

## PUBLIC PARTICIPATION MEETING COMMENTS

### 11. Property located at 1880 Phillbrook Drive (OZ-8584)

- Laverne Kirkness, Kirkness Consulting, on behalf of the applicant – expressing agreement for the staff report with the exception of two words; advising that they held their own community information meeting on March 9, 2016 in the former church on the subject property; joking that it was not raining so the roof was not leaking; advising that they had two hours of pretty good discussion with approximately thirty-five people from the community including Maureen Cassidy; expressing appreciation for the Ward Councillor being able to attend the meeting; indicating that Ms. Wise, Planner II, did go over the constituents concerns and they did follow-up with a newsletter response because they were unable to answer all of the residents questions or concerns at the meeting; reiterating that they did follow-up with that; noting that he provided his phone number and e-mail address on the newsletter and he did not receive too much response from it; presuming that there was a degree of satisfaction at least in closing the circle on some of the issues that were talked about in terms of traffic; advising that they did their own traffic study as well as an urban design brief, a planning justification report as part of the complete application; outlining that with respect to the urban design, he thinks that the placement of the building at the front of the site along Adelaide Street as far away from the residents as possible but also right along the arterial starts to tell you that they are looking very closely at the urban design standards that the city has embedded in their Official Plan and their guideline documents; pointing out that there were some landscaping issues such as the screening along Pennybrook Drive from the residences towards the parking area; realizing that the residents are looking at a parking lot now but they wanted to know what they would be looking at; indicating that this pocket park that they thought would go well in the intersection of Pennybrook Drive and Phillbrook Drive and one of the reasons that they have asked for a reduction of ten percent of the parking is because there is a lot of public transit in the area and things like that that would offset the need for full parking rates; appreciating the initiative of the city saying yes ten percent parking reduction seems not too bad; pointing out that it looks like they need approximately one hundred forty parking spaces and they have asked for one hundred thirty-three in the Zoning by-law; advising that they have amended the site plan as well to show things that the urban design peer review panel and urban design staff have asked for which is a pedestrian connection from the back of the parking lot through to the main entrance at this rear face; indicating that there is also a main entrance on Adelaide Street North as well; advising that the interface is something that he did get a few calls about and he wanted to use this meeting to explain to those residents that are attending what would happen here as well as in this landscaped area; outlining that Ali Soufan who is the principal of Adelaide and Phillbrook Centre, which is a subsidiary of York Developments is here along with Carlos Ramirez, and they have retained Ron Koudys, Landscape Architect, well known in this city for a number of decades and he will be showing the public what could happen along this interface of Pennybrook Drive where, on the northwest side, they are looking at this parking lot as well as Phillbrook Drive as well as this pocket park that, at the public meeting, some people did express that this is just going to be a little corner for loitering and garbage and all of that; advising that they are designing it so that it will not be that way; asking for Mr. Koudys to describe his presentation; reiterating that they agree wholeheartedly with the staff report and recommendation and hopefully the Committee will take the recommendation to Council next week except for two words; wondering if he can draw the Committee's attention to those after you have heard from Mr. Koudys; (*Note: Councillor Squire requests that Mr. Kirkness wrap up his presentation.*); pointing out part c) iii) of the recommendation, uses the word "walls" and he is asking that that word be changed from walls to screening which allows them to include the kinds of things that Mr. Koudys is talking about; indicating that the other thing that the Architect was concerned about was part c) i), the fourth bullet that says "include large transparent store front windows"; indicating that they are not sure what the interpretation of "large" large is, is that total or do they really just mean mostly and if it is mostly, could they use the word mostly rather than large, in other words you take the

façade, it is mostly glazing that you can see through but not entirely; advising that, with recent experiences, he would prefer the word mostly rather than large; indicating that those are the two words; (Note: *The Manager, Urban Design and Geographic Information Systems responds to the wording change requests by indicating that one of the concerns that they have with just using landscape walls is often times they do not get maintained and the landscaping ends up deteriorating and they do prefer the landscaped walls, low rise, so it is not a barrier, it should not be higher than one metre high but just enough that it shields the car that is directly adjacent, there certainly can be landscaping around but they do usually prefer landscaped walls. Reiterating that landscaping often deteriorates over time or is not maintained and you end up with just a wrought iron fence which is really see through and the object is to reduce the visibility of the automobile into the public realm. In terms of the inclusion of the large transparent windows and the request to change the wording to mostly, he would have to take a look at that as the intent is to create a pedestrian oriented streetscape and oftentimes they get reflective glass or glass that you cannot see through and the windows end up getting cut off and they get up to waist high and that is not what they are trying to achieve in a pedestrian oriented environment; they want the large glass panels to allow that transparency and interaction between what is on the inside of the unit and what the person is experiencing in the public realm;* it being noted that Mr. Kirkness provided the Planning and Environment Committee Members with the 1880 Phillbrook Drive Landscape Concept Plan dated May 9, 2016 as prepared by Mr. R. Koudys, Landscape Architect.

- Ron Koudys, Landscape Architect – providing an overview of the site which the Committee has already been briefed on; advising that this is the conceptual landscape plan that he has prepared and the intent is that they address the interface with Pennybrook Drive and Phillbrook Drive and look at the character along Adelaide Street North as well as generally what is happening on the interior of the property; outlining that, in keeping with Crime Prevention Through Effective Design principles, he put together the parkette concept which is largely an open space, triangular space, addressing the intersection of this street, with two deciduous trees with the branches raised high and a turf pad underneath, a pedestrian level light standard right at the corner to provide extra illumination here; noting that there is a street light near here and there is also a street light further down on Phillbrook Drive but this would provide illumination to brighten this space; separating the parkette from the parking lot is a berm and the edge of the berm is retained by an armor stone retaining wall that would provide for impromptu seating so it is not a formal bench but it is high enough for people could sit on it and provide some separation from the parking lot; indicating that behind the armor stone is a low vegetated landscape feature which will be filled with perennials and low shrubs; advising that at either end of benches close to the sidewalk to facilitate interaction so that people could sit on the armor stone wall and on the bench to form a conversational grouping, they can pick up their mail at the super mailbox, move over to the bench to read their mail, read the newspaper, meet the neighbours, say hello, etc. and the other thing could happen at the other end with two distinct groups; pointing out that the circles shown on the drawing represent medium sized trees that would flower and provide seasonal interest; pointing out the signage into the development because this is where the entrance to the parking lot is; showing a cross sectional sketch to show the concept; pointing out that this is the intersection of the two streets with a flat plain incorporating the armor stone wall so you can see a person sitting there with a sidewalk in between with a clear line of site in between so the cars are screened from view and yet they are not blocking view from the street into the space which would deter lurking and vandalism; showing the character of the various trees, the tall tree and a lower, more decorative tree at the back with low vegetation covering the top of the mound; moving back to the overall site plan, addressing the issues of perimeter screening along Pennybrook Drive and Phillbrook Drive; advising that an interesting thing about this site is that it can be their nursery; showing three Colorado Spruce trees that exist on the site that are transplantable; noting that they can bring a tree spade in and pick these trees up and move them to the perimeter of the site where they are outside of the construction zone and provide screening immediately so that the neighbourhood is protected from some of the construction activity and, in the longer term, they are not stuck with little plants and waiting for them to grow, they are starting right away with a fairly mature landscape; pointing out that the same applies to what happens along Pennybrook Drive with the

wonderful cedar hedge that has not grown together yet; noting that it is at a perfect time to pick each of the hedges up and move them to the perimeter of the site to provide really excellent screening along Pennybrook Drive; indicating that, in addition, there are a number of deciduous trees, some oaks, some lindens. Locusts and maple trees that they can place in the pocket park or place along the city right of way in order to establish a mature landscape; advising that they would be placing masonry columns flanking the driveway and intermittently along Pennybrook Drive linked with panels of wrought iron and set in between landscape; showing a picture of the kind of feature he is talking about; advising that rather than creating a wall that separates the project from the neighbourhood, allow that openness but create vegetated perimeter that he thinks will really enhance the character of the neighbourhood and improve the quality of the space; noting that this will be a vibrant ever changing landscape feature that he thinks will really be enjoyed by the pedestrians walking by on the street; showing the view on Adelaide Street North; noting that it is pretty wide open right now and if you can imagine where that spruce tree is there, that is about where the building will be placed, three storeys high with a strong relationship with Adelaide Street North; showing an image of the three locust trees that are there now; noting that the three trees will be preserved and then the spaces between the city sidewalk and the building will be fully landscaped so there will be no lawn or turf there, that will be decorative planting in keeping with what he showed around the perimeter of the site; pointing out sidewalks leading from the city sidewalk into the various doors of the building so it will have a residential scale and feel but placed in a more urban sort of context along Adelaide Street North; showing a patio at the corner; noting that he does not know who the tenant will be so a design for that will flow from the site plan approval process but a patio here to animate that corner and terminate the landscape features. (see attached drawings.)

- Bill Caldwell, 31 Pennybrook Crescent – indicating that he and some of his neighbours do not think that this development is going to do anything to enhance their community, in fact, it is neither wanted or needed there; advising that as Ms. S. Wise, Planner II, indicated during her presentation, there are a lot of commercial nodes both north and south of this development as well as east and west on Fanshawe Park Road; pointing out that, from his perspective, the only justification for this rezoning is to benefit the developer and he believes that the developer is going to make a profit at the expense of the residents that live in this community; noting that Ms. Wise said that it is unlikely to detract from property values, this development; expressing disagreement with that statement; advising that their current view from Pennybrook Crescent is a church surrounded by a parkland and if this development is allowed to be put in place then their view is going to change from that to a parking lot and a commercial building and all of the industrial things that go along with that; thinking that it will detract from his property values and if you just look at it objectively and say that if you are a perspective buyer there and you stand on the front porch and you see a church and parkland, as opposed to standing on the front porch or your front yard and you see a bunch of cars in the parking lot of a commercial development, you have to agree that their property values are going to suffer as a result of this development; indicating that his house is the biggest investment that they have made; noting that he is retired now and this is his retirement nest egg so if his property value decreases by ten percent, the houses in his neighbourhood are between \$300,000 and \$500,000 and he is looking at losing a substantial amount of money as a result of this development; providing a general comment that, as the Committee probably hears from time to time, he is a novice to this sort of thing but he thinks that when someone buys a house in a neighbourhood, they should have the confidence to know that if an area nearby is zoned in a particular way that that zoning is not going to be altered except in compelling circumstances; for example, if you have to put a wing on a hospital or you need a fire station or you have to do road widening for traffic, that is a compelling reason and he agrees that that should happen but this commercial development is not needed in our neighbourhood; advising that he does not believe that this meets the standard of changing the zoning for this particular application; requesting the Committee reject this application but he gets the feeling that because it has been recommended by City staff that the zoning will probably be made and if that is the case, then at least, for the residents of Pennybrook Crescent, he would like to see a more substantial buffer; noting that they talk about screening by putting in trees and flowers which looks nice in the picture in the summer but during the

winter they are going to see a fence there and all of the cars on the other side of the fence; requesting that, if it is the Committee's intent to grant the rezoning, he would like to see if an amendment can be made; indicating that he knows that City staff are saying that they want to put in a low rise wall, he agrees that it should be a wall and he noticed that one of his neighbours, B. Darcy sent a letter which is attached to the staff report saying that he would like a wall there; pointing out that you know the staff and the clients that go to this commercial building are going to be sitting on that wall on their coffee breaks and having cigarettes; advising that he sees what you are saying about not dividing off areas but he thinks in this circumstance it should be divided off; advising that he would like to see an eight to ten foot wall there so that when he is in his front yard he is not looking at a parking lot and he is not looking at commercial activity out his front door; commenting on the fact that Mr. Kirkness said that he did not get many phone calls or e-mails so he feels that they were probably satisfied with everything that was presented at the meeting; advising that he heard no positive comments about this at all; everybody had concerns for various reasons so he does not think that that is an accurate statement; enquiring if this is going to be paid parking, are the clients going to have to pay to enter the parking lot and, if that is the case you know that several of those clients are going to be parking on their residential street; noting that they will walk two or three blocks not to have to pay \$2.00 to park so if that is the case that is another reason why he is opposed to this rezoning; requesting that, if it is the Committee's intention to grant the rezoning then at least give them an opportunity to mitigate their loses on their property values by saying that it has to be a substantial wall there, eight to ten feet; noting that one of the pictures shown at the meeting shows a complex on Adelaide Street that has a brick wall along there and he would prefer to see that and he knows that most of his neighbours would too; *(Note: The Manager, Development Services and Planning Liaison responds that the Zoning by-law was amended a couple of years ago to preclude charging a fee for access to required parking.)*

- Lori Bristol, 1562 Phillbrook Drive – indicating that there is quite a difference between a church parking lot to a major development and any study done with the traffic flow and everything else would certainly be void; advising that she is not sure if this has been mentioned but the corner of Fanshawe Park Road Adelaide Street North has the fourth highest accident rate London; wondering what all of this increased traffic will due for this intersection; pointing out that we already have these different types of businesses in our area and the rule of only having to notify area residents within one hundred twenty metres of the center of the development is kind of ridiculous; advising that hardly anyone was notified; the first house on the south side of Grenfell Drive, which the occupants could probably throw a stone to that property, were not even notified; suggesting that if it had been on the perimeter, one hundred twenty metres would have made more sense as it does affect the entire community and not the corner or the little circle that was indicated on the map; indicating that the traffic flow on Phillbrook Drive, Grenfell Drive and Adelaide Street North is already too heavy; pointing out that the pavement surfaces along Phillbrook Drive where she lives, they had a sink hole right outside her neighbours house so the road is really deteriorated; wondering what will happen when the traffic gets even heavier; advising that one of her major concerns is the parking issue and she knows that this has already been addressed but if you have a restaurant you need one space per four patrons and you service uses, everything requires a certain number of spaces and she is sure the City has by-laws that state that; wondering because, already in the document sent out, it says that there are one hundred thirty-three parking spaces then it says that they require one hundred forty-eight spaces but they do not have that; wondering if this includes the restaurant or if you get a restaurant in there and then you are going to have a bar and wondering if these parking spaces going to be included in that number because the more businesses that are put in there, the more parking spots will be required and she does not think that this is being taken into consideration; expressing concern with children's safety along there as a lot of children walk to school right along Phillbrook Drive and there are several bus stops along here, there is a deaf child sign almost directly in that area as well; indicating that with all of the actual construction going on she thinks that this is going to be a really dangerous place for children to be walking; noting that there is also a seniors home down the road where the residents do walk along Phillbrook Drive and in that area; advising that the streets in this area are very narrow and she is also concerned that the

fire trucks and the emergency vehicles will have an awful time getting through such a proposed congested area; indicating that in the winter this route will be further reduced and one life saved is worth having further consideration and turning down this development; indicating that, as far as the lovely parkette is proposed, it will be right at the corner of Pennybrook Drive and Phillbrook Drive and she can imagine sitting there with gas fumes and also she thinks of the potential danger of a repeat Costco or the Andrea Christidis, the lady who was killed at Western University when the vehicle jumped the curb; office space will be 34% and that leaves a lot to the imagination; realizing that something is going to be built on this lot; pointing out that she can see maybe just an office designation but she does not agree with providing the special provisions which could be a convenience store, a pharmacy, a convenience store, a restaurant or a bar; suggesting a two storey development for businesses, a medical centre, etc; hoping that the Committee will really reconsider this development and not spoil our residential area.

- Anne Robertson, 600 Grenfell Drive – enquiring as to why we are building things now right next to the sidewalk and right to the edges of the property; advising that she just moved to Adelaide Street and she thought that she was finally in the country and away from the building on every square of green grass; noting that she just left Jacksway Crescent and Richmond Street which is now a mess as they did not like to see green grass so they tore out all of the trees and they are building everywhere and the traffic is going to be terrible there; advising that she sees it happening here; pointing out that she sits at the bus stop there and the traffic is incredible at that corner; noting that it is constant, there are school buses all the time because they take the high school kids and they take the primary school kids; indicating that she does not see how putting a business there, they said that it was a busy corner, we have to put a commercial area; realizing it is a busy corner but nobody stops so she does not see how putting another commercial area where they have a twenty-four hour grocery store, a pharmacy, convenience stores one block away in either direction; pointing out that she does not see why we need another commercial area right there other than to build something to fill up the green grass and make money.
- Sean Quigley, 6-59 Pennybrook Crescent – agreeing with much of what his neighbor said, but some of which he disagrees with; thinking that the developer, Mr. Soufan, has put a lot of thought into this development and he believes that a number of his neighbours really spent some time thinking about this; noting that they abuts onto the back of it; thinking that there are some adjustments worth considering that will ease the traffic; pointing out that if you look at the picture shown at the public participation meeting, he thinks the traffic concern is actually the largest one, the idea of the pocket park is welcome from the neighbours that he has spoken to; noting that a few disagree with the idea of a pocket park because they are worried about the loitering; indicating that the issue with the traffic is that he is not convinced that the traffic study is actually bearing, that we can handle a lot more traffic without some kind of adjustment; advising that to the north of the development there is a co-op and there is another one behind it so that there is medium density with high density across the street on Adelaide Street North and more high density much further up at Adelaide Street North and Fanshawe Park Road East so there is a lot of in and out traffic that happens through there; indicating that, in the mornings, there is quite a line-up coming out of Phillbrook onto Adelaide Street North usually going north; noting that if there is medical there is going to be early morning traffic that usually happens with doctor's appointments; advising that there are buses that stop on Adelaide Street North just before Fanshawe Park Road, both in the morning and in the afternoon; noting that there are two or three buses that do that in these high density and local neighbourhoods; pointing out that that is another issue as far as traffic goes, what happens there with a lot of the traffic that will happen here; indicating that the other thing is that on garbage day, the garbage truck usually comes, their friends in sanitation usually arrive at approximately 7:30 AM and a lot of traffic is going through there and if there is an increase with morning appointments with the medical, there has to be some thought about turning lanes, access; agreeing with his neighbor across the street as far as Grenfell Drive as Grenfell Drive really was not talked about and he thinks that needs to be a consideration for the Committee as this traffic pattern will impact everyone; expressing disagreement with the eight foot walls; believing that Mr. S. Galloway, Manager, Urban Design and Geographic Information Systems, indicated that the proposed walls will block a lot of that; pointing out that the developer has talked about very quiet fence and as far as waste

removal, burying, so not having the garbage bins standing up, they will actually be in the ground so that they are not visible and the reuse of existing plants and trees along the sides and to create screening he thinks is really important here and really useful; and, advising that he thinks that there is some good to this but there are also some difficulties like traffic and he agrees with the comment about there being a lot of children that walk Phillbrook through Pennybrook coming out of Silverbrook which is another co-op area that is a little high density which is just a little further up the street to go up Phillbrook; and, reiterating that this is something to really consider, there has been some traffic calming tried there, it is not overly effective as people tend to boot around those traffic calming issues and it will also push traffic along Phillbrook and you will have another issue at Phillbrook and Fanshawe Park Road East which is around the other side of the neighbourhood.