

**233 HORTON ST E
LONDON ON
N6B 1L1**

September 24 2011

Dear: Members of the City of London Built and Natural Environment Committee

Re: Commercial Infill Brownfield Redevelopment Proposal – 580 Fanshawe Park Road East (North side of Fanshawe Park Road East and West of Adelaide Street North)

Below is our response and clarification to the item scheduled to be heard by the Committee on September 26 2011 at 5:00 pm.

Site Plan Design

The building has been brought up to the front of the site in order to implement urban design principles and promote pedestrian movement to and from the site (see attached site plan and renderings).

Building Design

The design of the buildings is visually appealing and presents a “First Class Development”.

Investing in the Local Economy

The construction cost of the building will be approximately **\$2,400,000.00**. This is a direct private enterprise stimulus to the local economy.

This project is planned to be completed by the summer of 2012.

Development Charges

The current development charge for a commercial building is \$163.43 per square metre.

The gross floor area of the new building equals 592.52 square meters.

The development charge revenue to the City will be approximately **\$96,835.54** with zero cost to the City.

Zoning Request

#	Description	Required	Requested	Change
1	Parking Reduction	57	43	14 stall reduction, down from 24
<p>Parking requirement to meet the proposed site plan is 63 stalls. With a 10% reduction for bicycle parking the requirement drops to 57. We are proposing 43 stalls including the drive-thru queue. The nature of the uses; siting adjacent to the street edge and sidewalk; proximity to the large parking fields for Home Depot, Sobey's and TD Bank; and the transit stop in front of the bank; supports the desire to make this site pedestrian oriented and accessible. The peak usage times for the respective restaurants are opposites (a.m./p.m.) lessening the demand for on-site parking.</p>				
2	Building Height Increase	9.0m	10	No longer applicable.
<p>We have adjusted the building design to meet the By-law requirements.</p>				
3	Front Yard Setback	10.m	0.0m	None
<p>This reduction requested to implement the urban design principles of moving the building and access points closer to the street and adjoining sidewalk. We are committed to entering into an installation and maintenance agreement within the development agreement to establish a low profile 'green screen' along the street edge (municipal boulevard) incorporating bushes and beds as well as on-site planters. We have utilized this approach on other infill sites within London.</p>				
4	Lot Depth	50.0m	38.1m	None
<p>The site dimensions are 51.7m x 38.2m which meet the minimum lot size. The orientation sets the longest dimension along the street while the shorter dimension is found along the depth. As the redevelopment of a former <u>brownfield gas station site</u>, we are not in a position to set the dimensions as one would with a greenfield plan of subdivision.</p>				
5	Lot Coverage	30% max	31.40%	No longer applicable.
<p>We have modified our building design to fall below the maximum as established with the By-law. This provision is no longer requested.</p>				
6	Loading Space(s)	1	0	None
<p>The nature of the anticipated tenancy do not require designated loading zones but rather are serviced by smaller van type deliveries and cart loaded into the respective units. These are typically coordinated to occur after hours or during non-peak hours.</p>				
7	Parking next to road allowance.	3.0m	0.0m	None
<p>Site dimensions require us to maximize the available land to fit parking and associated handicap accessible stalls. The relationship of the stalls to the road allowance is reflective of the siting of the building on property line as well as consistent with the previous use. We have utilized this approach on other infill sites within London.</p>				
8	Parking next to side yard.	3.0m	0.0m	None
<p>The side yard in question is to the east and is the primary access driveway into the Home Depot parking lot. There is a landscaped boulevard and concrete sidewalk positioned between the curb of the driveway and the curb of the proposed parking. It does not approach a property line of any structure now or anticipated in the future.</p>				
9	Parking next to rear yard.	3.0m	0.0m	None
<p>This provision has been included to facilitate the siting of parking stalls adjacent to the southern side yard of the Home Depot. This area is an asphalt drive that provides vehicular access in and out of the Home Depot parking lot.</p>				
10	Distance between drive-thru lane and interior side yard.	3.0m	0.0m	None
<p>This reduction is requested to reflect the existing condition of the adjacent Tim Horton's drive-thru which sits on property line. (Simply drive-thru to drive-thru)</p>				

Annual Property Taxes

The Annual property taxes for this property will be based on a rate of \$142.08 per square metres.

Annual Property Tax to the City will be approximately $\$142.08 \times 592.52$ square meters = **\$84,185.24**

Jobs

Approximately **41** full and part time jobs would be created by the new businesses.

Each unit will be leased to a new business, and not existing businesses relocating from other areas of the City.

The Gross Annual Income for these **41** employees is approximately **\$1,023,360.00**

Building Permit Fees

Unit A – Starbucks \$12.20 per square meter X 153.30 square meters = \$1,870.26

Unit B – Retail \$8.0 per square meter X 103.50 square meters = \$828.00

Unit C – Retail \$8.0 per square meter X 103.50 square meters = \$828.00

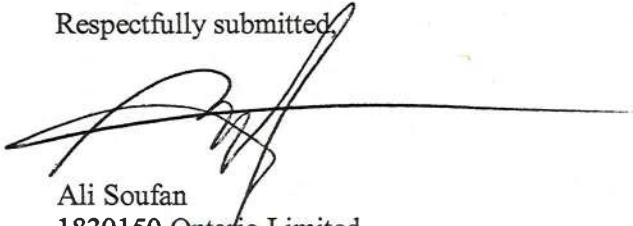
Unit D– Popeye’s \$12.20 per square meter X 232.25 square meters = \$2,833.45

Total Building Permit Fees = **\$9,314.85**

Based on this information, we respectfully request that the Committee give consideration to directing their staff to approve the combined official plan and zoning bylaw amendment with special provisions at Monday night’s committee meeting.

We thank you for your consideration regarding this matter.

Respectfully submitted,



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