

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: Daniel Boyer (c/o Polocorp Inc.)
1515 Trossacks Avenue
File Number: Z-9632, Ward 05
Public Participation Meeting

Date: September 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Daniel Boyer c/o Polocorp Inc. relating to the property located at 1515 Trossacks Avenue:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting 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 R9 (R9-3*H21), **TO** a Residential R9 Special Provision (R9-3(_)*H21) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following items through the site plan process:
 - I. Fencing and/or landscaping be provided along the perimeter of the site to ensure adequate buffering is maintained between the subject lands and adjacent residential properties;
 - II. Removal of surface level parking to provide larger outdoor amenity space and a paratransit layby.

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

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Neighbourhoods Place Type and Key Directions; and
- iii) The recommended amendment facilitates the development of an underutilized site within the Built Area Boundary and Primary Transit Area with an appropriate form of infill development that provides choice and diversity in housing options.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21), to a Residential R9 Special Provision (R9-3(_)*H21) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a six storey multi-residential building containing 100 dwelling units, with associated amenity and parking areas.

Staff are also recommending special provisions that will facilitate a minimum front yard setback of 0.4 metres at the corner of Trossacks Avenue and Fanshawe Park Road East to address the developments proximity to the required sight triangle. Other special provisions include an exterior side yard setback of 2 metres, a rear yard setback of 5.9 metres, a maximum height of 6 storeys and a maximum density of 269 units per hectare.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- Housing and Homelessness - London's growth and development is well planned and considers use, intensity, and form.
 - Direct growth and intensification to strategic locations in a way that maximizes existing assets and resources.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter.

None.

1.2 Planning History

None.

1.3 Property Description and Location

1515 Trossacks Avenue is located at the northwest corner of the Fanshawe Park Road East and Trossacks Avenue intersection, in the Stoney Creek Planning District. The lands are currently vacant, with surrounding context consisting of townhouses to the north and west of the lands, an apartment complex located to the east and single detached dwellings located to the north.

Site Statistics:

- Current Land Use: Vacant lands
- Frontage: 48 metres (Trossacks Avenue) & 63.3 metres (Fanshawe Park Road East)
- Depth: 48 metres (215.2 feet)
- Area: 0.42 hectares (1.05 acres)
- Shape: Rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Townhouse Development
- East: 5 Storey Apartment Complex
- South: Low-Density Residential

- West: Townhouse Development

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods Place Type fronting a Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East)
- Existing Special Policies: Height of 21 metres.
- Existing Zoning: Residential R9 (R9-3*H21)

Additional site information and context is provided in Appendix “B”.

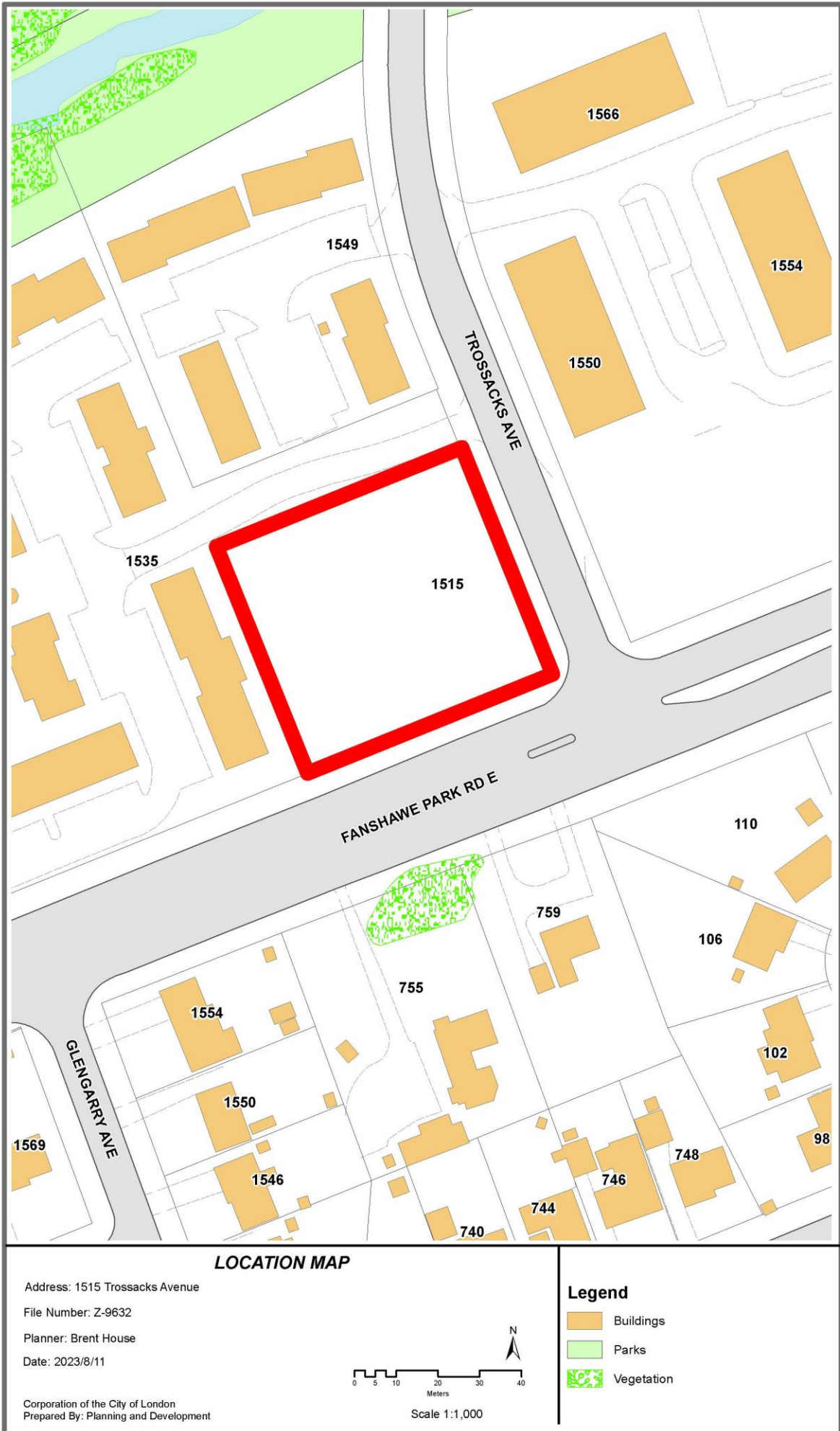


Figure 1- Aerial Photo of 1515 Trossacks Avenue.



Figure 2 - Streetview of 1515 Trossacks Avenue from the corner of Trossacks Avenue and Fanshawe Park Road West

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of a six storey multi-residential building containing 100 dwelling units, with associated amenity and parking areas.

The proposed development includes the following features:

- Land use: six storey apartment building.
- Form: six storey apartment building containing 100 dwelling units, with associated amenity and parking areas.
- Height: 6 storeys (19.2 metres)
- Residential units: 100 units
- Density: 269 Units per Hectare
- Gross floor area: 7220.2 m²
- Building coverage: 36%
- Parking spaces: 33 residential parking spaces at grade and 27 residential parking spaces underground.
- Bicycle parking spaces: 90 long term spaces and 10 short term spaces.
- Landscape open space: 36%
- Functional amenity space: 83.9m²

Additional information on the development proposal is provided in Appendix "B".

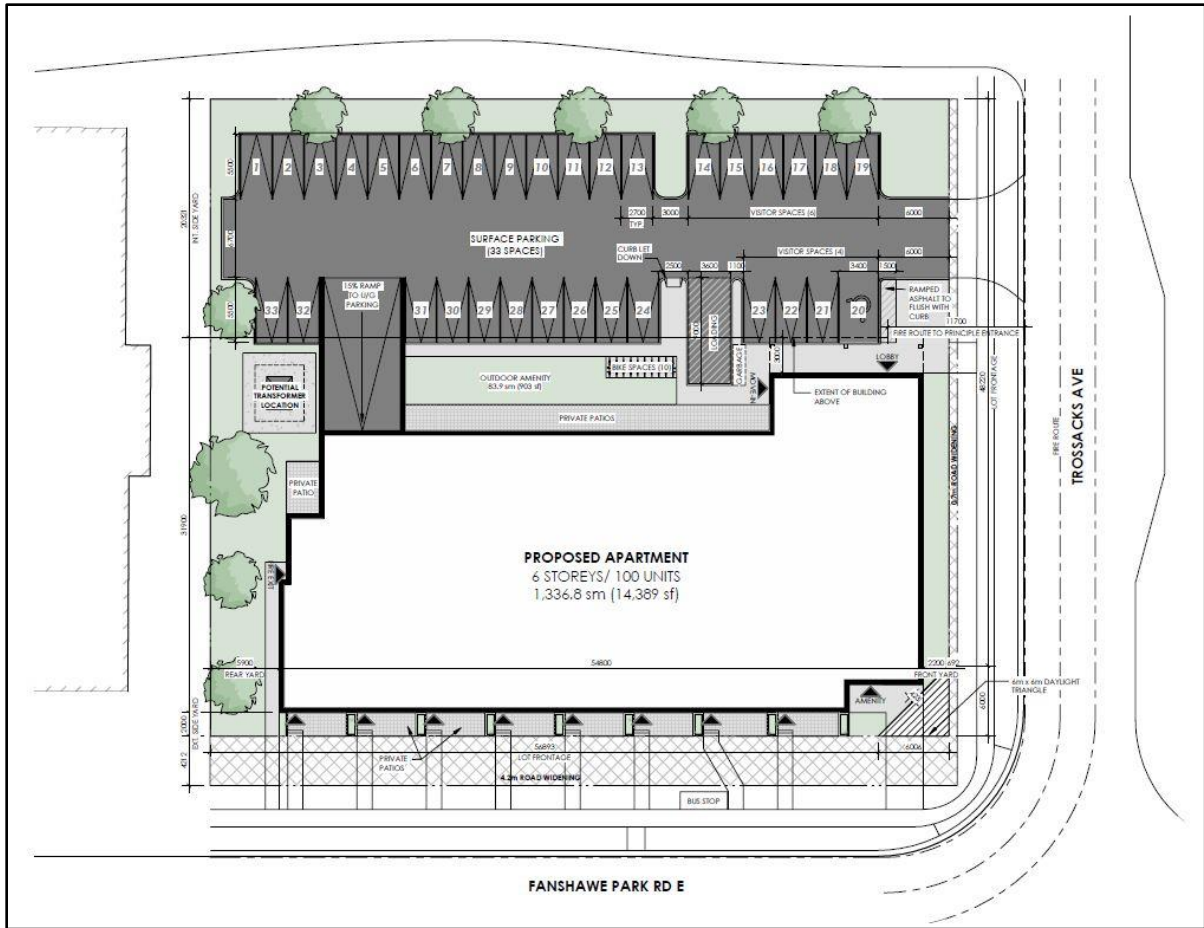


Figure 3 - Conceptual Site Plan (Received June 2023)

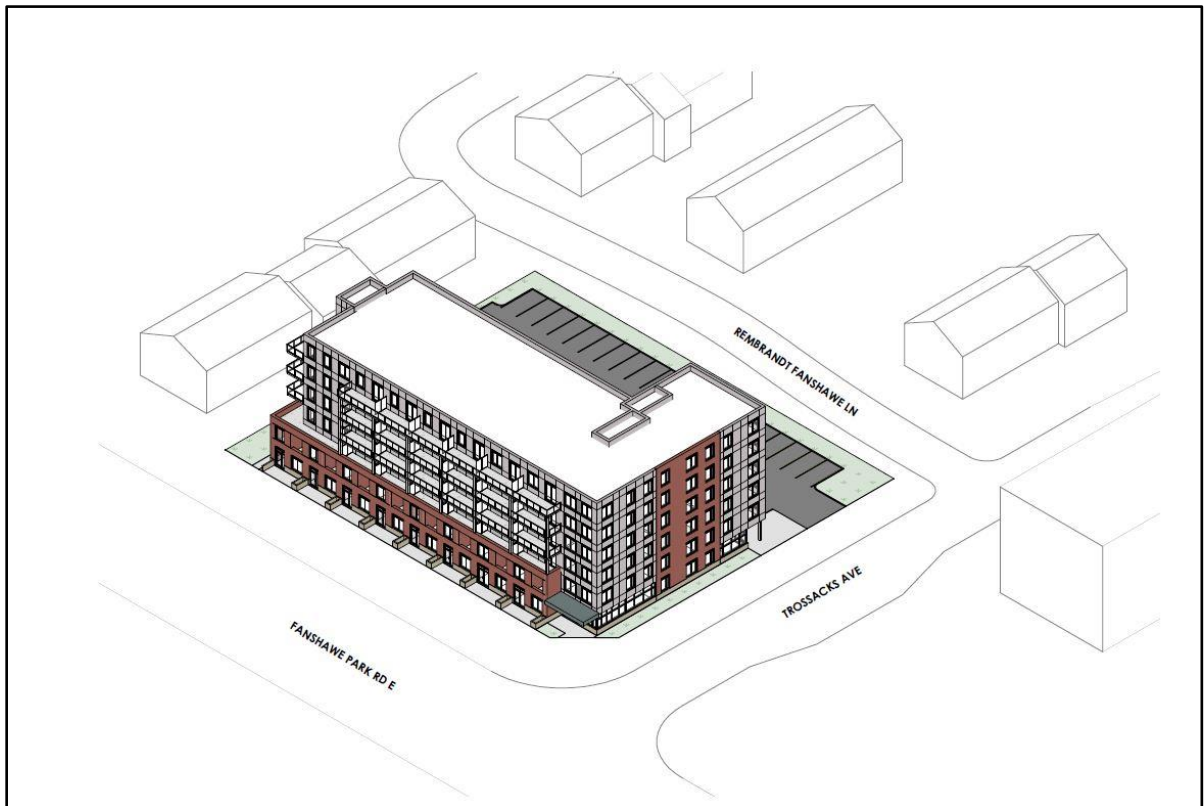


Figure 4 – Elevations (Received June 2023)

Elevations Additional plans and drawings of the development proposal are provided in Appendix “C”.

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21), to a Residential R9 Special Provision (R9-3()*H21) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

| Regulation (Zone) | Required | Proposed | Staff Recommendation |
|--|------------------------------|------------------------------|------------------------------|
| Rear Yard setback Storeys 1-2 (minimum) | 7.68 metres | 5.9 metres | 5.9 metres |
| Front Yard Setback (minimum) from Site Triangle | 6 metres | 0.4 metres | 0.4 metres |
| Front Yard Setback (minimum) | 6 metres | 2.2 metres | 2.2 metres |
| Exterior Side Yard Setback (minimum) | 8 metres | 2.0 metres | 2.0 metres |
| Front Yard Patio Setback (minimum) | 6 metres | 0 metres | 0 metres |
| Rear Yard Stepback Storeys 3-6 (minimum) | | 2.4 metres | 2.4 metres |
| Exterior Side Yard Stepback (3-6 storeys) (minimum) | | 2.4 metres | 2.4 metres |
| Height (maximum) | 21 metres (6 storeys) | 21 metres (6 storeys) | 21 metres (6 storeys) |
| Density (maximum) | 150 Units per Hectare | 269 units per hectare | 269 units per hectare |

2.3 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 included:

- Parking configuration and site layout.
- Increased interior side yard setbacks for tree growth.
- Site-Specific step-back for the development above 2 storeys.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.4 Public Engagement

On July 5, 2023, a Notice of Application was sent to 352 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 July 6, 2023. A “Planning Application” sign was also placed on the site.

There were 3 responses received during the public consultation period. One of the public comments included a petition for refusal signed by 48 residents. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Privacy
- Noise

- Elevations and grading
- Density - scale and height
- Front clearance/setbacks
- Side clearance/setbacks
- Rear yard clearance/setbacks
- Stormwater management
- Road Safety
- Traffic – volume, safety, impact on surrounding neighbourhood, traffic calming measures should be implemented, limit development to rights in rights out only.

Detailed public comments are included in Appendix “F” of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework is 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*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 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 Neighbourhood 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 Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed mixed-use commercial and residential development is supported by the policies of the *Provincial Policy Statement* and is contemplated in the Neighbourhoods Place Type in *The London Plan* (TLP Table, 10). The site is located at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and a Neighbourhood Connector (Trossacks Avenue) on Map 3, Street Classification, permitting a 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 detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

Consistent with The London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, as there are multiple developments in the vicinity of the subject lands that range from low density single detached dwellings to higher-density developments which include townhouses located to the north of the lands and apartment buildings located to the east. The proposed 6-storey apartment building with 100 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 580 Fanshawe Park Road West which includes retail services that can provide daily services to the surrounding areas. Many other commercial, office and service use also exist along Fanshawe Park Road West providing for the daily, weekly and specialized needs of area residents. The lands are located within a relative walking distance between both A.B. Lucas Secondary School and both Northridge Public School and St. Mark Catholic School. In Staff's opinion the proposed use is considered appropriate given its location and the nature of higher order development on abutting lands.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.3 and 1.4.3), an efficient use of land (PPS 1.1.3.2) and a range and mix of housing options (PPS 1.4.3).

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 of 4 storeys, with an upper maximum height 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.).

The subject lands have frontage on an Urban Thoroughfare, which is a higher-order street, to which higher-intensity uses are directed. The subject site is considered underutilized as it currently sits vacant and is of a size and configuration capable of accommodating the proposed development which represents a form of intensification through infill redevelopment. The Fanshawe Park Road West 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.

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.

4.3 Form

The proposed built form is street oriented and in conformity with the City of London's City Design Guidelines. The building is proposed to be situated close to the intersection of Fanshawe Park Road East and Trossacks 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 ensuring that development is consistent with the urban design goals of The London Plan.

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 providing for appropriate screening of the parking from the street and abutting properties. The applicant will be required to remove some surface level parking to accommodate additional functional open space and a paratransit layby.

The following form-based issues raised through the review of the Zoning By-law Amendment application can be addressed as part of the subsequent Site Plan Application and are included as recommended considerations to the Site Plan Approval Authority:

- Parking configuration/Number of parking spaces.
- Layby included on the plan for paratransit.
- Fencing, landscaping, boundary trees.

4.4 Issue and Consideration #4: 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, Safety and Setbacks, 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. As part of the complete application, no traffic study (TIA) was required by Transportation as the proposed intensity of the development can be accommodated at this location.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. Since 2022, the parking standards were updated within the City of London's Zoning By-law, which reduced parking requirements to promote more transit-oriented development. The Parking Standard for apartment buildings requires 0.5 spaces per unit. The applicant is providing 60 parking spaces at a rate of 0.5 spaces per unit for the apartment (50 spaces) and 0.1 spaces per unit for guest parking (10 spaces). Parking outlined in the figure below is located underground which will help to minimize surface parking issues and impact on adjacent properties.

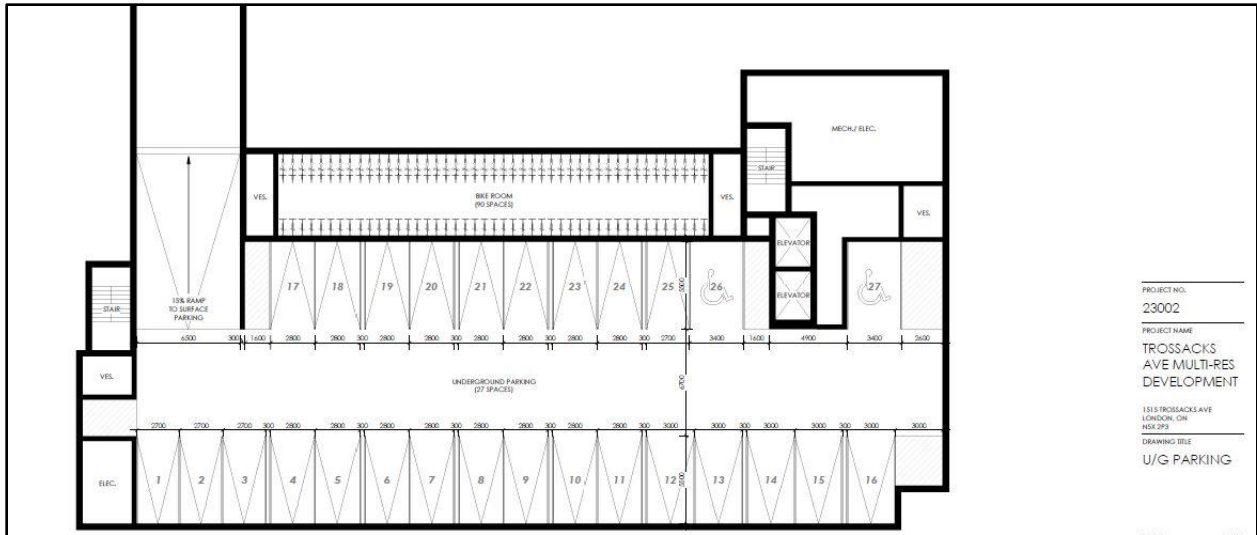


Figure 5: Underground Parking Plan

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 yard depth of 2 metres and front yard setback reductions to 0.4 metres for the sight triangle and 2.2 metres from the remaining front lot line is for the purpose of allowing the building to be placed closer to the property line along Fanshawe Park Road West and Trossacks 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 west, the building is proposed to be set back 5.9 metres from the interior property line. The proposed plan provides for a buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses. Additionally, a 2.4 m step back from the 3rd – 6th storey is provided, such that the first two storeys of the building resemble townhouses from the street. This results in a reduced visual height along the street and reinforces the existing height and character of the street on Fanshawe Park Road.



Figure 6: West Elevation of Proposed Building

Buffering

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 northern property boundary, which in addition to providing physical distance separation, also provides space for landscaped buffering. The west boundary (rear yard) has a 5.9 metre buffer, providing enough space for vegetation and fencing between the adjacent properties.

Setbacks to the east and south property lines will help facilitate an appropriate streetscape while providing maximum buffers from adjacent properties.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development. It's important to note though that planning considerations cannot be made based on tenancy/tenure within the development i.e. students vs families, or seniors.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-3*H21) Zone to a Residential R9 Special Provision (R9-3(_)*H21) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a six (6) storey residential apartment building with 100 total units. 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.

Prepared by: Brent House, Planner

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 – Zoning Bylaw Amendment

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 1515
Trossacks Avenue

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 1515 Trossacks Avenue, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R9 (R9-3*H21) **TO** a Residential R9 Special Provision (R9-3(_)*H21) Zone.
2. Section Number 23.4 of the Residential R9 (R9-3) Zone is amended by adding the following Special Provisions:

a. Regulations

| | |
|---|--------------------------|
| i) Height (Maximum) | 21 metres (6 Storeys) |
| ii) Density (Maximum) | 269 UPH |
| iii) Setback to the Sight Triangle (minimum) | 0.4 metres |
| iv) Exterior Side Yard Setback (Fanshawe Park Road West) (minimum) | 2.2 metres |
| v) Exterior Side Yard Step back (3-6 storeys) (Fanshawe Park Road West) (minimum) | 2.4 metres |
| vi) Exterior Side Yard Patio Setback (minimum) | 0.0 metres |
| vii) Front Yard Setback (Trossacks Avenue) (minimum) | 2.0 metres |
| viii) Rear Yard Setback (1-2 Storeys) (minimum) | 5.9 metres |
| ix) Rear Yard Step back (3-6 Storeys) (minimum) | 2.4 metres |

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.

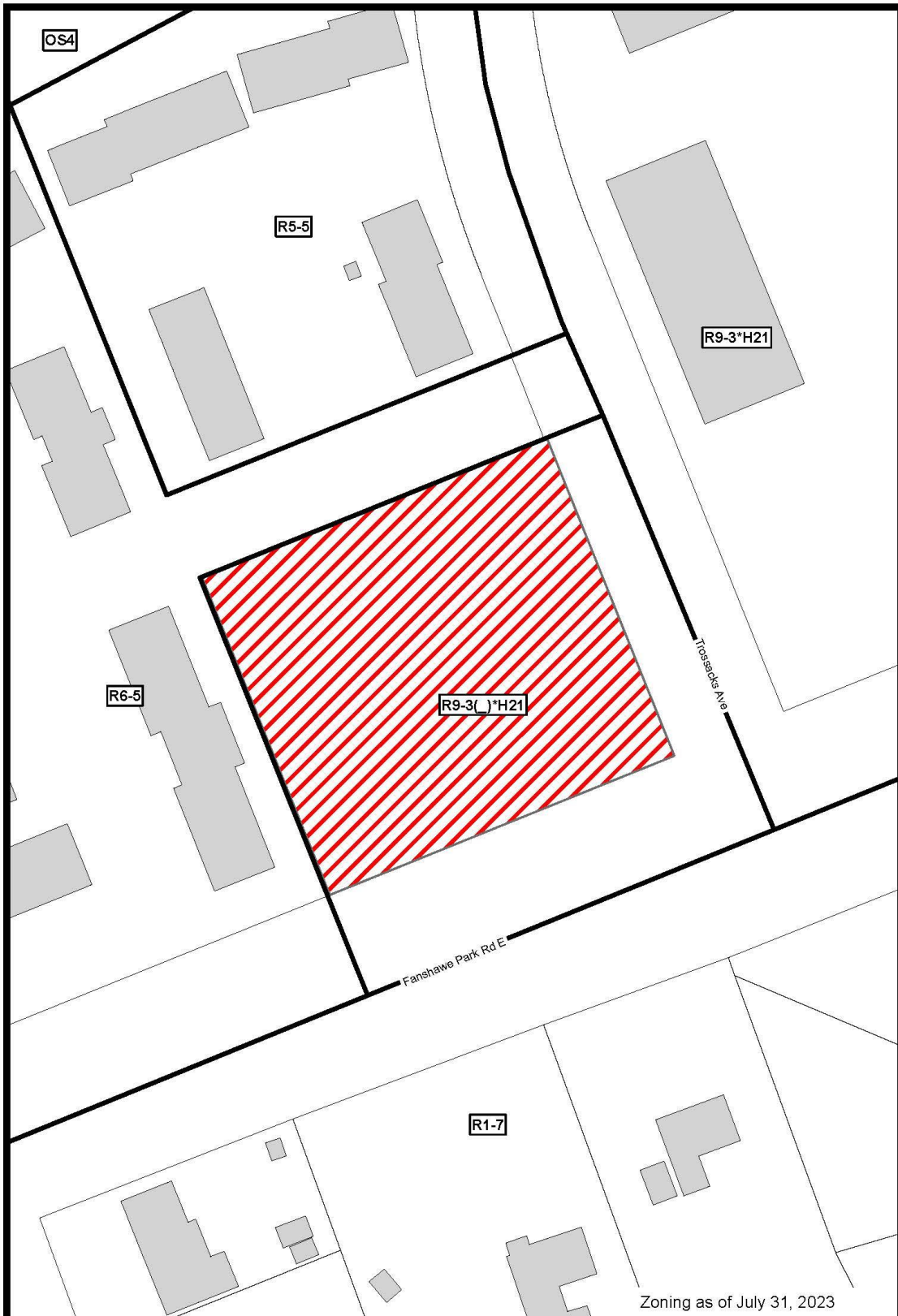
PASSED in Open Council on September 26, 2023

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-9632
Planner: BH
Date Prepared: 2023/8/11
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 lands |
| Frontage | 48 metres (Trossacks Avenue) 63.3 metres (Fanshawe Park Road West) |
| Depth | 48.0 metres (215.2 feet) |
| Area | 0.42 hectares (1.05 acres) |
| Shape | Regular (rectangle) |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|----------------------------|
| North | Townhouse Development |
| East | 5 Storey Apartment Complex |
| South | Low-Density Residential |
| West | Townhouse Development |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Adelaide Street and Fanshawe Park Road West, ~847.3 metres |
| Dedicated cycling infrastructure | Fanshawe Park Road West, 27.5 metres |
| London Transit stop | Fanshawe at Trossacks FS WB - #2834, 0.0 metres |
| Public open space | Stoney Creek Valley – Central West, ~95 metres |
| Commercial area/use | 600 Fanshawe Park Road East - Multiple commercial uses, ~870 metres |
| Food store | Sobeys Grocery Store, ~870 metres |
| Primary school | A.B. Lucas Secondary School, ~485 metres Northridge Public School, ~750 metres St. Mark Catholic Elementary, ~725 metres |
| Community/recreation amenity | East Community Centre, ~1450 metres |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Neighbourhoods Place Type fronting Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East) |
| Current Special Policies | Height = 21 metres |
| Current Zoning | Residential R9-3*H21 |

Requested Designation and Zone

| | |
|----------------------------|---|
| Requested Place Type | Neighbourhoods Place Type fronting Neighbourhood Connector (Trossacks Avenue) and an Urban Thoroughfare (Fanshawe Park Road East) |
| Requested Special Policies | West Interior Side Yard Setback, Exterior Side Yard Setbacks, Front Yard Setback, Sight Triangle Setback, Density, Height, Patio Setback, West Interior Side Yard Parking Setback |
| Requested Zoning | Special Provision Residential R9 (R9-3(_)*H21) |

Requested Special Provisions

| Regulation (NSA3(_)) | Required | Proposed |
|---|------------|-------------------|
| | 40 metres | 39 metres |
| Interior Side Yard Parking Setback (West) | 8.6 metres | 5.9 metres |
| Interior Side Yard Parking Setback (West) | 1.5 metres | 3.0 metres |
| Exterior Side Yard Setback (Fanshawe Park Road East) | 6 metres | 2.2 metres |
| Front Yard Setback (Trossacks Avenue) | 6 metres | 2.0 metres |
| Landscaped Open Space | 15% | 25% |

C. Development Proposal Summary

The building is a two-storey apartment/condominium complex containing a total GFA of 1740.6 square metres comprised of first floor commercial space and second floor residential units.

Proposal Statistics

| | |
|--|--------------------------------|
| Land use | residential |
| Form | 6-storey residential apartment |
| Height | 6 storeys (21 metres) |
| Residential units | 100 |
| Density | 269 units per hectare |
| Gross floor area | 7,220.2 m ² |
| Building coverage | 35.9% |
| Landscape open space | 36% |
| Functional amenity space | 83.4 m ² |
| New use being added to the local community | Yes |

Mobility

| | |
|---|---|
| Parking spaces | 33 spaces at grade + 27 spaces underground |
| Vehicle parking ratio | 0.5 spaces per residential unit 0.1 spaces for guest parking |
| New electric vehicles charging stations | N/A |
| Secured bike parking spaces | 90 long term bicycle spaces 10 short term bicycle spaces |
| Secured bike parking ratio | 1 space per residential unit |
| Completes gaps in the public sidewalk | Yes |
| Connection from the site to a public sidewalk | Yes |
| Connection from the site to a multi-use path | NA |

Environmental Impact

| | |
|---|------|
| Tree removals | None |
| Tree plantings | N/A |
| Tree Protection Area | No |
| Loss of natural heritage features | N/A |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | Yes |

| | |
|--|---------|
| Existing structures repurposed or reused | No |
| Green building features | Unknown |

Appendix C – Additional Plans and Drawings



Figure 7: Fanshawe Park Road East Elevation



Figure 8: Trossacks Avenue Elevation



Figure 9: North Elevation

Appendix D – Internal and Agency Comments

Heritage

- The archaeological requirements for this property and application can be considered addressed.

Ecology

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

Items for a Complete Application:

- We had no requirements for a complete application, however I did review it and the site design takes into account the correct road widening, daylight triangle, and access dimensions. Overall a pretty good design, therefore, Engineering has no further comments for the rezoning.

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

SITE PLAN ENGINEERING COMMENTS:

- A Servicing and Lot Grading Plan will be required for the subject property. The site servicing and grading plans are to show current conditions on the adjacent streets and properties such as existing roads, accesses, sidewalks, sewers, watermains, utilities, etc. Should a private drain connection(s), or other works be installed on a City street to service this site, then details of these works including restoration of the City street are to be shown on the site servicing plan or a separate drawing to City standards.
- The Owner is required to obtain all necessary and relevant permits and approvals such as MECP Approvals, Permits for Approved Works (PAWS), UTRCA Section 28 etc.
- A security estimate will be required for all external works.

SEWER ENGINEERING COMMENTS:

- Sanitary area plan no. 23137 allocates future med/high density for block A7b. The subject site is approximately 0.37ha equivalent to 111 people.
- The municipal sanitary sewer available is the 600mm diameter sewer on Trossacks Ave with 150mm PDC at 2.00% (circa 2012). The existing PDC is to be field verified and certified that it is adequate in condition and slope for the proposed use. Detailed engineering drawings demonstrating servicing required.

WATER ENGINEERING COMMENTS:

- Water is available to service the proposed building via either the municipal 400mm PVC watermain on Fanshawe Park Rd or the municipal 300mm DI watermain on Trossacks Ave
- A water servicing report will be required addressing domestic water demands, fire flows, water quality and future ownership of the development.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

- Further comments will be provided during site plan application.

STORMWATER ENGINEERING COMMENTS:

Comments Specific to the Site

- As per as-constructed drawing 11214, the site at C=0.60 is tributary to the existing 525 mm storm sewer on Fanshawe Park Road East. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- 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.
- 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 could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
- The proposed land use of a medium/high density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
- 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 ground water elevation. Please note that the installation of monitoring wells 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 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 and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site.

TRANSPORTATION COMMENTS:

- A response to comment letter is required for following comments;
- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.
- Ensure 1.5m clearance between proposed access and any hydro pole/signal poles/light standards and/or fire hydrant, and 2m clearance for communication pedestals is maintained;
- As per Site Plan Control By-Law and City's Access Management Guideline (AMG) provide minimum 6.7m wide access with 6.0m curb radii;
- A 6.0m minimum clear throat from property line in to the site is required;
- It is recommended to modify southbound left-turn lane along Trossacks Ave and convert in to two-way left-turn lane for certain length while maintain storage for southbound traffic;
- A 4.212 metre road widening along the Fanshawe frontage is required to achieve the required 22.5m from centreline;
- A 0.692 metre road widening along the Trossacks frontage is required to achieve the required 10.750m from centreline;
- A 6m x6m daylight is required;
- Please submit a reference plan with City's Geomatic Department for the required widening.

UTRCA

The UTRCA has no objections to the application and we have no Section 28 approval requirements.

Urban Design

The proposed development is located within the Neighbourhoods Place Type and is abutting Fanshawe Park Road East an Urban Thoroughfare, Trossacks Avenue a Neighbourhood Connector, and Rembrandt Fanshawe Lane, a private laneway. Urban Design is generally supportive of the proposed street-oriented development. Urban Design commends the applicant for providing underground parking and a primary communal entrance that addresses the intersection of Fanshawe Park Road East and Trossacks Avenue.

- Include a special provision for a minimum 3m parking setback along the interior side yard to provide space to accommodate enhanced landscaping and mitigate vehicular impact on the neighbouring backyards.

Further to the comments provided at SPC:

- To accommodate the number of proposed units, reduce the surface parking to expand the centrally located communal outdoor amenity space (TLP 295).
- Screen any surface parking exposed to Trossacks Avenue with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees (TLP, 278).
 - Consider extending the proposed built form along Trossacks Avenue and entering into an access easement with the neighbouring development, to move the driving aisle access from Trossacks Avenue to Rembrandt Fanshawe Lane.
- To promote passive surveillance and an active streetscape, ensure that no privacy fencing is used to delineate the private amenity space of any ground floor units abutting the public-rights-of-way.

- Utilize all-season landscaping or low landscape walls to delineate private amenity areas from the public-right-of-way.
- Provide a streetscape treatment plan along Fanshaw Park Road East and Trossacks Avenue, provide transit-oriented amenities, such as a bench, bike rack, and/or trees and all-season landscaping to delineate the designated bus stop from the private-amenity spaces.
- As a corner site, design the building top to include architectural elements such as a roof or cornice treatment and to integrate the mechanical penthouse into the overall design (TLP, 290).

Parks Planning

1. Major Issues
 - None.
2. Matters for OPA/ZBA
 - None.
3. Matters for Site Plan
 - Parkland dedication for this development is required and will be taken in form of cash-in-lieu in accordance with By-law CP-25.

Landscape Architecture

1. Major Issues
 - No potential grounds for refusal, or issues that could require significant changes to the proposal.
2. Matters for OPA/ZBA
 - Development and Planning Landscape Architect does not support reduced rear yard setback. Increased height of proposed building will greatly reduce privacy of adjacent residential property to west. Required setback to be maintained to provide sufficient soil volume to support tree growth to ensure sustainable tree height and canopy growth.
3. Matters for Site Plan
 - Setback between hammerhead and west property line insufficient and does not meet Site Plan Control Bylaw requirements.

Site Plan

Please note the following for 1515 Trossacks Ave:

Comments at Zoning Stage:

- No paratransit layby is shown, which is a requirement in the Site Plan Control By-law and will affect the number of parking spaces provided.
- Confirm the building height measured to the top of parapet. If the roof is accessible to residents as an amenity space, the building height is measured to the top of the mechanical penthouse.
- A special provision will be required to allow for a 0m setback for patios and balconies.
- Please note the required interior and rear yard setback is 8.4m, not 7.68m as noted in the zoning data sheet.

Comments for Site Plan Stage:

- The applicant is commended for addressing most of the comments raised at SPC.
- Move the loading area and waste pickup location away from the private patios, and ensure the pickup location is large enough to accommodate the

- required number of bins (garbage, recycling, and future green bins) to service the building.
- Ensure walkways are a minimum 2.1m wide when adjacent to parking spaces.

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 E – Public Engagement

Public Responses: Four (4) written responses were received.

From: Brenda Gauld
Sent: Thursday, July 20, 2023 9:45 AM
To: Planning and Development <bhouse@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 1515 Trossacks Avenue

Dear Mr. House,

I am writing about the proposed zoning amendment of which I was notified in the letter dated July 5, 2023 regarding a Notice of Planning Application for 1515 Trossacks Avenue, File: Z-9632.

The application is requesting that the density of the proposed building be changed from the City of London Plan requirement of 37 units to 100 units (or 100 units/hectare to 269 units/hectare). This is a significant increase in density. The current City Plan for density is appropriate for the area. The additional increase in density does not fit the area. It would cause increased traffic flow to an already busy intersection/thoroughfare area. This is a huge safety concern. Currently an ambulance often has difficulty getting from its station on Trossacks out to Fanshawe. The line of cars can already be long and the ambulance often has to wait, once it has gotten through to the intersection, for cars on Fanshawe to stop. If this proposed building is built, it will inhibit both the ambulance driver's view of Fanshawe, and drivers' views of it approaching. Visibility would be decreased and safety impaired. There have been lots of close calls already. Having another driveway a few metres from Fanshawe on Trossacks will also increase the danger of turning at this intersection. Increased density, even at the current approved ratio, will increase the safety concerns. Therefore, an increase of more than 2.5 times the requirement is significantly unsafe.

The number of parking spots for this proposed building is also a concern. With only 50 spots of parking for a 100-unit building, it is not even enough allotment for one vehicle per unit. I highly expect once these limited spaces are used, and with no other possible parking on either Fanshawe or Trossacks, people will come to look for parking in our complex! That is a huge safety and trespassing concern!

Also, there is a fire station just a few hundred metres away on Fanshawe from this intersection. Increased density will make it more difficult for the fire trucks to get out as traffic will substantially increase.

In addition, the size of this building is so close to the people who live (and have lived for many years), in the complex in Units 70-78 at 1535 Trossacks Avenue. New tenants will be able to see into their homes from all levels. It will block the view and make it unsafe for them to live as people will be watching them. Both the height and the closeness of this building to the 1535 Trossacks complex will make living next door difficult and unsafe.

Continuing regarding the density issue requested: There is no other 6 level apartment nearby. The area is mostly two storey buildings. The apartments (which are set back from Fanshawe) on Trossacks are only 5 storeys. They are mostly hidden by trees. There is no room for trees in the proposed new build on either the front sidewalk, or either sides. All new construction of apartments that face onto Fanshawe Park Road East recently (Stackhouse Drive, two near Hastings Drive) are all 3-3.5 storeys tall. The height of the newest building on Stackhouse Drive is 3.5 storeys and is both safe in its clearance and within density recommendations. With the density proposed, there is little to no green space in this new complex. All other green space nearby is private property, save for Constitution Park which is still more than a half kilometer away. It would be better to build a smaller complex and allow for some of its own green space for outside use (a gazebo, picnic area, trees, etc.).

Regarding the requests for reduced clearances: For the Front Yard Setback, it has been changed from the required 6 metres to only 2.2 metres and .42 metres in one spot! That is definitely a cause for concern regarding the safety of both pedestrians, cyclists, vehicles and the building itself! Being that close to a road as busy as Fanshawe is not necessary and I would highly recommend to increase the 6 metres, not decrease it! Public safety needs to be considered. There is no other building along Fanshawe Park Road, old or new, that fits this limited clearance. I would hate to see a precedent of unsafe and poor building practices. It is not conducive for pedestrian or bicycle traffic. Cars already clip that corner. Increased pedestrian traffic would increase the likelihood of an accident. Also, traffic, although speed limit is 60, often travels between 60-80 kms/hour. Increased density will make this road more dangerous and increase the likelihood of more accidents. Also, the corner of Fanshawe and Adelaide is already a highly congested intersection with poor traffic flow. This will only worsen.

The exterior side yard setback has requested to be changed from 8 metres to 2 metres. Again, this is a safety issue with traffic along Trossacks, especially with increased pedestrian and vehicular traffic with this building. Being only two metres away from the road is not enough space should the ambulance need to pass vehicles that need to pull over, or for the allowance of increased traffic. School buses (or any larger truck/delivery vehicle, etc) that travel this route also often have difficulty turning at this corner already, so having a building this close to the road/intersection is unsafe. Again, nothing in this part of the city is this close to the road (nor should it be). The new apartment at Stackhouse and Fanshawe has increased this clearance to over the requirement. It is over the required 6 metres to Fanshawe and 8 metres to Stackhouse. It is within requirements and safe (and doesn't have an ambulance station on its street)! The rear yard setback has only decreased from the required 7.7 metres to 5.9. While I think it would be best to stay with the requirement, this is less of a safety issue and more of a concern regarding noise and emissions increasing with that many vehicles near our complex in a parking lot so close. Again, I also think that there are not enough parking spots and that people will look elsewhere (in our complex) to park once their few spots are filled.

Finally, I request that the proposed amendments be denied and that a building that fits the required City of London by laws be proposed instead. The building at Fanshawe and Stackhouse would appear to be eligible in that it is 3.5 storeys, has clearance over the required 6 metres to Fanshawe and 8 metres to Stackhouse. It fits the density levels as designed by the city and a building that size would be able to have adequate parking for all of its tenants. I propose a building similar to that be approved!

From: Brenda Gauld

Sent: Wednesday, August 9, 2023 11:52 AM

To: Planning and Development <PlanDev@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 1515 Trossacks Avenue

Dear Planning and Development,

This is further to my recent letter which was signed by most of my complex. I have now consulted the City Official Plan and can now see how this site plan goes against the City's Official Plan regarding safety, landscaping and fitting into the neighbourhood. I do hope that the City will keep to its original by-laws and not allow this plan to move forward.

1515 Trossacks Avenue Proposal/By law Amendment request vs London Official Plan

Upon reviewing the Official Plan for the City of London and the request for By Law Amendments to build a larger than allowed building at 1515 Trossacks Avenue, I want to visit why this should not be granted as it, in fact, goes against the City's Official Plan. First, to be honest, I question why a by-law can be changed in the first place. Did the City not set by-laws in accordance to its own rules and regulations and for specific purposes that relate to safety, aesthetics and common sense? Why should any one be allowed to change a by-law when they were established to set limits already on what is

right and good? Are you saying that the by-laws are there to be broken? Are they not adequate and therefore should they be changed on a whim by some developer? Does the developer get to set the guidelines for what is allowed or the government/law enforcement/people? It should be that they are set and not allowed to be changed. Period.

But to go on to how this particular building proposal which requires by-law amendments, I will closely look at how it does not meet the Official Plan of the City by going through the numbered sections from the website:

1. **Character and Sense of Place:** para 198, 199 and 201. The proposed site plan does NOT reflect the neighbourhood character in many ways. It is too large for the area, too high for the existing buildings, is not surrounded by trees like the rest of the area, does not have trees out front (which most of Fanshawe Park Road has). It is instead a large, concrete/glass building that is not at all like the rest of the neighbourhood. Most of the area is single dwelling units, townhomes or less high apartment buildings (set back from the road and covered in trees).

2. Para 210. Trees are to be a part of the character. Our neighbourhood is highly treed. This site plan claims to have a few trees (although I question that there is room for them). However, none of those trees are at the road side or front. None of those trees are on Fanshawe Park Road and none of those trees are on Trossacks Avenue. The building will be prominent and not hidden by trees. This does not fit the neighbourhood at all.

3. **Street Network:** Para 211. The City Plan wants high quality pedestrian environment. This building will decrease the safety in the area. Visibility will be impaired for pedestrians (especially the students who cross there daily to get to school). Traffic will be increased. There will be no safety zone for people to clear away from traffic that often speeds along Fanshawe. There will be very limited room even for pedestrians since the building as proposed is only 2 metres from the sidewalk! This is too crowded for any type of pedestrian or cycling use.

4. Para 213. The City wants (and needs) its streetscape to be safe. This proposal is NOT. There is already often issues with the ambulance traffic at this corner. Adding a building that has low clearances to the sidewalk will only decrease safety.

5. Para 219. The streetscape is supposed to support the delivery of emergency services. This proposed amendment will interfere with the current services that already exist. It will impair the view of both the firetrucks along Fanshawe, but more, the ambulance visibility as it tries to see onto Fanshawe from Trossacks. Add to that increased parking along Trossacks (since the proposed site has insufficient parking for its own tenants), and the ambulance will have very poor ability to get through onto Fanshawe. It will also increase the risk of accidents and pedestrian safety. Who will be responsible for the already foreseen casualties?

6. **Streetscape:** Para 221 and 222. This site plan has no room for improvements for cycling pathways, trees or any landscaping that matches the area. This building is too close to the street to allow for any of the above issues to be addressed. There is little to no grass or trees allowed in this plan. People will not want to walk near this as it is right by the sidewalk with no room for privacy or lawn/space (not to mention the safety of the building so close to a thoroughfare).

7. Para 222A. This indicates that the City Plan calls for trees on street fronts, and allow for pedestrian and cycling. This proposal does not allow for any of these listed!

8. Para 223-228. Again, this proposal does not reflect pedestrian, cycling and transit priorities of its neighbourhood.

9. Para 235. This site plan does the opposite. There is no landscaping that defines spaces, nothing to offer shade or cover the building as it stands now. There is nothing

aesthetic or anything defining pedestrian movement. It is too crowded for any of this. It does not fit the neighbourhood which is replete with all of these qualities.

10. Para 236, 237, 238. There is no canopy of trees allowed in this site plan over any pedestrian space. There is no canopy to allow for cooling to the adjacent building. This building does not support the City Plan to improve air quality. This does not create a high quality treescape.

11. **Public Space:** 242. This site plan will block public views. It offers no place to gather. It is cramped and too large. There are no meeting or outside gathering spaces, save for meeting on their concrete parking lot.....

12. **Site Layout:** Para 252. Again, this site plan (which needs altered by-laws) does not reflect the existing context and character of the neighbourhood. It offers density beyond anything nearby. It offers little to no landscaping/trees and it will impede the safety of pedestrians, cyclists and traffic.

13. Para 253. It hugely impacts the existing adjacent properties. It will block views, it will allow people to look down into the existing complex, especially those who will be so close. It will increase traffic and decrease safety. It will force people to look for parking in the adjacent complex and increase crime in an area already swamped with theft and break ins. The design of the building and where it is situated on the property is unlike anything on Fanshawe Park Road.

14. Para 255. already addressed. This site plan does not comply.

15. **Parking:** Para 271. It is not reasonable to only have 50 parking spots for a 100-unit building! Overflow will happen and increase safety issues when people park on the road (Trossacks) and people will attempt to park in the complex at 1535 Trossacks (we have already had people try to park here from the apartment across the road for which visitors have to pay to park). Larger vehicles already have difficulty turning the corner (buses, delivery vehicles, occasional dump trucks). This corner is not capable of more traffic of the volume required for this size of building. MTE consultants have already started to use 1535 Trossacks Ave parking for their work at the site. This is unacceptable. Our parking is not for their consultants.

16. Para 277 and 278. There is limited space for any trees in this plan and certainly would question the proposed trees that are there and whether they would ever cover the parking to provide a canopy over the one side of the parking (not even planned to cover the other side). I cannot tell how wide the space is on the drawing to allow for the 5 trees. Is there really room? Also, the driveway to get out onto Trossacks is questionable.....Is there really room? There is already limited space from the current driveway to get onto Trossacks. And again, this will increase risk to the ambulance and school buses that use Trossacks.

17. **Building:** Para 285. Repeat.....does not support pedestrian activity or safety.

18. Para 298. The massing (density) of this building is more than 2.5 times what is allowed for current by-laws. Obviously, that is a huge issue when most of the area is one to two storeys. The near by apartments are not close to Fanshawe and are hidden by trees. This building will not fit well in the context of this neighbourhood. A smaller, scaled property of about 35 units would fit well, allow for pedestrian and cycling traffic, not block views, and give ample parking to the tenants. It would also allow for tree canopies and front and side tree landscaping as per the Plan.

19. **Active Mobility:** Para 351 and 351. Again, this site plan impedes high quality pedestrian and cycling environment.

20. Table 6—Fanshawe is an Urban Thoroughfare. It therefore should have street trees and a grass boulevard. This site plan eliminates both.

21. **Forest City:** Para 401. This site plan ignores the requirements for putting trees on the property, especially on the front and side by the streets. It will offer no shade for pedestrians and cooling for the building (only two trees are near the building). It will not enhance the Forest City at all.

22. Para 443—EMS services. Our neighbourhood has great access to EMS services. However, this proposed building will risk the safety of those who need service by impeding traffic and visibility to the road. Don't put our EMS at risk or those whom they serve.

In conversations that I have had with the neighbours who live in close proximity to the proposed building, I can say that people are not opposed to a small, 3-4 storey building as per the current guidelines/by-laws. They fully agree that the City should build more housing. People are most upset that there will not be room for parking, by how close this building is to the current complex (and therefore be able to look into their homes from the new building)/block their views since the setback is so close to their backyards, and the safety issues of having this building so close to Fanshawe and Trossacks with no trees on those sides (so not fitting with the foliage of the neighbourhood). I can say that we hope the City reconsiders the application for amendments of the current by-laws and stays with what was originally allowed.

From: Mrwilson odyssey
Sent: Tuesday, July 25, 2023 10:18 AM
To: Brent House <bhouse@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] File Z-9632 1515 Trossacks Avenue

Thank you for the Notice of Planning Application File-Z-9632 for 1515 Trossacks.

I would like to provide feedback/questions/comments

First, I would like to establish that I do recognize that we have a housing crisis and heavy lifting needs to be done to resolve. Having said that, the heavy lifting should not create future infrastructure debt.

Concerns:

FLOODING of roadways/surrounding properties and Stoney Creek.
1515 Trossacks is located at the corner of Fanshawe Park Road East and Trossacks Ave. The property currently consists of undeveloped green space that absorbs water.

The planning application is seeking to develop/pave a significant portion of the property. **Storm water management MUST be done right!**

Both the Province and The City of London recognize climate change as an emergency.

The City of London Climate Action report, speaks about Low Impact Development (page 130), De-paving initiatives (page 115) and sensitivity analyses to ensure resiliency beyond the 100-year and 250-year regional storm events (page 130).

Does a development of the proposed size take into account Storm water management analysis beyond the 100-year and 250-year regional Storm events?

Page 146 of the Climate Action report says “Assess, track, and report on the change in permeability of urban lands through Low Impact Development (LID) and de-paving (removal of hard surfaces) initiatives.” Is there any early data in the assessment, tracking and reporting of the change in permeability of urban lands? **How does the proposed development meet these initiatives?**

Road Safety / MVCs

The proposed development has been the landing place for vehicles that collide at the intersection at least twice in the last few years. Both times that I'm aware of, the vehicles landed a significant distance into the green space. Concerned that the reduced setbacks could put public/residents in harms way re "Front yard setback of 0.4m" That is not very far given the distance I have seen vehicles into that space.

Will also mention that improvements to the "flower" boxes in the middle of Fanshawe (and elsewhere in the city) could be made to allow for better visibility. Would also like to share my opinion that I believe whomever decides what goes into those boxes should have to drive around in a small car (not a large truck). This experience might influence decision making regarding the height of plantings which ultimately MIGHT provide better sight lines at intersections. ie: At this particular corner - making a left from Eastbound Fanshawe to head North on Trossacks is difficult to clearly see around the planter.

Questions:

What is a site triangle? I see a triangle on the South East corner of the site concept but I don't understand what the "triangle" is for. **How does the "triangle" work re the "Front yard setback of 0.4m for the site triangle (minimum)" ?**

What is the average floor space of a unit?

What is the maximum floor space of a unit?

What is the minimum floor space of a unit?

I ask because IF I'm interpreting the site concept correctly, it LOOKS like the 100 units is housed within 14,389sf.

$14,389\text{sf} / 100 \text{ units} = 143.89\text{sf per unit}$. To put that in perspective that is slightly bigger than 10ftx14ft. My assumption is that there would need to be some sort of indoor office, laundry, storage, halls, etc. So, I also assume 143.89sf per unit would actually be even smaller per unit.

Am I misunderstanding something regarding the square footage?

What does the current zoning allow for Density?

The notice of planning application does not list the density for the property as currently zoned. It would be more transparent for current density to also be listed on the Notice of Planning Application.

IF I have correctly assessed current zoning density via the city website, I believe the current zoning for the property would allow for a density of up to 150 units per hectare. The proposed zoning is for 269 units per hectare. **That appears to be a 79% increase in density. Is that correct?**

Density specific to potential zoning usages

IF I understand the "density unit" measurement correctly, "Lodging house class 2" and "Continuum-of-care facilities" the density could potentially be triple. 1 unit = up to 3 beds. **So up to 300 beds in a 100 unit site on this property? Am I misunderstanding something?**

And potentially up to 3 beds in a 10'14' space? Am I misunderstanding something?

Height

On the front page of the Notice of Planning Application, "height" is included in the list of items for which there is a request for special provisions.

What height does the current zoning allow?

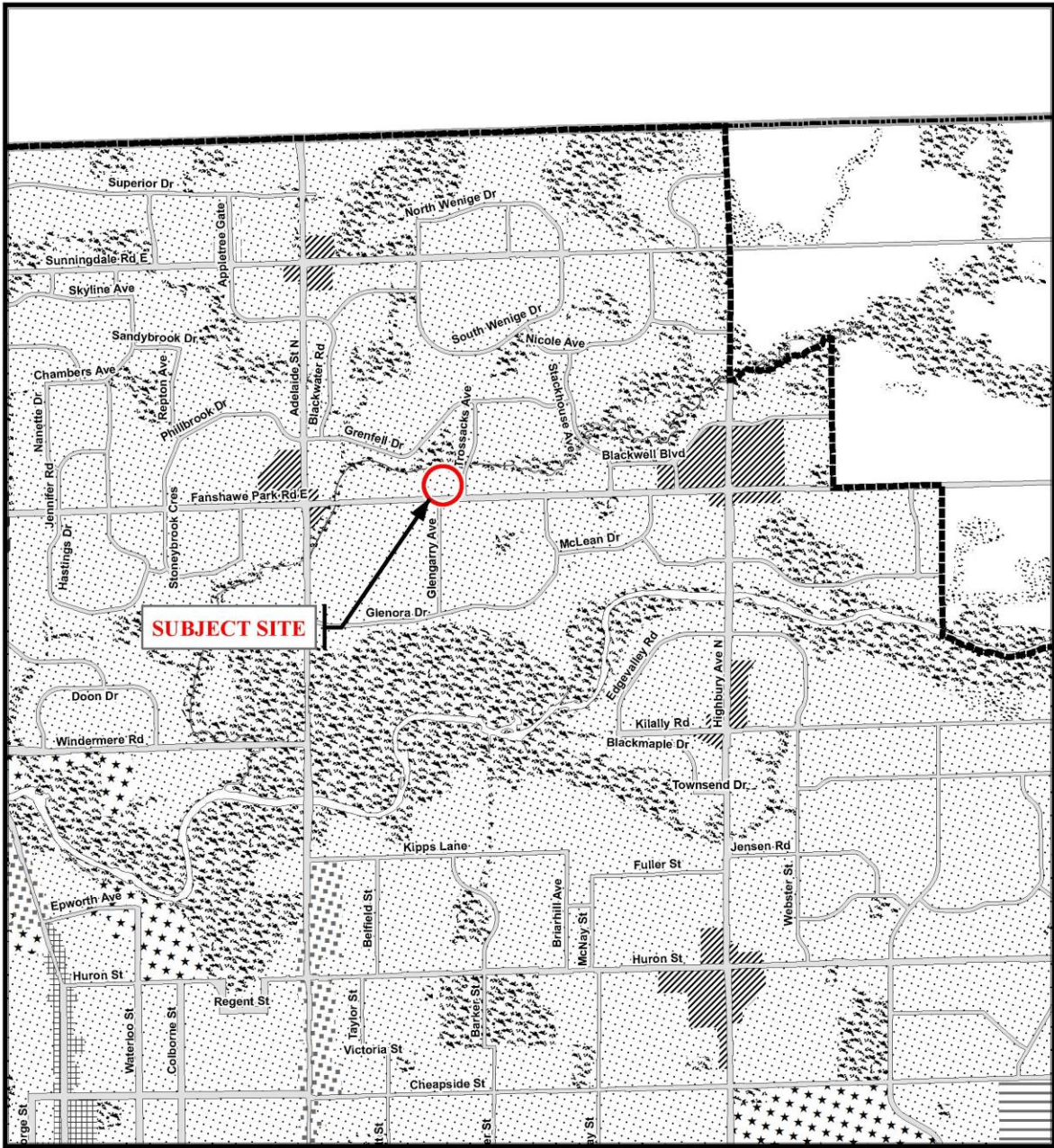
What height does the proposed zoning allow?

I ask because on the 2nd page of the Application Details it LOOKS like current and proposed height are both 21m - ie: no change in height maximum. **Is that correct?**

In closing, **would also like to inquire about signage for the proposed site.** So far, have not seen any signage for Proposed Zoning change at the site.

Thank you for the opportunity to provide feedback, questions, comments.

Appendix F – Additional Mapping

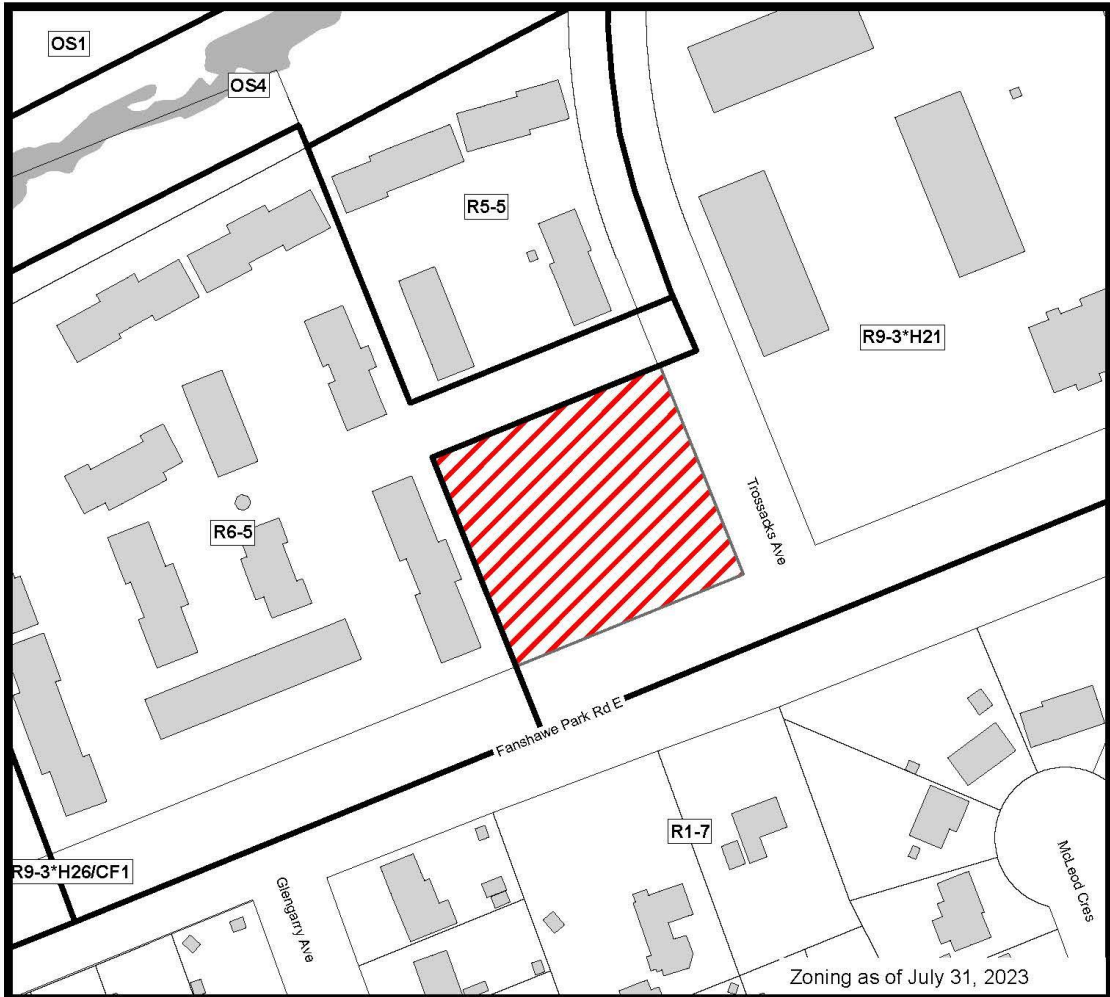


Legend

| | | |
|------------------------|--------------------------|---|
| 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>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p> | <p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p> | <p>File Number: Z-9632</p> <p>Planner: BH</p> <p>Technician: JI</p> <p>Date: 2023/8/11</p> |
|--|--|--|



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R9-3*H21

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-9632

BH

MAP PREPARED:

2023/8/11

Jl

1:1,500

0 5 10 20 30 40

Meters

Appendix G – Urban Design Peer Review Panel: Applicant Response

Comment:

The panel notes that the increased density and proposed scale and use of the building seems appropriate for the neighbourhood. The panel generally commends the project for its thoughtful planning and articulation. The potential inclusion of a mass timber structural system is encouraging. Please consider the comments and recommendations below for further development of the proposal.

Applicant Response:

Noted.

Comment:

The panel requests that the road widening right of way be clarified. Is it the entire 4.2M wide hatched pattern shown on the site plan? We are assuming it is and the setback along Fanshawe Park Road is 2.0M wide. For example, consider the functionality of a future bus stop which would be much too close to the building frontage. The building should be designed to the future setback.

Applicant Response:

Road widenings are represented by a hatched pattern on the Site Plan and based on the requirements indicated by City Staff in the Record of Site Plan Consultation, dated March 1, 2023. Staff indicated that the intent of the widening is to achieve the required right-of-way (22.5 m on Fanshawe Park Road and 10.75 m on Trossacks Avenue) from the centerline.

It is our understanding that there are no plans for further road improvements on Fanshawe Park Road or Trossacks Avenue in the foreseeable future. As such, the bus stop will remain functional in its current location and will be accommodated in the public right-of-way at the time of a future road widening. The proposed setbacks have no negative impact on the bus stop.

Comment:

The panel suggest reviewing the following with the city: Fanshawe Park Road is already a 4-lane road with bike lanes and 2 lanes of traffic each way. If it is revised to a 6-lane road, bike lanes should be moved to the boulevard to have a buffer from the traffic. We suggest the future intent of the road widening should be clarified and the building setback should be determined accordingly.

Applicant Response:

It is also our understanding that road improvements have recently been completed and that there are no plans for further expansion to Fanshawe Park Road. Further, we note that Staff have indicated desire for pedestrian connections on Fanshawe Park Road. Pedestrian Connections are typically not desirable on a 6-lane, high speed road. As such, based on our understanding of City's intent for Fanshawe Park Road, the practical setback of the proposed building from the abutting road will be over 6.2 meters, which is appropriate given the context and the surrounding developments.

Comment:

We suggest that streetscape plan along both frontages should be developed and reviewed with the city to make sure lines of trees can be added to either the public or the private side.

Applicant Response:

Polocorp Inc. met with Staff to discuss the Site Plan Pre-Consultation comments on March 2, 2023. Staff indicated at the meeting that tree planting can be accommodated within the public right-of-way.

Detailed landscape plans will be submitted for Staff's review at the Detailed Design/Site Plan Stage.

Comment:

While the effort to address the street frontage along Fanshawe Park Road is understood and appreciated, the panel has concerns that once the road widening is implemented the proposed setback along Pond Mills Road will be too tight given the high traffic nature of the road. Unless revision to commercial use at the ground floor of the building is being considered, the panel recommends this setback be increased to allow for a more adequate landscape buffer. As currently shown, if there is a grading change some of the infrastructure may need to be on the public boulevard

Applicant Response:

Pond Mills Road does not abut the Subject Property, and no commercial use is proposed on the ground floor of the Proposed Development. This comment does not appear to be applicable to the Proposed Application.

Comment:

If grade related units are to remain, the panel suggests that the ground floor level should be raised 2-3 steps up from the sidewalk level to allow for adequate comfort and privacy. If individual sidewalk entrances are to remain, consider recessing the at grade entrances, similar to the balcony recesses at the 2nd floor above.

Applicant Response:

This comment has been noted and the plans will be revised to allow for grade separation, either through a step up or a step down from the sidewalk, based on the grading of the Subject Property. No impacts are anticipated to the front yard or exterior side yard setbacks or the building envelope as a result of the grade separation. The revised plans to illustrate the above will be submitted at detailed design/Site Plan stage.

Comment:

The panel suggests expanding the proposed building massing north along Trossacks Avenue to make a more continuous frontage for the extent of the east edge of the site. We encourage removing surface parking directly adjacent to the street frontage. Expanding the building footprint along the east edge of the site could also allow for expansion of the underground parking to help reduce surface parking.

Applicant Response:

The above comment is noted. Continuation of the frontage along the east property line impacts the surface parking area and results in a reduced number of parking spaces. The only alternative would be to expand the underground parking level, however, given that the Proposed Development is a purpose-built rental building, this would compromise the financial feasibility of the project.

Further to the above, the Applicant acknowledges the above comments. To address this, the design team understand that the Subject Property slopes downwards from north to South. The Applicant will explore how to utilize this grade differential to further screen the parking area from the abutting roads, while addressing the streetscape through improved landscaping. The Applicant is in the process of preparing topographical drawings to confirm the above approach.

Revised drawings will be submitted at Site Plan/detailed design stage.

Comment:

If possible, the panel recommends removing the driveway from Trossacks Avenue and relocating it to Rambrant Franshawe Lane to the north. Consider requesting an easement agreement from the owner of the adjacent townhouse development. If this is not possible, the driveway from Trossacks could remain and the proposed massing noted above could carry over and across the driveway.

Applicant Response:

Rambrant Lane is a private condominium road. Procuring an easement from a private condominium corporation is unlikely and logistically challenging, including increased traffic, shared maintenance costs, amending the condo declaration and establishing an

easement. Given the above, the above-mentioned approach is not practical and will not be pursued.

Further, as noted above, expansion of massing along Trossacks Avenue is not practical as it has implications on the surface parking area. However, the Applicants plan to meet the intent of the above noted comment by providing additional architectural articulation on eastern facade of the Proposed Building, landscaping along Trossacks Avenue and utilizing the grade differential to screen the parking area from the abutting roads to the extent possible.

Comment:

The panel agrees with the City Staff's comments regarding minimizing the amount of surface parking and accommodating the parking underground to provide adequate amenity spaces, to assist with storm water runoff and opportunity for landscape planting.

Applicant Response:

As previously noted, reducing the surface parking area has implications on the financial feasibility of the project as it would warrant an increase in underground parking beyond the footprint of the building. Such an approach significantly raises the cost of development.

The Applicant is proposing to address the above comments by enclosing the parking ramp to align with the surface parking spaces and utilizing the rooftop area as additional outdoor amenity space. The Applicant will provide conceptual programming of the outdoor amenity areas in response to post-circulation comments, or at Site Plan stage, as required.

Comment:

The panel recommends integrating the underground parking ramp into the footprint of the building if possible, to reduce both visual and noise impact. At a minimum, the parking ramp and loading zone could be consolidated at the west end of the site. By doing this, and by re-allocating surface parking as noted above, the interior corner of the proposed L-shaped building could become a more prominent and meaningful outdoor amenity space for residents.

Applicant Response:

Integrating of parking ramp into the footprint of the building impacts the parking configuration and results in a reduction of provided parking. The loading/unloading zone doubles as the paratransit layby as recommended by Staff at the March 1, 2023 meeting. The paratransit layby is required to be within 15 meters of the building entrance, and as such cannot be accommodated towards the west end of the Subject Property.

The Applicant is proposing to address the above comment by enclosing the ramp to align with the outdoor parking spaces. The rooftop area resulting from the above will be utilized as an additional outdoor amenity area. By enclosing the ramp, it will be more visually integrated within the massing of the building. The Applicant will provide conceptual programming of the outdoor amenity areas for Staff's reference as a part of a response package to detailed post-circulation comments, or at Site Plan stage as required.

Comment:

The panel suggests considering the following re-organization strategies to the floor plans to help improve circulation through the ground floor common spaces and to allow for better integration with the site plan revisions noted above:

a. Currently a garbage chute is not shown on the upper floors. Assuming this will be added, consider locating it closer to the west end of the building so the garbage room, move-in, storage, etc. can be consolidated with the parking ramp and loading area at the ground floor level.

b. Consider revising the location of the east stair slightly so that a line of exterior glazing can be provided with a clear line of sight from the corridor through a glazed exit door to the exterior windows (similar to the strategy for the west stair.) This will improve way-finding for residents by adding natural light to the corridor, and it is an opportunity to help break up the elevations.

Comment:

While the panel notes the architectural character of the building is generally well articulated, we recommend considering the following for further development:

- a. Provide further articulation to the south-east corner of the building to further delineate the main entrance. Options such as increased glazing, raising or enlarging the canopy, subtly introducing vertical elements, or provision of a different cladding material could be considered.
- b. The glazed area of the lobby and amenity space at the east end of the ground floor could be more prominent in the elevation. We suggest considering increased glazing to make this common area of the building appear more prominent and open.
- c. Alternatively, consider mirroring the approach of the south façade to the east façade and introducing a 2-storey base as a means of carrying the frontage of the building around the corner from Fanshawe Park Road to Trossacks Avenue.
- d. The framing of the balconies on the north and south elevations may diminish the effect of the 2-storey base. Consider treating the balconies individually without continuous vertical framing elements.
- e. The entrance on the north elevation appears to be squashed. We suggest it should appear larger and more prominent. Increased glazing could be considered. A two storey volume may be required.

Applicant Response:

The above noted comments are noted and will be addressed at detailed design stage through architectural articulation as recommended by the Panel. The above noted comments do not impact the amendments requested through the Proposed Application. The above noted comments will be addressed at the Detailed Design Stage.