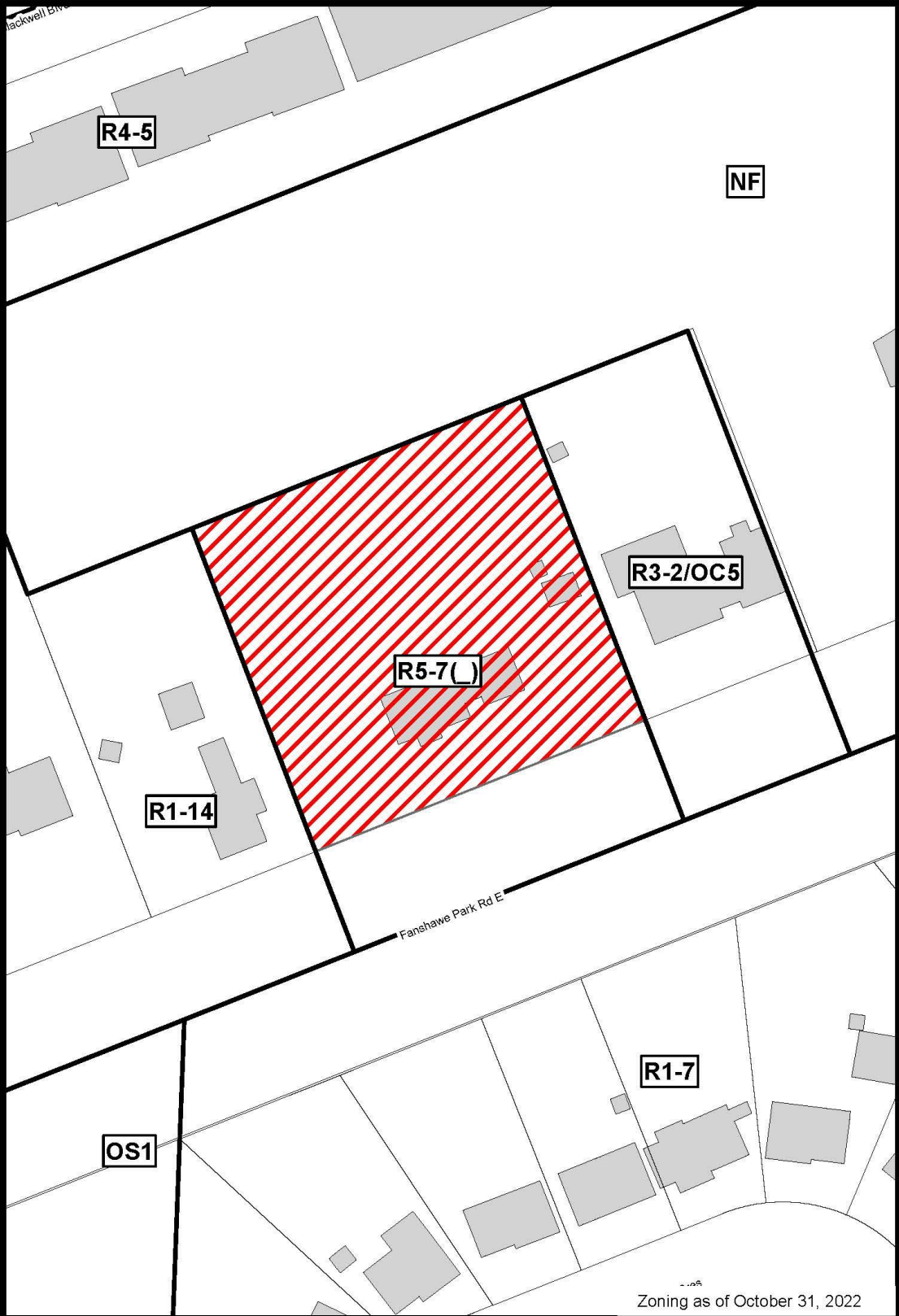
PASSED in Open Council on September 26, 2023

Josh Morgan  
Mayor


Michael Schulthess  
City Clerk

First Reading – September 26, 2023  
Second Reading – September 26, 2023  
Third Reading – September 26, 2023

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




File Number: Z-9539  
Planner: MH  
Date Prepared: 2023/8/9  
Technician: JI  
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Vacant Residential (previously single detached dwelling)
Frontage	60 metres
Depth	60 metres
Area	3,600 metres square (0.36 hectares)
Shape	Rectangle
Within Built Area Boundary	No
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Neighbourhood Facility (church parking lot); Residential (townhouses)
East	Neighbourhood Facility (church); Commercial (auto dealership)
South	Residential (single detached)
West	Residential (single detached)

#### Proximity to Nearest Amenities

Major Intersection	Highbury Avenue North and Fanshawe Park Road East (507m)
Dedicated cycling infrastructure	Fanshawe Park Road East (onsite)
London Transit stop	Route 25 vis Fanshawe Park Road East (50m)
Public open space	Blackwell Park (104m)
Commercial area/use	Tyner-Shorten Clothiers - Retail (100m)
Food store	Sobeys North London (1,900m)
Primary school	Northridge Public School (400m)
Community/recreation amenity	Stoney Creek Community Centre (2,000m)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods fronting an Urban Thoroughfare
Current Special Policies	N/A
Current Zoning	Residential R1 (R1-14) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-7(_))

#### Requested Special Provisions

Regulation (R5-4)	Required	Proposed
Road Considered the Front Lot Line	8.0 metres	3.0 metres
Front Yard Depth (minimum)	6.0 metres	5.0 metres
Rear Side Yard Depth (minimum)	60 uph	74 uph

## C. Development Proposal Summary

### Development Overview

The proposed 3- to 4-storey (12.0 metre) townhouse development consists a 3.5-storey stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph
--

### Proposal Statistics

Land use	Residential
Form	Cluster Standard Townhouse Dwellings
Height	3.5-storeys (12.0 metres)
Residential units	26
Density	74 uph
Gross floor area	Unknown
Building coverage	25%
Landscape open space	36%
Functional amenity space	Unknown
New use being added to the local community	No

### Mobility

Parking spaces	33 surface parking spaces
Vehicle parking ratio	0.5 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Unknown
Secured bike parking ratio	Unknown
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	No

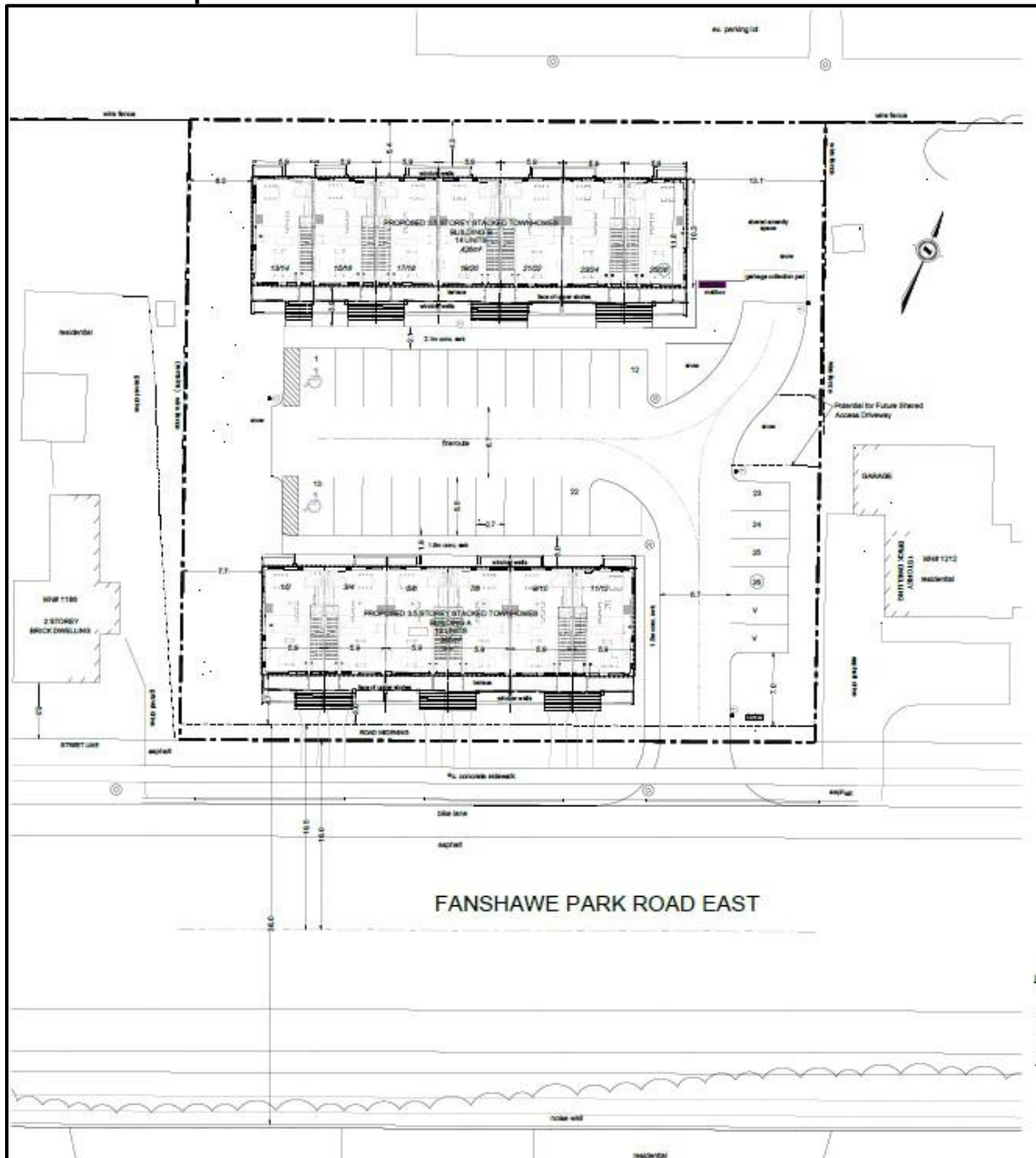
### Environmental Impact

Tree removals	Yes
Tree plantings	Likely
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

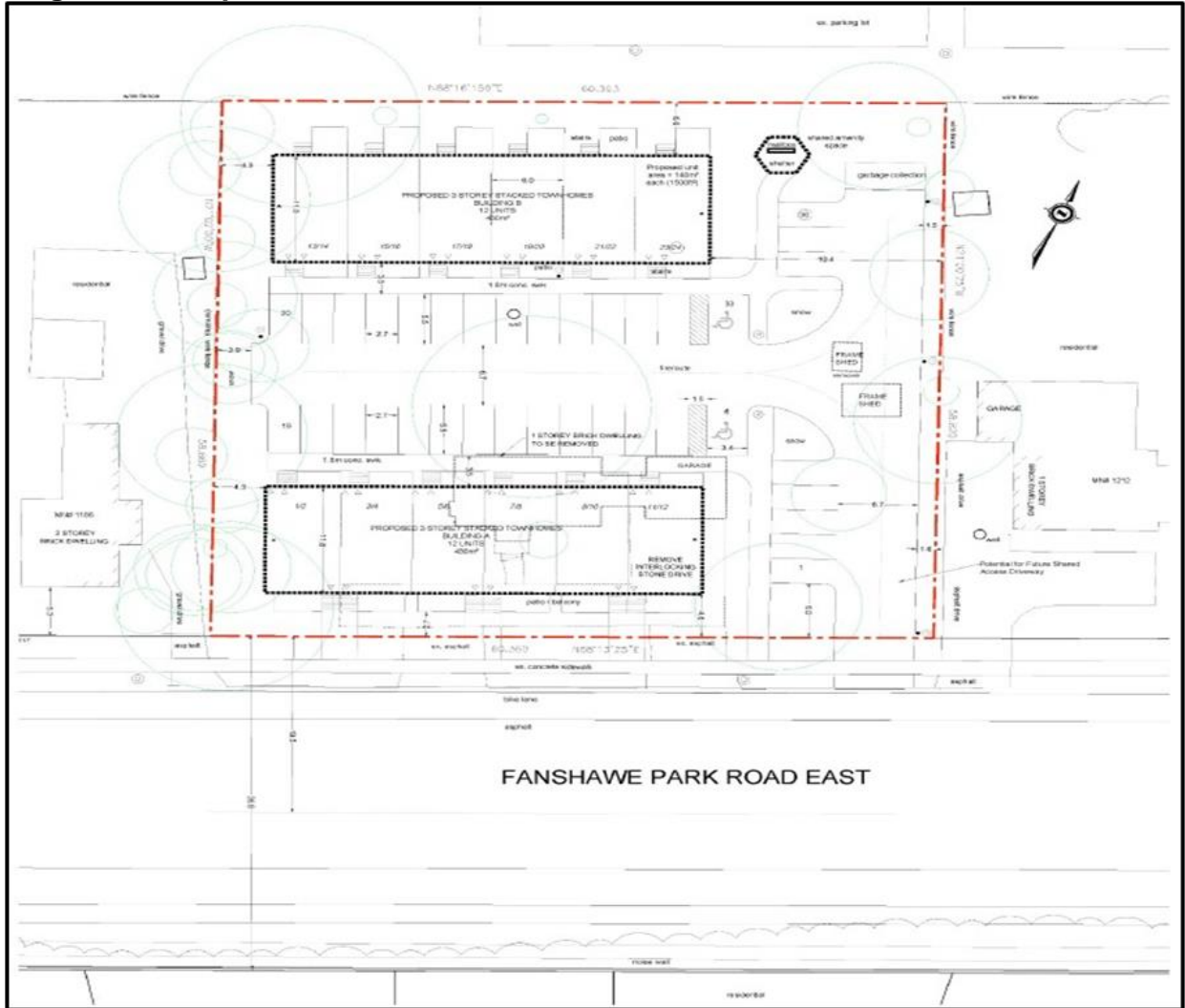


# Appendix C – Additional Plans and Drawings

## Current Conceptual Site Plan



### Original Conceptual Site Plan



### Building Renderings – facing northwest from Fanshawe Park Road East



**Building Renderings – facing north from Fanshawe Park Road East**



**Building Renderings – aerial view**



## Appendix D – Public Engagement

### Community Engagement

#### Notice of Application:

**Public liaison:** On August 31, 2022, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, September 1, 2022. A “Planning Application” sign was also placed on the site.

**Public Responses:** Replies were received from 3 households.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit the development of two stacked townhouse buildings with a height of 3 storeys, and a total of 24 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone, which would permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The proposed special provisions would also permit a reduced minimum front and exterior side yard depth of 4.5m, whereas 6m is required; and an increased maximum density of 70 units per hectare (uph), whereas 60uph is permitted.

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

Sandra Terry

- Are other developments in the area a similar front yard setback? Should match other developments along Fanshawe
- Where will snow storage go?
- What kind of fencing will there be? On 3 sides?
- Density should match other development in area

Andrew Black

- Wants contact information for owner of site
- How long will the process take?
- General questions on process

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

Telephone	Written
Sandra Terry	Michelle Doornbosch Brock Developments
Andrew Black	

#### Revised Notice of Application:

**Public liaison:** On Wednesday, June 28, 2023, a Revised Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, June 28, 2023. A “Planning Application” sign was also placed on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit the development of two stacked townhouse buildings with a height of 3.5 storeys, and a total of 26 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone, which would permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The proposed special provisions would also permit a reduced minimum front yard depth of 3.0m, whereas 6.0m is required; a reduced rear yard depth of 5.0m, whereas 6.0m is

required; and an increased maximum density of 74 units per hectare (uph), whereas 60uph is permitted.

**Public Responses:** No replies received.

## Appendix E – Internal and Agency Comments

### First Submission Comments

#### Site Plan – Received September 7, 2022

General comments:

1. Verify the parcel lotting on the site plan and update applicable zoning accordingly.
2. Provide a noise study for noise emissions to surrounding sites.

Comments based on current site plan:

1. Provide elevations from all sides in metric. Please confirm that the total number of bedrooms does not exceed five bedrooms per dwelling (Z.-1-93172) (Z.-1-041300 – OMB Order 0780 – March 15/06).
2. Screening may be required for noise and visuals (C.P.-1455-541 2.5.3). Provide a 1.8-metre-tall privacy fencing along property line adjacent to residential parcels. Please consider planting opportunities for screening any parking area from the street (C.P.-1455-541 2.6.3.d.iii). Please illustrate each tree, whether existing or proposed, on the site plan as well as within 3 meters of property lines. Indicate which, if any, trees will be removed. Provide tree protection notes and details for trees to be preserved. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4).
3. Show all above ground utilities within the road allowance (e.g., hydro poles, hydrants, etc.). Please detail the shape of the entranceway and its connection to the roadway – ensure that the entranceway’s design/corners do not encroach into designated road space nor extend beyond the projected property line (i.e. entrance design is not to extend in front of a neighbouring parcel). For the design of the fire route, refer to Tables 6.2 and 6.3 of the Site Plan Control By-law. Identify the location of fire route signage and provide a standard detail on the site plan. Another fire route sign may be needed for near the northern accessible parking space. Show turning movements of emergency vehicles (C.P.-1455-541 6.7). Ensure adequate turning movements in and out of the permitted parking spaces. Label all entrances (barrier-free, fire, etc.), ensuring access to nearby fire department equipment as per 9.10.20.3 of the Ontario Building Code.
4. Consider how people will access their rear yards beyond going through dwellings, especially for the purpose of carrying large accessories (e.g. lawnmowers, barbecues, patio furniture). As a solution, confirm whether the proposal will include either: shared alleyways; a peripheral pathway to access rear yards; or a shared access easement for traversing yards.
5. Make all walkways at least 1.5 metres or 2.1 metres if abutting parking spaces, with at least a 1-metre setback from parking area(s) (C.P.-1455-541 Table 7.1). Pedestrian pathways should be graded to alleviate verticality and where applicable, prioritize ramps over staircases or steps (C.P.-1455-541 7.2). Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist. Make the lane way at least 6 metres.
6. Provide and identify the location of the common amenity area on site. Provide an adequate at-grade amenity area for residents. Make sure to connect any amenity space to the other portions of the site with a pathway. Consider situating and connecting the amenity space for convenient access by users. For internal details of the proposed amenity space, consider adding purposeful features to enhance the use of the space (e.g., gazebo, patio, permanent seating, age-friendly outdoor sports, or a playground). Consider adding more green amenity space. Illustrate the hardscape design and materials on plans. Illustrate vehicular areas, pathways, signage, outside lighting, decorative features, and amenity space. Avoid materials that readily deteriorate, stain, or fade.
7. Given transportations comments to shift the access west and away from the property line, please bring parking spaces 34-36 down to be in-line with spaces

20-33. This would allow for a larger amenity area and drive-lane and potential to allow a future access to 1212 Fanshawe should it ever redevelop.

#### **London Hydro – Received September 12, 2022**

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

#### **Landscape Architect – Received September 12, 2022**

- A comprehensive inventory and assessment of trees within the subject property, at the boundary of the subject property, and 3m within adjacent properties was completed by NRSI Certified Arborists on November 19, 2021.
- In total, 29 trees were inventoried, comprising 12 species, the majority of which are located on the western and eastern edges of the property, forming boundary tree hedgerows between the subject property and adjacent properties. None of the tree species observed are regionally significant or protected under the Species at Risk Act (2002) or Endangered Species Act (2007). Twenty-five are considered to be boundary trees. Removal or injury of boundary, off-site, or municipal trees will require the permission of all owners involved. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes.
- Letters of consent are to be forwarded to Development and Planning at time of Site Plan Application. No tree removals arising from demolition, construction, or any other activity shall take place on the subject property prior to Site Plan Approval.
- The City's Landscape Architect concurs with the reports recommendation to coordinate the removal of one offsite tree, a dead Norway Spruce (Tree 27) because the tree is identified to have a Probable potential for structural failure and therefore represents a potential hazard for the property on which it resides (1186 Fanshawe Park Road East), and may be a hazard to the property of 1208 Fanshawe Park Road East. Letter of consent for removal to be forwarded to Development and Planning at time of Site Plan Application
- Boundary tree #19 is identified for retention. Unfortunately, the proposed parking lot will dissect into the tree's critical root zone ["Critical Root Zone" means the area of land within a radius of ten (10) cm from the trunk of a tree for every one (1) cm of trunk diameter]. The critical root zone of a tree is the portion of the root system that is the minimum necessary to maintain tree vitality and stability. Where critical root zones cannot be adequately protected, trees shall be considered for removal.
- The yellow below shows the amount of critical roots that will be moved from the boundary tree #19. The Province's Forestry Act prohibits the injury or destruction of boundary trees. Consent to injure this tree would need to be obtained from neighbour to the west and provided with Site Plan Application.
- A greater setback would be optimal. The actual root mass would standardly be set at 6.7 meters from the trunk and as the trunk is on the property line, this would require a 7+m setback. Any setback less than this would require consent from neighbour.
- The arborist claims in their report that the tree will recover from the root loss:
- The results of this retention analysis (as seen on Map 2 and Appendix I) indicate that Tree 19 has been proposed for retention. The crown radii of this tree, and therefore the assumed root zone, does extend into the development footprint (primarily parking lot space), but due to its status as boundary trees, and the expected likelihood of the trees recovering from the limited root zone encroachment, it is recommended that Tree 19 is retained; or the neighbour agrees and they supply a letter than I would support the tree's retention.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.



**Parks Planning – Received September 14, 2022**

- 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.

**Ecology – Received September 16, 2022**

- Zoning amendment to allow two 3-storey stacked townhouse buildings with a total of 24 residential units. A maximum density of 70 units per hectare.
- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

**Engineering – Received September 16, 2022**

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

Comments to the Re-Zoning:

- The site plan drawing submitted by the applicant depicts a dimension of 19.5m from the centreline of Fanshawe Park Rd to the existing property line. However, confirmed through the City’s Geomatics Division, a dedication of 1.209m is required. Therefore, the requested front yard setback of 4.5m would be incorrect.
- As per section 1.4.3.3 of AMG minimum 10m driveway separation (curb to curb tangent) is required along arterial roadways, relocate proposed access accordingly.

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

*Transportation:*

- A TMP is required for any work in the City ROW, including servicing, restoration, proposed access construction, etc. To be reviewed as part of a PAW submission;



- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure 1.5m clearance between access and any hydro pole/signal poles/light standards and/or fire hydrant. Ensure 2.0m clearance for communication pedestals;
- Provide fully dimensioned access as per City's AMG including minimum 6.0m curb radii, while ensuring it must not extend beyond property line projection. Access must be maintained within the projected property frontage and not encroach on the neighbouring properties projected frontage;
- As per section 1.4.3.3 of AMG minimum 10m driveway separation (curb to curb tangent) is required along arterial roadways, relocate proposed access accordingly;
- More details or conceptual plans are required to better assist with potential shared access driveway;
- Right-of-way dedication of 19.50m from the centre line be required along Fanshawe Park Road East. Please register Draft Reference Plan with City's Geomatic department for required widening.

*Water:*

- The site is currently serviced by a 25mm water service. As part of the demolition permit, the existing services will need to be decommissioned per City Standard.
- Water is available to the site via the municipal 400mm CI watermain on Fanshawe Park Road E.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- Water servicing to the site shall be to City Standard 7.9.4(h.4).
- Confirm the overall ownership of the site (one owner or multiple owners).
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application.

*Wastewater:*

- The municipal sanitary outlet for the subject lands is the 200mm diameter sanitary sewer via 200mm PDC on Fanshawe Road Park East, City plan no. 27115 shows "as-constructed" information related to the sewer and PDC.
- The subject lands are a part of Stoney Creek San Trunk Drain, City drawing #23103. The block was previous MD and allocated equivalent 75units/ha with the proposed resulting in 78units/ha. The upper and lower units will be serviced with individual 100mm diameter sanitary pdc's as per City of London Standard Drawing SW-7.1.

*Stormwater:*

- Please indicate roof leader and sump pump discharge location/routing. Roof drainage and sump pump flows should not discharge towards adjacent lands/uncontrolled areas.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
- 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.

- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.
- Additional SWM related comments will be provided upon future review of this site.

#### General comments for sites within Stoney Creek Subwatershed

- 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.
- 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.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

#### Heritage – Received September 20, 2022

- 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 heritage impact assessment requirements for (Z-9539):
  - AECOM Canada Ltd. (2022, February). Heritage Impact Assessment, Proposed Development of 1208 Fanshawe Park Road East, Adjacent to 1186 Fanshawe Park Road East, a Heritage Listed Property.
- Please be advised that heritage planning staff recognizes the following findings and recommendations of the heritage impact assessment (p42):
  - The property at 1186 Fanshawe Park Road East meets the Ontario Heritage Act criteria of Ontario Regulation 9/06 and therefore does retain cultural heritage value or interest at the local level
  - Heritage attributes were identified in the Draft Statement of Significance which include the mature treeline on the property boundary with 1208 Fanshawe Park Road East as a landscape heritage attribute.
  - There will be no direct or indirect impacts to the built resource at 1186 Fanshawe Park Road East from the proposed development at 1208 Fanshawe Park Road East.
  - Construction related activities may occur in proximity to 1146 Fanshawe Park Road East and impact the mature treeline, an identified heritage attribute. A mitigation strategy has been recommended to allow for the proposed townhouse development while providing mitigation to protect 1186 Fanshawe Park Road East and its heritage attributes within its boundary during and after construction.

- To mitigate potential impacts, the following recommendations should be implemented (pp42-43):
  - On the final conceptual townhouse layout for 1208 Fanshawe Park Road East, ensure that the status of 1186 Fanshawe Park Road East is clearly identified as a LISTED property on the City's Register of Cultural Heritage Resources.
  - A Tree Preservation Plan (TPP) should be completed for the townhouse development area to establish the ownership of trees growing along the property lines. The TPP should include a detailed tree protection methodology for the trees owned by 1186 Fanshawe Park Road East and along its east boundary (i.e., protection with silt fence during construction).
  - Potential shadowing impacts should be studied and confirm that the proposed development of townhouses at a height of 14 metres and a 4.3 metre setback will not cast shadows and cause adverse indirect impacts on the mature trees located along boundaries of 1208 Fanshawe Park Road East.
  - Due to the proximity of the proposed development, a permanent fence should be installed along that shared west boundary between 1186 Fanshawe Park Road East and 1208 Fanshawe Park Road East post-construction. (pp43-44)
- Finally, heritage staff strongly encourages additional landscape buffering along the boundary of 1186 and 1208 Fanshawe Park Road East to be considered as part of site plan approval. Buffering can include additional trees, low shrubbery, and plantings as appropriate. Additional landscaping will help to maintain the natural setting and mitigate the increased close proximity of development to 1186 Fanshawe Park Road East.
- Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the built resource on the adjacent LISTED property at 1186 Fanshawe Park Road East because of the proposed townhouse development at 1208 Fanshawe Park Road East. A recommended strategy is proposed to mitigate potential negative impacts to the mature treeline along the boundary of 1186 and 1208 Fanshawe Park Road East. It has been sufficiently demonstrated that the cultural heritage value of 1186 Fanshawe Park Road East will be conserved, and the HIA can be accepted to meet heritage requirements for (Z-9539).
- The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning application:

#### **Additional Heritage Comments – Received September 28, 2022**

- 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-9539):
  - Lincoln Environmental Consulting Corp. Stage 1-2 Archaeological Assessment of 1208 Fanshawe Park Road East [...] Middlesex County, Ontario (PIF P1289-0173-2021), November 2021.
- Please be advised that heritage planning staff recognizes the conclusion of the report that states that: "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended." (p 2)
- An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been received (without technical review), dated Nov 22, 2021 (MHSTCI Project Information Form Number P1289-0173-2021, MHSTCI File Number 0015579).
- Archaeological conditions can be considered satisfied for this application.

## Second Submission Comments

### Landscape Architecture – Received July 17, 2023

#### Major Issues

- The Tree Preservation Plan's inventory has identified 25 boundary trees; yet the corresponding plan's symbols of tree locations does not support this information. To determine the setbacks and consents required the applicant's consultant must confirm trees identified as boundary trees meet the legal definition of a boundary tree- Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Forestry Act 1998, c. 18, Sched. I, s. 21. Legal definition of a tree trunk: everything from the root-collar (at the base) to where the first branch. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, boundary trees can't be removed or injured without written consent from co-owner. Graphics on plan are not clear. For legal reasons, trees must be located using Total Station survey method. Tree canopy reduces accuracy of GPS systems and therefore not acceptable when determining tree ownership. For example, trees #28 and #29 are clearly growing within the centre of the site but are listed as boundary trees in inventory. Inventory and plan need to be verified and updated.
- As the plan is submitted, 11 boundary trees are proposed for removal, 1 offsite tree is proposed for removal and 12 boundary trees will be injured. All of these would require consent from flanking neighbours.
- There are 25 boundary trees identified in the Tree Inventory.

Tree ID	Address Co-owner	Action	Setback required to protect	Neighbour consent required	Location to be verified
3	1212 Fanshawe Pk Rd E	Removal	7.0m east property line	Yes	No
5	1212 Fanshawe Pk Rd E	Removal	6.2m east property line	TBD	Yes
9	1186 Fanshawe Pk Rd E	Removal	4.5m west, 7.2m north	TBD	Yes
12	1186 Fanshawe Pk Rd E	Removal	7.6m west property line	TBD	Yes
14	1186 Fanshawe Pk Rd E	Removal	5.0m west property line	TBD	Yes
16	1186 Fanshawe Pk Rd E	Removal	5.2m west property line	TBD	Yes
17	1186 Fanshawe Pk Rd E	Removal	4.0m west property line	TBD	Yes
18	1208 Fanshawe Pk Rd E	Removal	8.0m west property line	TBD	Yes
20	1186 Fanshawe Pk Rd E	Removal	3.8m west property line	TBD	Yes
23	1186 Fanshawe Pk Rd E	Removal	6.8m west property line	TBD	Yes
26	1186 Fanshawe Pk Rd E	Removal	10.5m west property line	TBD	Yes
28	1208 Fanshawe Pk Rd E	Removal	0.0m	TBD	Yes

29	1208 Fanshawe Pk Rd E	Removal	0.0m	TBD	Yes
	-				
4	1212 Fanshawe Pk Rd E	Injure, loss 19.4% TPZ	5 m east property line	Yes	No
6	1212 Fanshawe Pk Rd E	Injure, loss 14%TPZ	3 m east property line	TBD	Yes
7	-		0.0m	TBD	Yes
11	1186 Fanshawe Pk Rd E	No injury		TBD	Yes
13	-	Injury 18.5% loss TPZ	4.2m west property line	TBD	Yes
15	1186 Fanshawe Pk Rd E	Injury 19.3% loss TPZ	4.8m west property line	Yes	No
19	1186 Fanshawe Pk Rd E	Injury 32% TPZ	10.3m west property line	Yes	No
21	1186 Fanshawe Pk Rd E	0% injury		TBD	Yes
22	1186 Fanshawe Pk Rd E	0% injury		TBD	Yes
24	1186 Fanshawe Pk Rd E	0% injury		TBD	Yes
25	1186 Fanshawe Pk Rd E	17.5% injury	3.8m west property line	TBD	Yes
27	1186 Fanshawe Pk Rd E	0.0%		TBD	Yes

#### Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

#### Matters for Site Plan

- Consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review.
- 883 cm dbh proposed for removal. London Plan Policy 399 requires 1 tree for every cm dbh removed. 88.3 replacement trees to be recommendation to Site Plan Review

#### Complete Application Requirements

- Tree Preservation Plan to be verified, tree locations in close proximity to property lines to be surveyed with Total Station method. Inventory to be updated accordingly.

#### Heritage – Received July 18, 2023

- The comments remain the same for the revised application on this property.
  - Heritage Impact Assessment Report – sufficient to fulfill requirements.
  - To mitigate potential impacts:
    - On the final conceptual townhouse layout, ensure the status of 1186 Fanshawe Park Road East is clearly identified as a LISTED property on the City’s Register of Cultural Heritage Resources.
    - Due to the proximity of the proposed development, a permanent fence should be installed along that shared west boundary between

1186 Fanshawe Park Road East and 1208 Fanshawe Park Road East post-construction.

- Additional landscape buffering along the boundary of 1186 and 1208 Fanshawe Park Road East to be considered as part of site plan approval.
- Archaeological Assessment requirements have been satisfied for this application.

### **UTRCA – Received July 18, 2023**

- The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.
- The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

### **London Hydro – Received July 18, 2023**

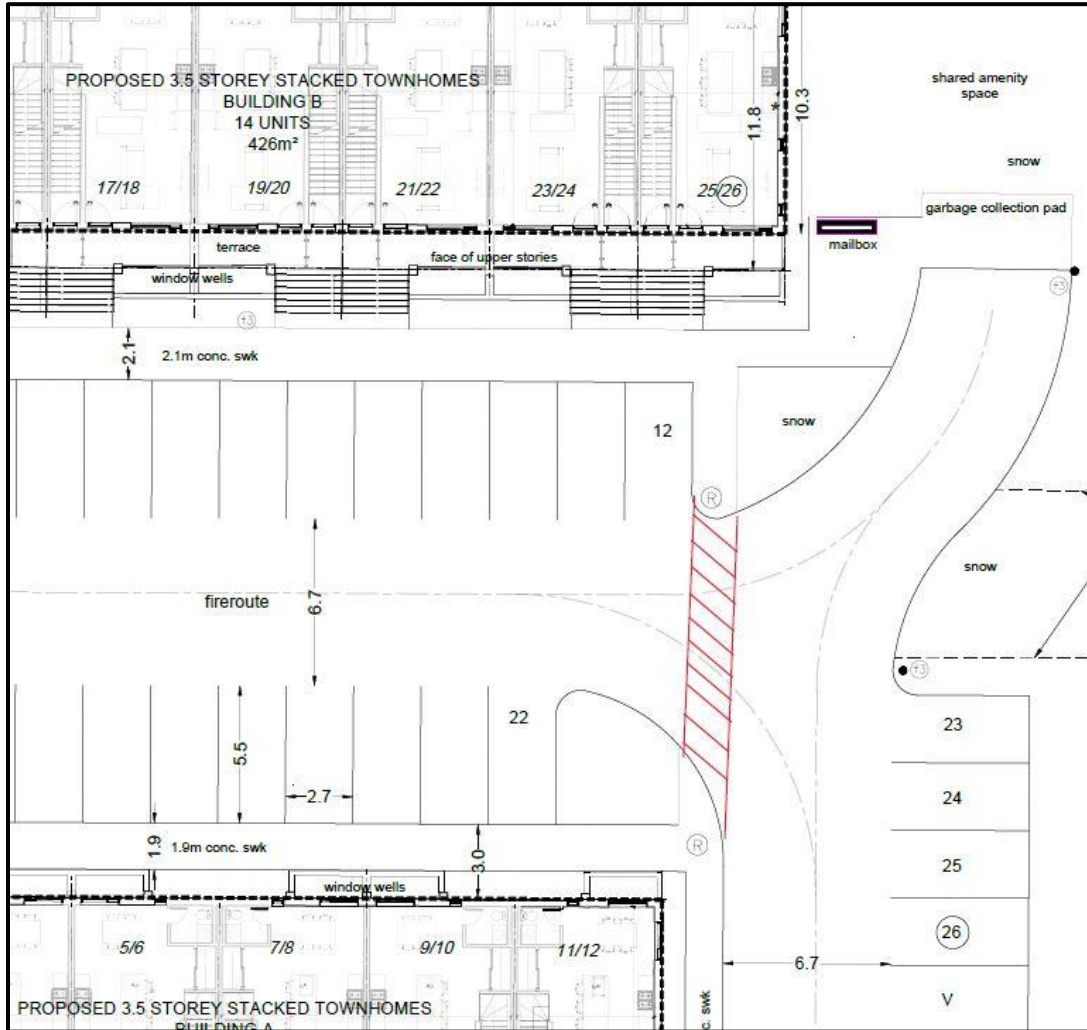
- Servicing the above proposed should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearance from L.H. infrastructure is mandatory. A blanket easement will be required. **Note:** Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

### **Urban Design – Received July 19, 2023**

- The proposed stacked townhouse development is located within the Neighbourhood Place Type, abutting Fanshawe Park Road East an Urban Thoroughfare. Urban Design commends the applicant for providing street oriented stacked townhouses along Fanshawe Park Road East, to screen a majority of the parking from the public-right-of-way (TLP, 269). To save space and mitigate privacy impacts to subject site users, Urban Design recommends that the applicant provide a four storey (12m) townhouse development with no below grade units. If the applicant moves forwards with the proposed 3.5 storey townhouse development with below grade units, provide enhanced privacy landscaping for any below grade units along Fanshawe Park Road East and the surface parking area.
- Please ensure that a response to the UDPRP memo is provided after attending the July 2023 UDPRP meeting.
  - After attending the July 2023 UDPRP meeting, the applicant will receive a formal memo from the UDPRP Chair, or their designate. A Comment Response Table outlining in detail the applicant's response to the UDPRP is required as part of the UDPRP process.
  - Provide updated drawings that reflect the revisions made to address the UDPRP comments.
- Further to the comments provided at SPC:
  - Relocate and screen the garbage collection pad away from the shared amenity space.
  - Ensure that any internal walkways abutting a parking space are an adequate width (TLP, 255).
  - Use paint or etched asphalt to delineate a pedestrian connection from the southern townhouses to the northern shared amenity space (Image 1) (TLP, 255).
  - Retain the walkways from each stacked-townhouse unit entrance to Fanshawe Park Road East, consider consolidating walkways to minimize impermeable surfaces and provide a wider shared walkway connection to the sidewalk along Fanshawe Park Road East (TLP, 268).
  - Retain the enhanced fenestrations on the end-units to promote passive surveillance.
  - The proposal should take into consideration any existing significant

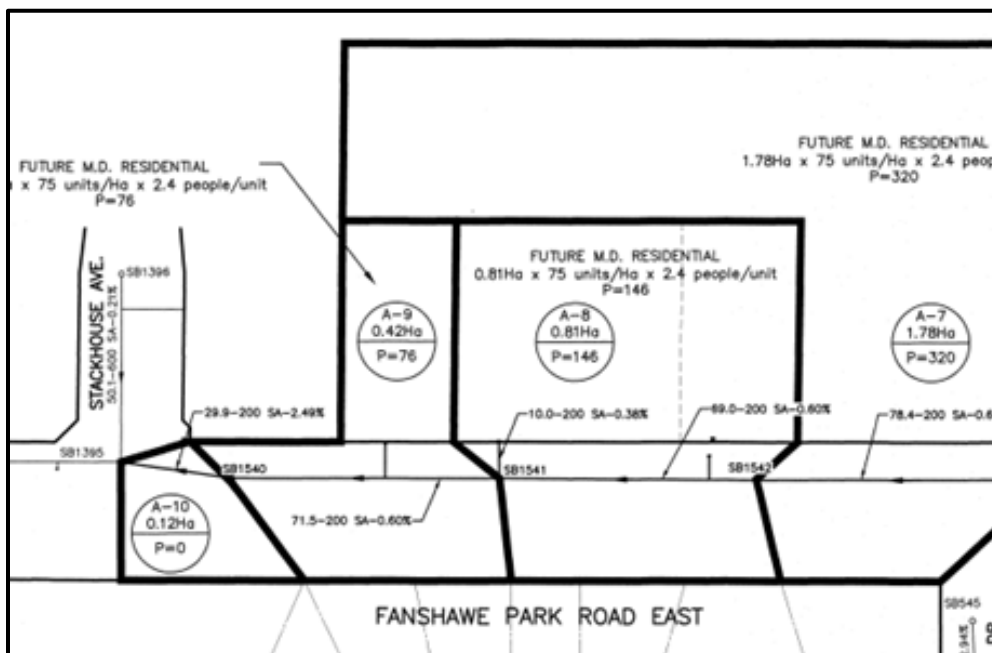
mature trees on the site and along the property boundaries. Where possible, retain existing significant mature trees (TLP, 210).

- Consider providing private outdoor amenity space at the rear of Building B.
- Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees. (TLP, 278).
- Provide a cross-section elevation and floor plans of the proposed development. Further Urban Design comments to follow upon receipt.



**Engineering – Received July 21, 2023**

- Engineering has no concerns with the increase in density, as it is still within the allocated density provided by the sewer design (75 units/ha), see below.



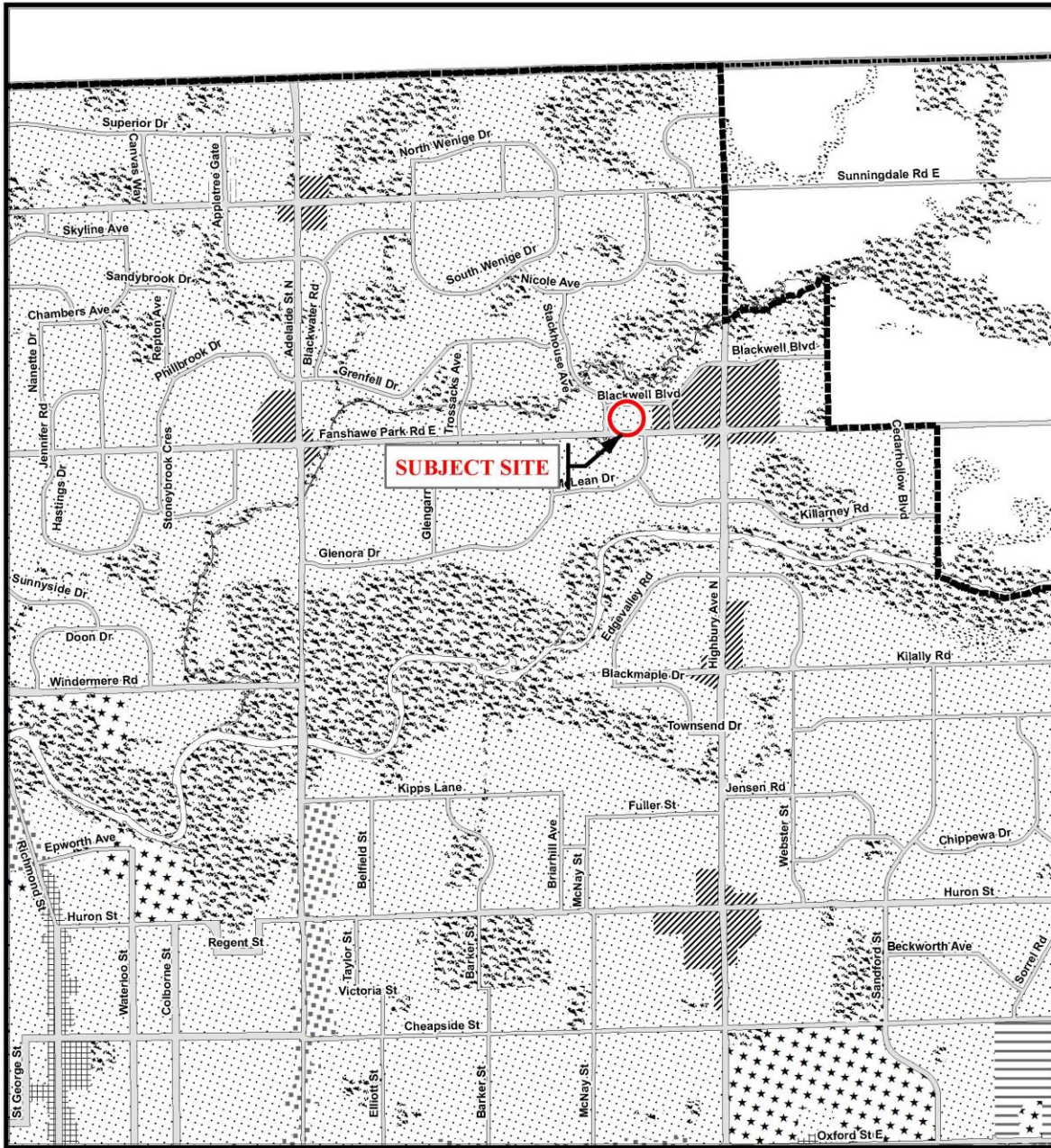
## Site Plan – Received July 27, 2023

- The required front yard setback is 8m, not 6m as shown.
- The fire route must be a minimum of 3m from Building A.
- The drive aisle leading to the waste collection point is potentially problematic, recommend relocating the collection point to where the snow storage is shown at the west end of the parking area if feasible to allow for additional amenity space away from waste storage.
- Curb ramps should be shown where barrier free parking spaces are proposed.
- The sidewalk between Building A and the parking area should be a minimum of 2.1m.



# Appendix F – Relevant Background

## The London Plan – Map 1 – Place Types



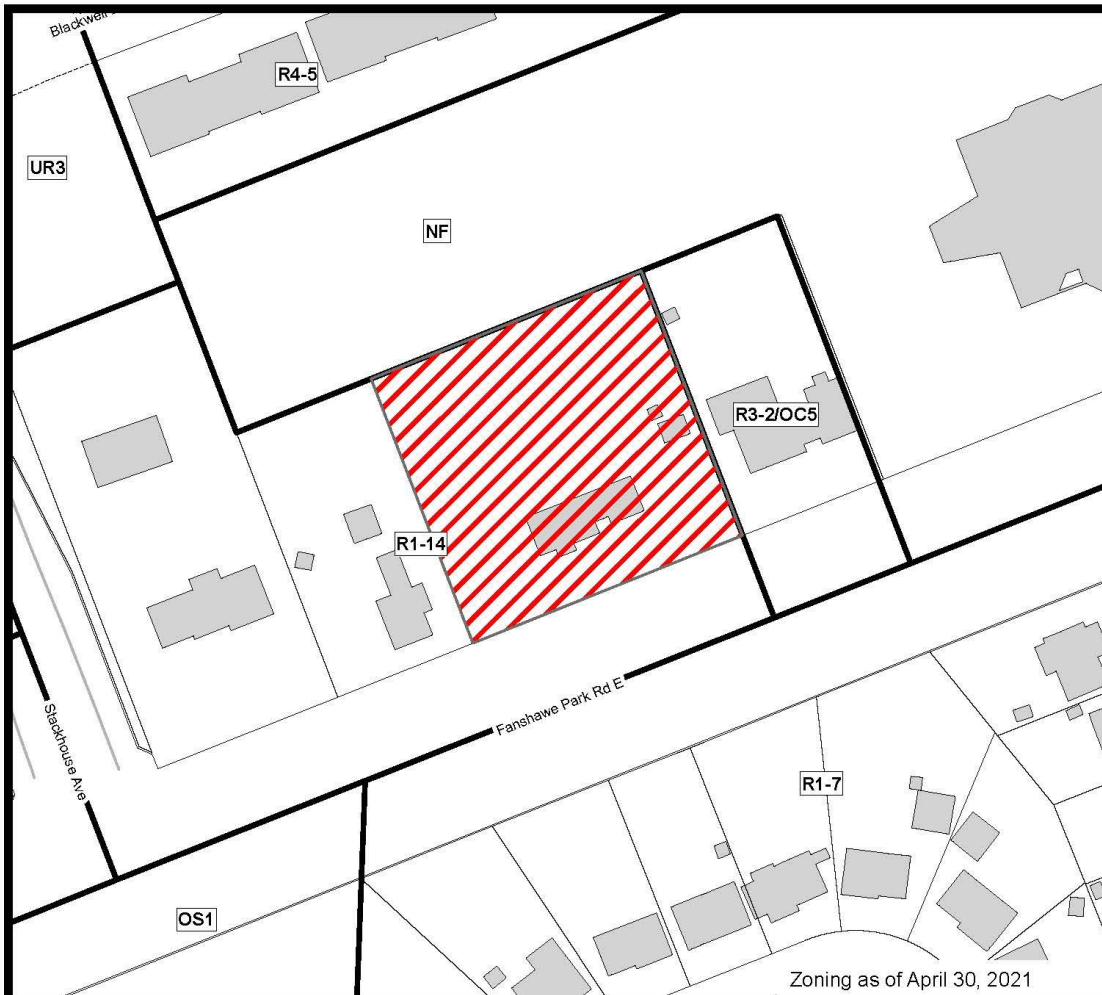
**Legend**

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

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

<p><b>CITY OF LONDON</b> Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning &amp; Development</p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p><b>File Number:</b> Z-9539</p> <p><b>Planner:</b> MH</p> <p><b>Technician:</b> JI</p> <p><b>Date:</b> 2023/8/9</p>
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# Zoning By-law Z-1 – Zoning Excerpt



## COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-14

### 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         |
| DA - DOWNTOWN AREA                        | LI - LIGHT INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | GI - GENERAL INDUSTRIAL           |
| CSA - COMMUNITY SHOPPING AREA             | HI - HEAVY INDUSTRIAL             |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | EX - RESOURCE EXTRACTIVE          |
| BDC - BUSINESS DISTRICT COMMERCIAL        | UR - URBAN RESERVE                |
| AC - ARTERIAL COMMERCIAL                  |                                   |
| HS - HIGHWAY SERVICE COMMERCIAL           | AG - AGRICULTURAL                 |
| RSC - RESTRICTED SERVICE COMMERCIAL       | AGC - AGRICULTURAL COMMERCIAL     |
| CC - CONVENIENCE COMMERCIAL               | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION           | TGS - TEMPORARY GARDEN SUITE      |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION          |
| 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-9539

MH

MAP PREPARED:

2023/8/9

Jl

1:1,200

0 5 10 20 30 40 Meters

## Appendix G – Applicant’s Reply to UDPRP Comments

### Urban Design Peer Review Panel Comments – Applicant Response

<b>Comment:</b>
The panel agrees with City staff’s comments that consolidating with the adjacent properties, particularly the lot between the subject site and the heritage church building to the east, to build a midrise building with consolidated driveway access on Fanshawe Park Road is a good approach, if possible
<b>Applicant Response:</b>
The applicant has determined this is not possible.

<b>Comment:</b>
The panel notes that the proposed modest infill development generally fits well into the context. The proposed stacked townhouses provide a different housing type along Fanshawe Park Road East, which is encouraging.
<b>Applicant Response:</b>
Noted, thank you.

<b>Comment:</b>
<p>The panel has some concerns with the organization of the site as currently shown. Currently the proposed amenity space is hidden at the north-east corner of the site behind a permanent garbage storage area. The proposed two rows of townhouses have</p> <p>a front-to-back relationship. We suggest consideration of the following:</p> <ul style="list-style-type: none"><li>a. Could the stacked townhouse row facing Fanshawe Park Road have both facades designed as front façade with unit entrances?</li><li>b. Could the landscaped amenity space be relocated to the middle of the site between the two rows of townhouses, with parking re-distributed or moved underground?</li><li>c. At a minimum we suggest relocating the amenity space to the west edge of the site away from the garbage area. If parking layout is to remain as shown, we recommend including more planted islands and landscape buffers to soften the character of the interior of the site.</li><li>d. We recommend that the permanent garbage pick-up area should be as subtle as possible. Consider the provision of earth bins. Consider additional landscape plantings to screen and soften the garbage pick-up area.</li><li>e. We recommend provision of a flush paved walkway running north-south across the parking lot to connect the paved walkway from the street through to the paved walkway for townhouse entrances at the rear of the site.</li></ul>
<b>Applicant Response:</b>
<ul style="list-style-type: none"><li>a. Due to the elevation of the initial floor level and the spatial constraints of the site, the site does not allow for the incorporation of rearward stairs/entrance. If the stairs were to be relocated internally, the basement bedroom would not meet the OBC required headroom.</li><li>b. The applicant is willing to re-locate amenity space to the west side of the parking area away from the garbage collection area. The garbage collection is</li></ul>

to remain in the north-east location as shown.

- c. Amenity space will be moved to the west of the parking area and the parking layout to remain the same as shown. Applicant will facilitate further landscape design where feasible as part of Site Plan approval.
- d. The applicant is already complementing Molok/Earth Bins for the site and will look into screening/landscaping solutions to minimize visual impacts to be detailed as part of the Site Plan process.
- e. The applicant will provide north-south pedestrian connection to the west of Building A to the amenity area and further north to Building B to facilitate more pedestrian circulation opportunities.

**Comment:**

The panel notes that careful consideration should be given to site grading and to the elevation of the ground floor of units relative to grade. While the requirement for generous window wells for basement floor levels is understood, the panel suggest that the number of steps from grade up to the ground floor should be reduced to 2-3 steps. This will provide a better frontage and friendlier interface with the public realm. It will also reduce the footprint of the steps to allow more flexibility for setbacks and landscape buffers. For example, the panel suggest the landscape buffer at the north edge of the south building should be increased.

**Applicant Response:**

Design to remain as shown regarding building height and below grade units. Reducing the number of steps and increasing the building height will reduce the amount of light exposure to the bottom units and will have minimal impact to the actual the number of steps provided with an increase in height and elimination of below grade units Applicant has provided generous window wells as part of their design to allow for maximum natural light exposure in bottom units for residents. The proposed design is not uncommon to other townhouse developments in proximity to this site.

**Comment:**

The panel also notes that the proposed front and rear setbacks as shown appear to be insufficient. The front landscape space is suggested to have minimum 3m wide landscape space between the proposed building and Fanshawe Park Road property line to ensure adequate quality of the living spaces for townhouses facing a high-traffic street. We recommend the proposed stacked townhouse rear setback to the north property line should be minimum 7.5m for a better separation distance from any future development on the adjacent land.

**Applicant Response:**

The justification for a 3m front yard setback has already been outlined in the provided Urban Design Brief by MBPC. The reduced front yard setback is proposed to bring the building closer to the street to create an inviting and comfortable pedestrian environment and human scale element to the streetscape along Fanshawe Park Road East. The placement of Building 'A' on the site also obscures the view of the surface parking area from the roadway and public sidewalk. A special provision is also being requested for the rear yard setback to allow enough space in the interior of the site to allow the applicant to provide sufficient amenities and parking area to serve the residents of the site. An increase in rear yard setback would not provide enough space in the interior of the site to accomplish what the applicant is proposing. A 6m setback is being provided at the west side of the property to provide opportunities for residents of Building 'B' to access their yards without having to go through their units (for the purposes of carrying large items to their backyards such as lawnmowers, BBQs etc.). The proposed setbacks are not uncommon to other developments in proximity to this site.

<b>Comment:</b>
The panel suggests redistributing the fenestration on the facades of the building. Currently the white gable ends appear largely like largely blank facades on the Fanshawe Park Road frontage and especially on the rear elevation on the parking lot side of the building. The white portions of the façade appear like they should be features of the elevations. We suggest they should be generously glazed or at least equally glazed with the rest of the building. The large openings on the grey walls of the elevations could be reduced if needed.
<b>Applicant Response:</b>
Design is to remain for the large opening on the grey walls. The large windows allow ample natural light to into the open concept floor plan, creating a bright and uplifting atmosphere for the residents.

<b>Comment:</b>
The panel suggest the large horizontal second floor balconies on the front building along Fanshawe Park Road are detracting from the character of the elevation. Consider removing some of the balconies, relocating them to the back, or replacing them with Juliet balconies.
<b>Applicant Response:</b>
The continuous balcony at Level 2 provides a well-covered amenity space for the main floor units. The design of the continuous balcony is not uncommon to other townhouse developments along Fanshawe Park Road.

<b>Comment:</b>
The panel suggests that in addition to the balcony revisions above, the large front porches could also be reduced and/or revised to small inset porches for each townhouse entrance. This will help provide a friendlier, more residential character along the street frontage while also reducing the footprint of the building, allowing more flexibility to address set-back and landscape buffer concerns noted above.
<b>Applicant Response:</b>
The design is to remain for the front porch as we believe that the front porch provides a friendly residential street facade. The design and size of the front porch provides adequate space for residents to use outdoor furniture and navigate the space conformably.