

801 SARNIA ROAD

ZONE CHANGE

Public Meeting
For City of London File#
39CD-15516 / Z-8549 / SPC15-036

Planning and Environment Committee
December 12, 2016

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In Association with:

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Eng Plus Engineering

801 SARNIA ROAD

SITE LOCATION



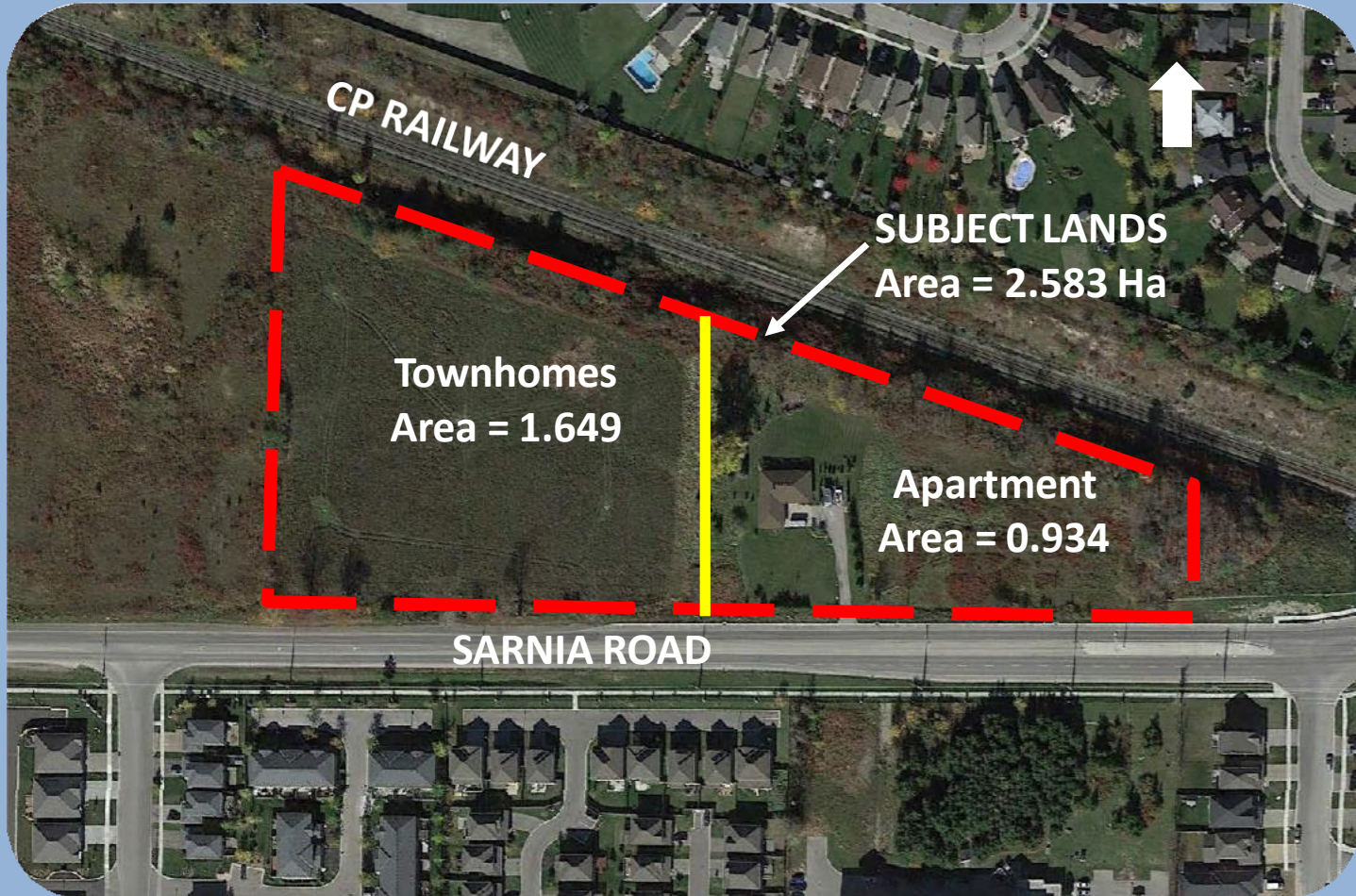
801 SARNIA ROAD

SITE DETAILS

- The subject lands are roughly 2.583 Ha is
- Hyde Park Planning Area on Sarnia Road
- Located just west of the CP Rail under pass with Sarnia Road.
- There is *roughly* 300m of frontage on the north side of Sarnia Road between Oak Crossing Gate and Beaverbrook Avenue.
- Roughly 5.7m of vertical separation between the railway tracks and the proposed grade of the site
- The subject lands are to be divided into two development blocks
- Townhomes are proposed on the west side
- A five storey apartment building is proposed on the east side.
- A Draft Plan of Condominium has prepared the blocks.

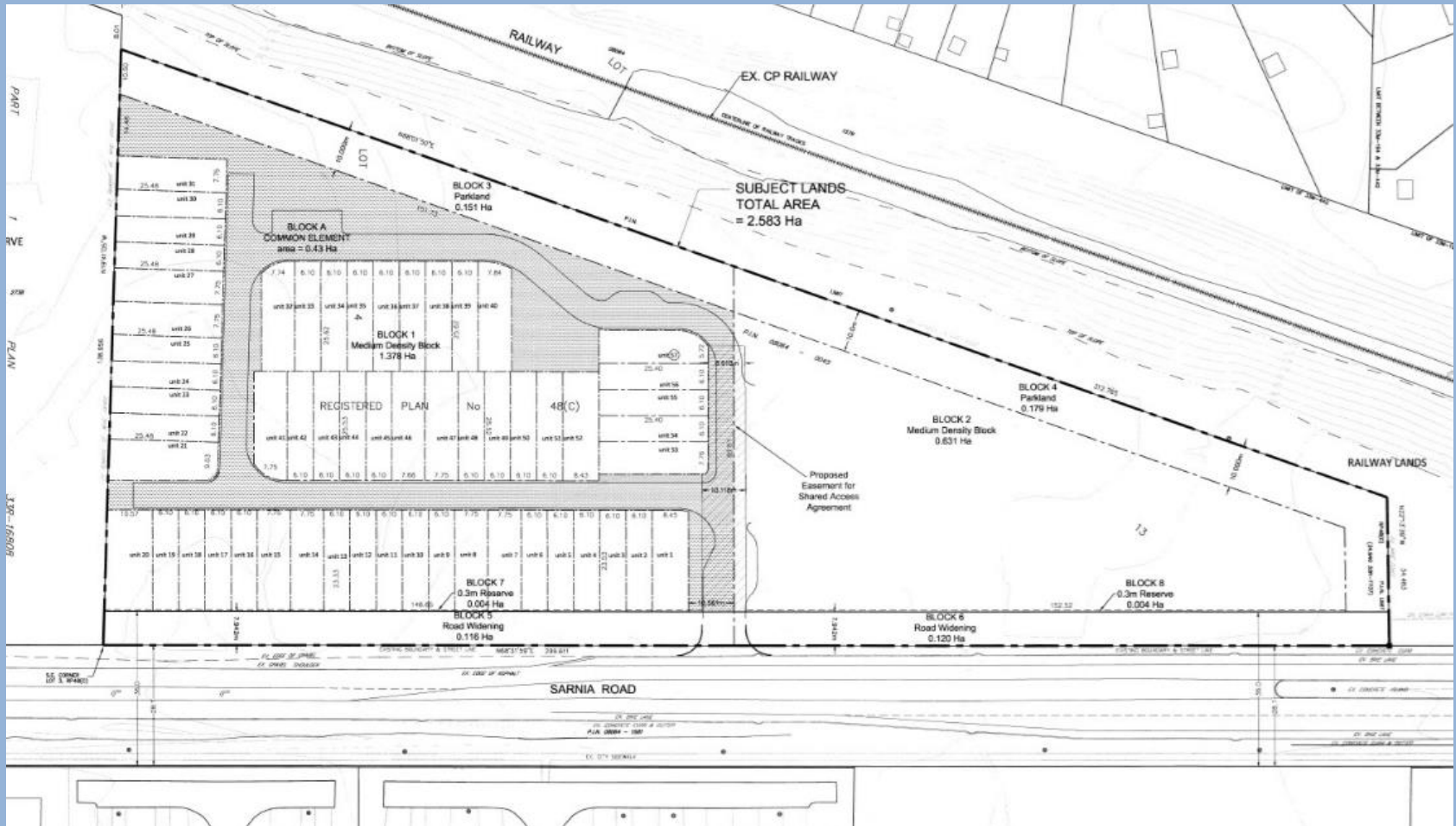
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AERIAL PHOTO



801 SARNIA ROAD

DRAFT PLAN OF CONDOMINIUM



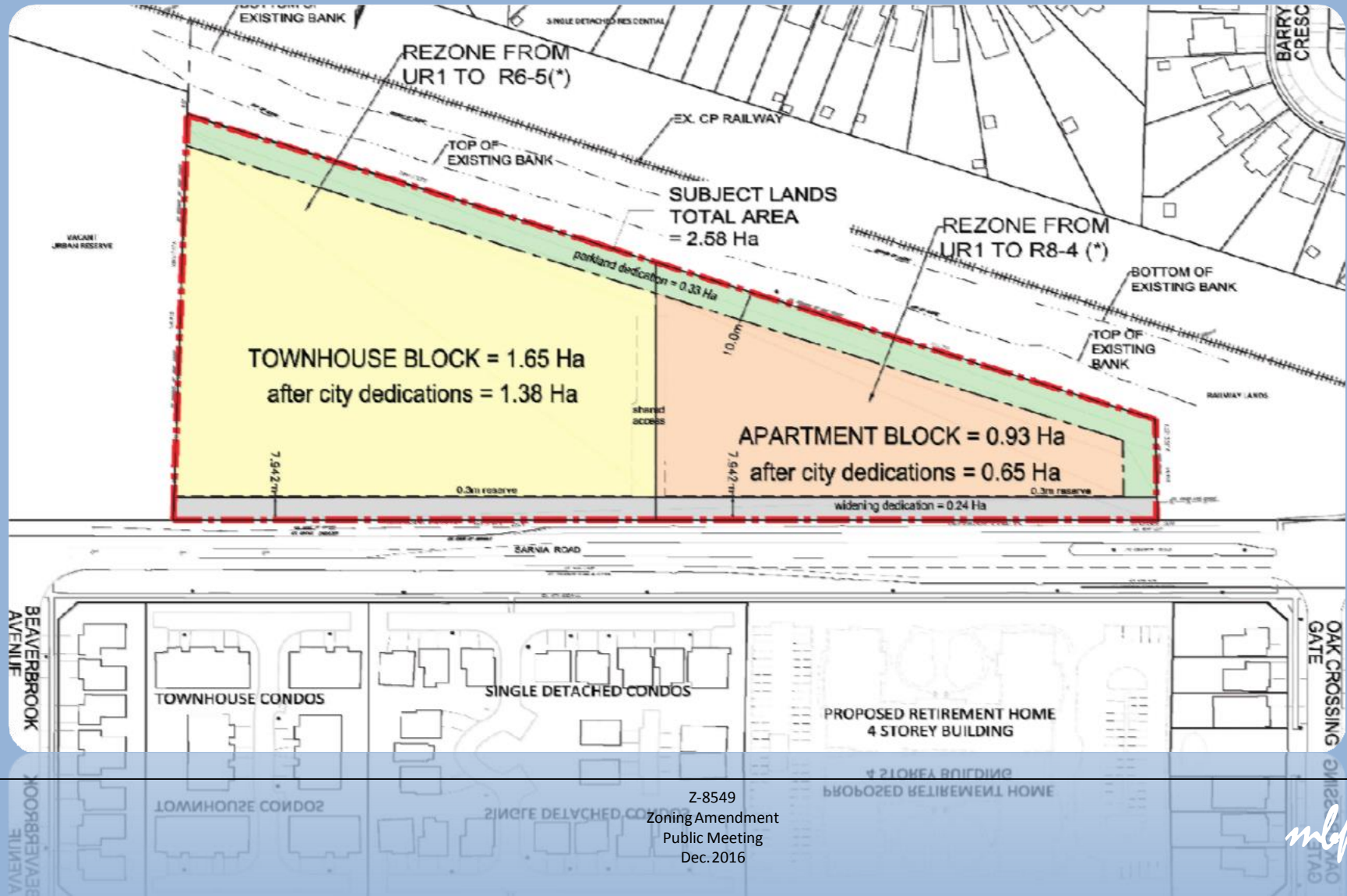
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SITE DETAILS

- Sarnia Road widening requires 7.9m from the site (0.24 ha.)
- Parkland dedication is provided along the north and east edge of the subject lands by way of a 10m linear corridor to provide a public pedestrian pathway which (0.33 ha).
- The **area of the subject lands that will be dedicated to the City of London is 22%** for the purpose of vehicular and pedestrian circulation.

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LAND BREAKDOWN



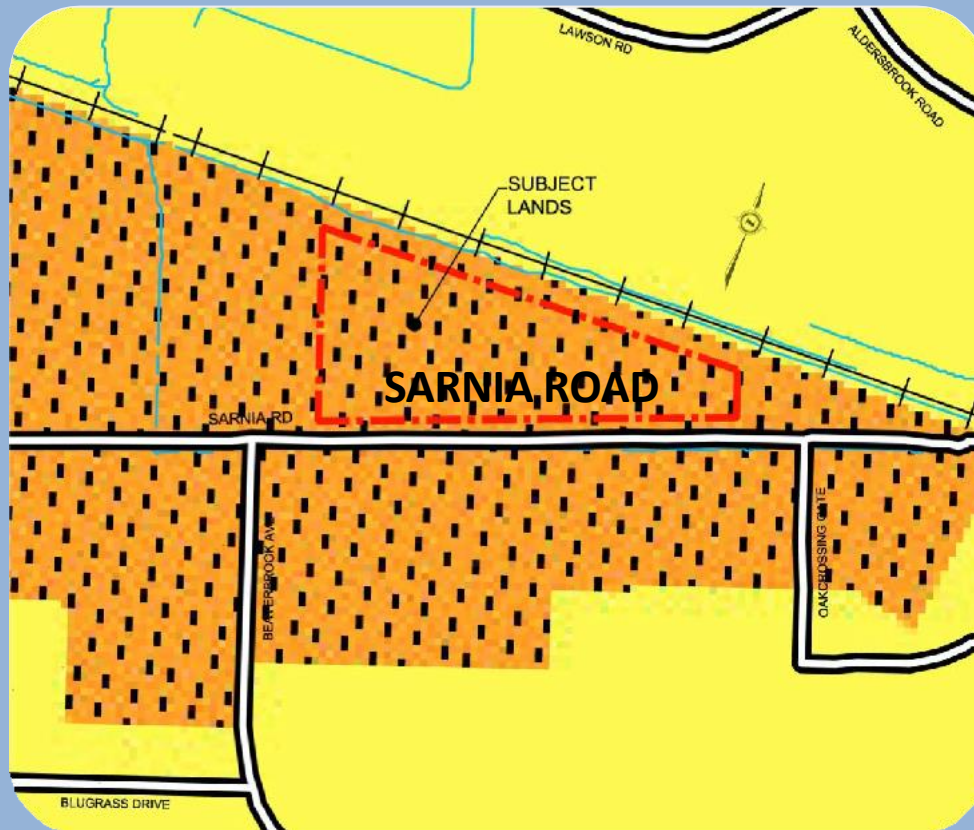
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OFFICIAL PLAN DESIGNATION

- Designated Medium Density Residential the Official Plan.
- The designation permits residential development in the form of townhomes and apartments.
- The Official Plan allows for increases through bonus zoning to be applied for proposals that provided additional design elements up to 100 units per Hectare within the Medium Density Designation within increased building heights.
- Bonusing has been requested for the Apartment building site.

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OFFICIAL PLAN DESIGNATION



-  Subject Lands
-  Low Density Residential
-  Medium Density Residential

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ZONING BY-LAW

The subject lands are currently zoned Urban Reserve 1 (UR1)

The Urban Reserve Zone is intended to protect large tracts of land from premature subdivision and development in order to provide for future comprehensive development on those lands.

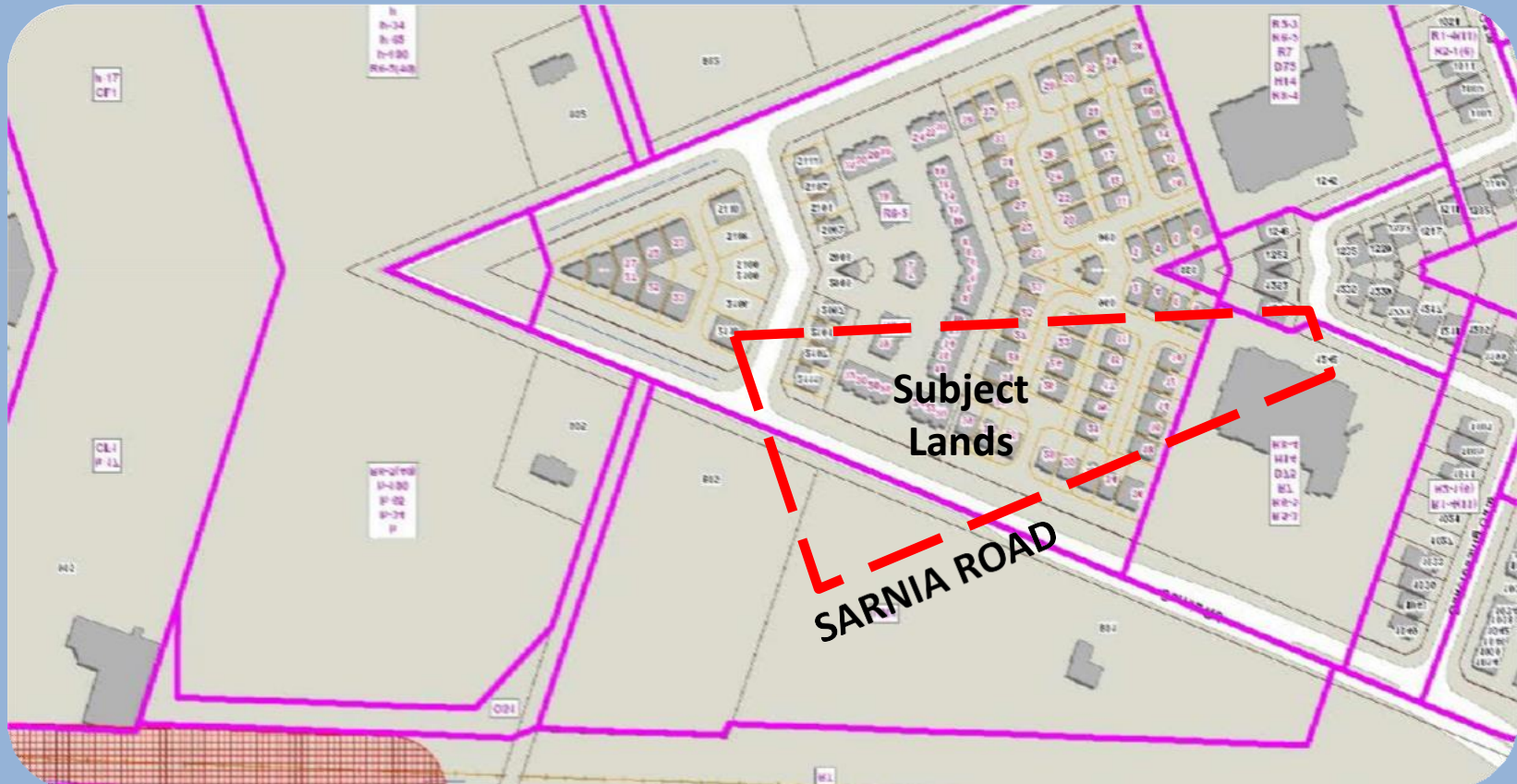
Permitted uses include;

- Existing dwellings
- Agricultural uses
- Conservation lands
- Managed woodlots
- Passive recreation use.



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ZONING BY-LAW



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DEVELOPMENT DETAILS

- The proposed development includes a shared access between two blocks to reduce access from Sarnia Road.
- The total number of units include 57 townhomes on the west side and 72 apartment units on the east side.
- Gross density is 129 units on 2.58 Ha = **51 u/Ha**
- Includes trail between lands to the west connecting to Sarnia Road at Oak Crossing Gate.
- Enhanced Urban Design Features of proposed apartment building.
- Enhanced public open space pathway corridor including entrance feature along Sarnia Road.

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TOWNHOUSE DETAILS

WEST SIDE - R6-5(*)

- 57 TOWNHOMES
- GROSS SITE AREA 16490m²
- NET SITE AREA 14980m²
- NET DENSITY 39 UNITS / Ha
- LOT FRONTAGE OF 146m
- 2 STOREY BUILDING HEIGHT
- FRONT DOORS AT SARNIA ROAD
- REDUCED FRONT YARD SETBACK 4m
- LANDSCAPE OPEN SPACE OF 41.5%
- LOT COVERAGE OF 31%
- 8 VISITOR PARKING

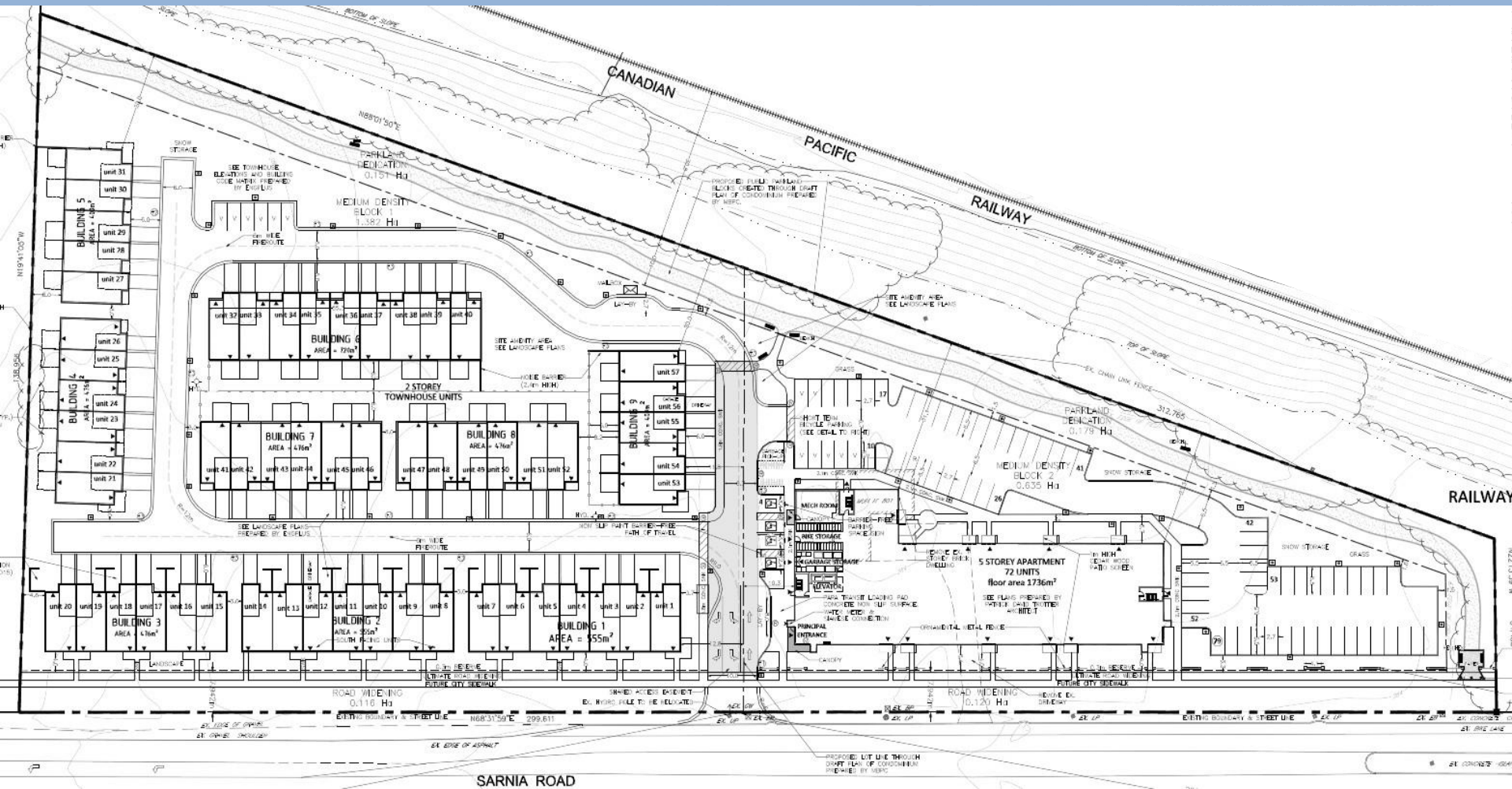


FRONT ELEVATION (BLOCK 9)
FRONTING SARNIA ROAD



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SITE PLAN



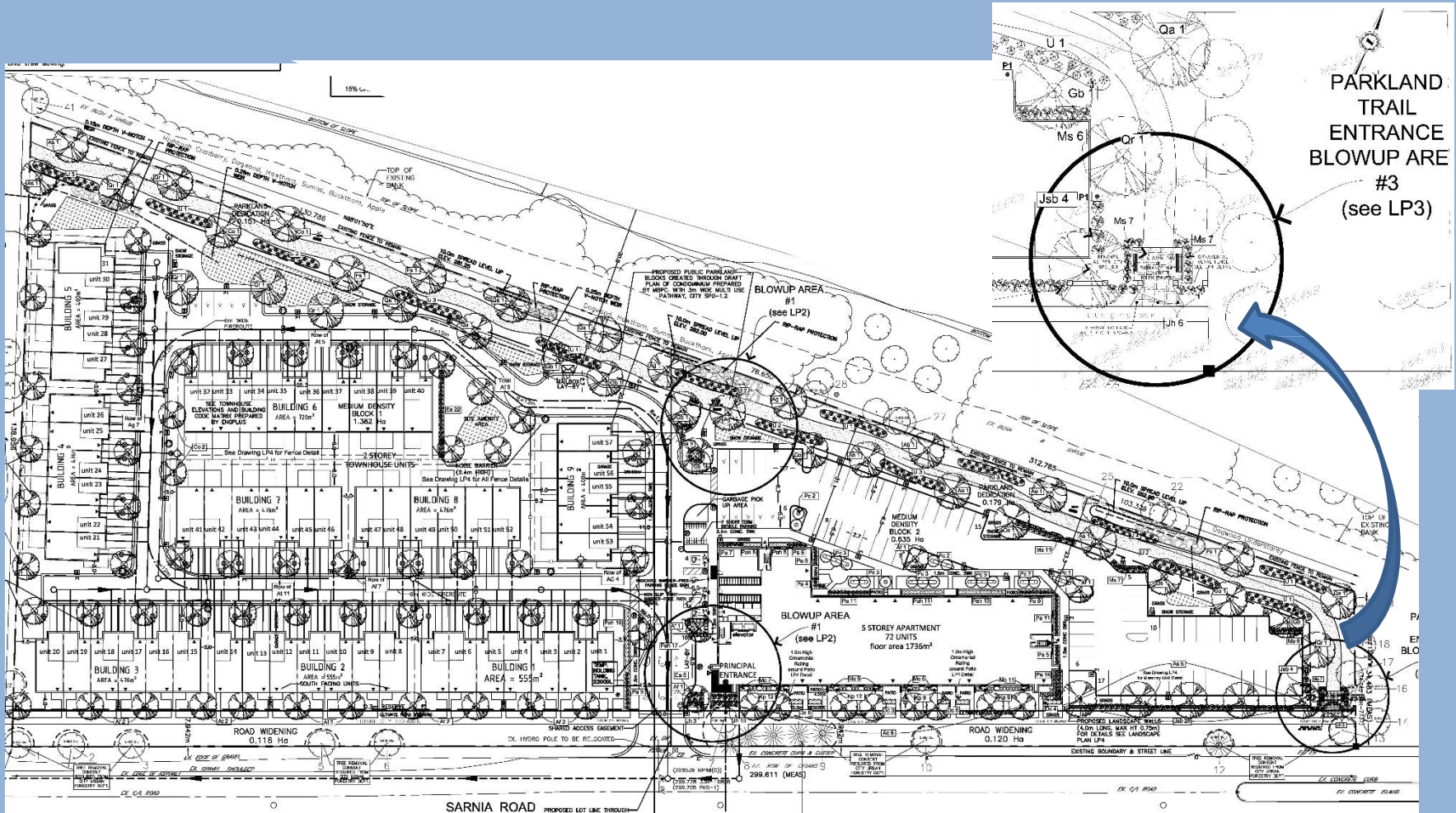
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Z-8549
Zoning Amendment
Public Meeting
Dec. 2016



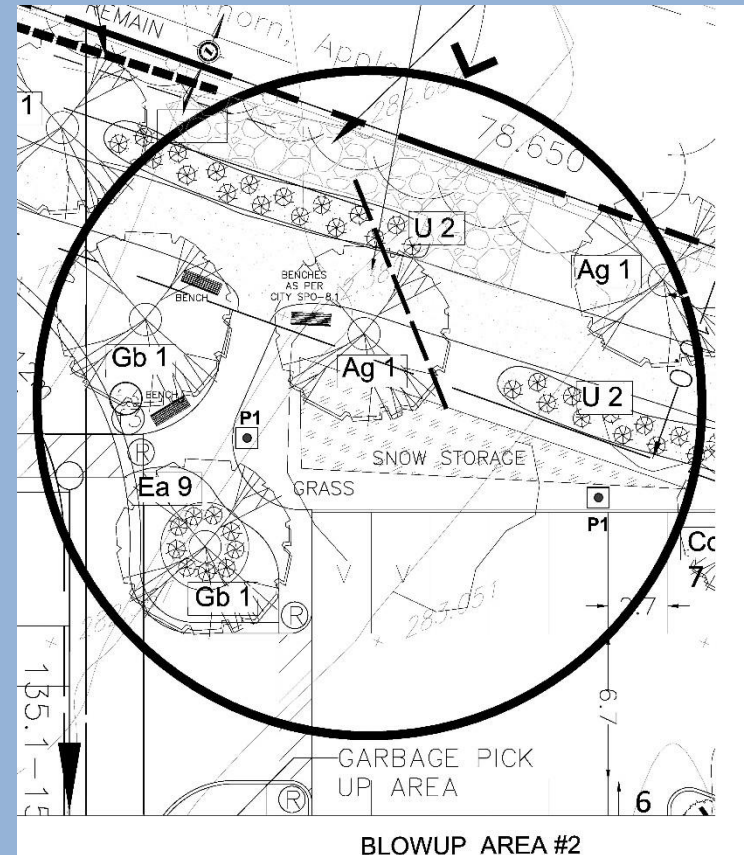
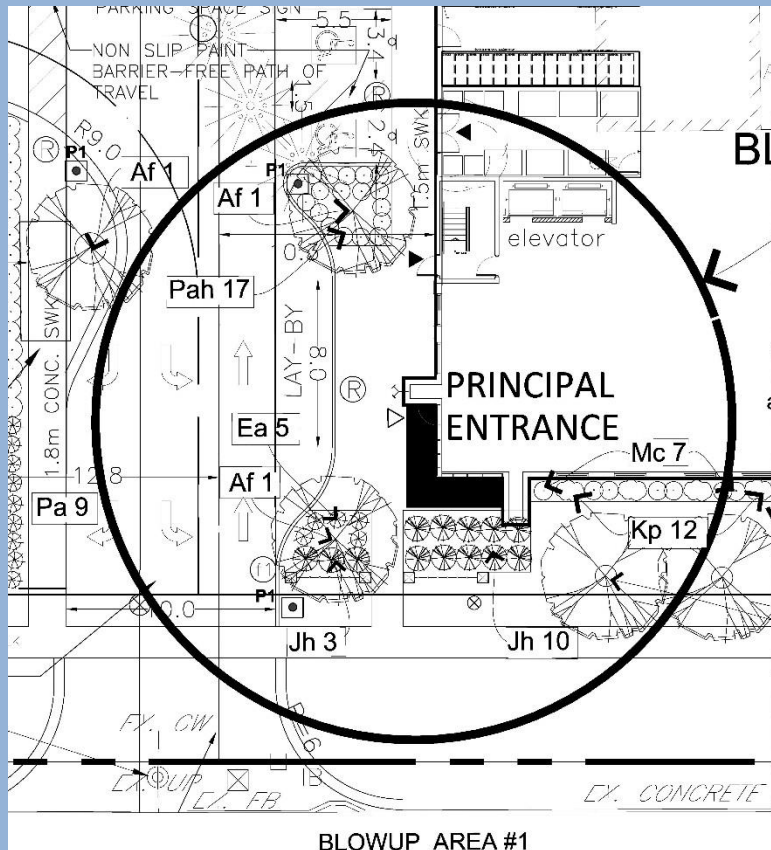
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LANDSCAPE PLAN



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LANDSCAPE DETAILS



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APARTMENT DETAILS

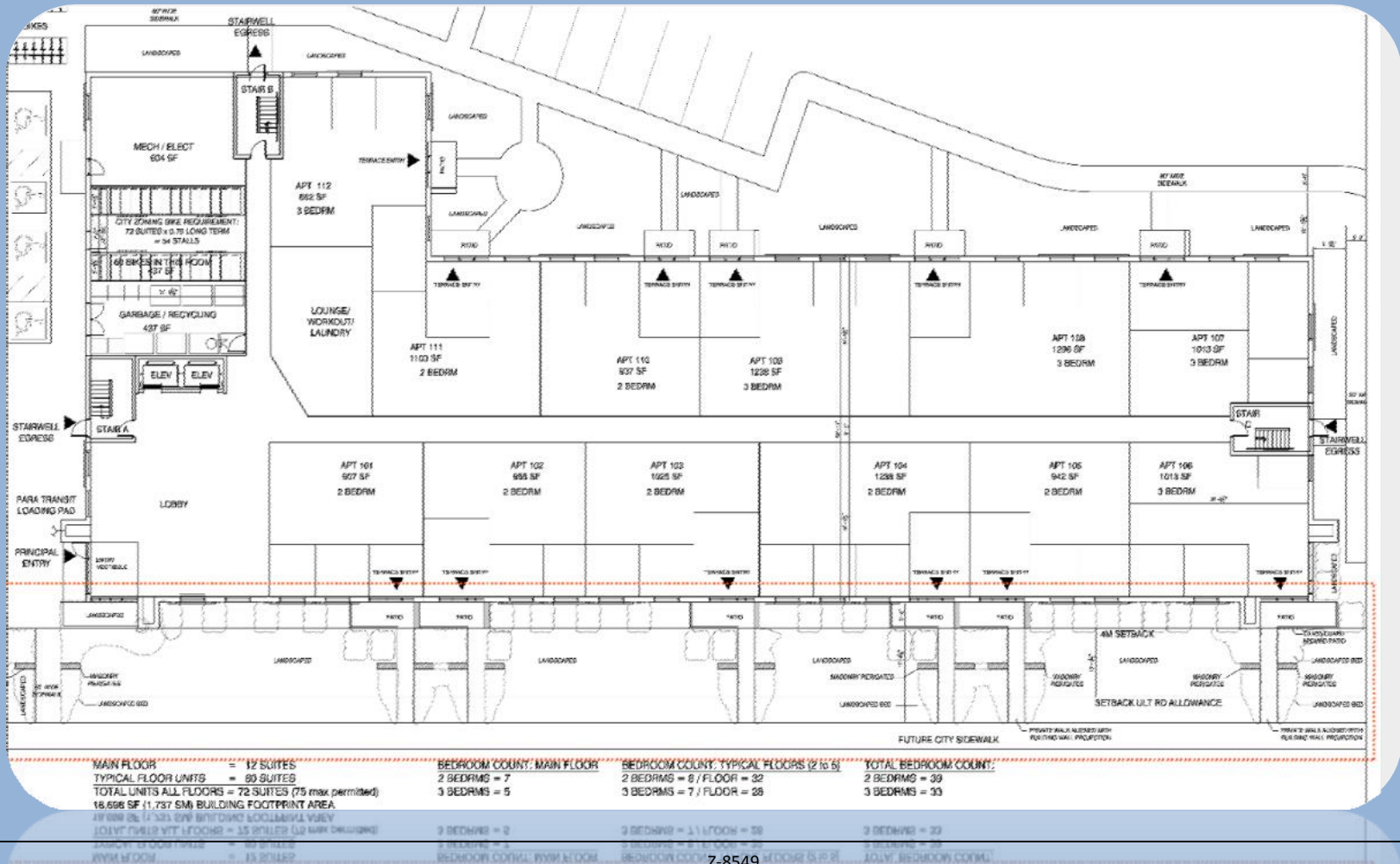
EAST SIDE – R8-4(*)

- 72 UNITS
 - GROSS SITE AREA 9300m²
 - NET SITE AREA 7550m²
 - NET DENSITY IS 96 UNITS / Ha
 - LOT FRONTAGE OF 152m
 - FRONT DOORS AT SARNIA ROAD
- REDUCED FRONT YARD SETBACK 4m
 - LANDSCAPE OPEN SPACE OF 41%
 - LOT COVERAGE OF 25%
 - 5 STOREY BUILDING HEIGHT (16m)
 - LONG TERM BIKE PARKING
 - REDUCED PARKING RATIO TO 1 PER UNIT



801 SARNIA ROAD - BUILDING DESIGN

MAIN FLOOR PLAN



801 SARNIA ROAD - BUILDING DESIGN

DESIGN ENTRY PERSPECTIVE



801 SARNIA ROAD - BUILDING DESIGN

OVERALL ENTRY PERSPECTIVE



801 SARNIA ROAD - BUILDING DESIGN

SARNIA ROAD PERSPECTIVE



801 SARNIA ROAD - BUILDING DESIGN FROM SARNIA ROAD PERSPECTIVE



801 SARNIA ROAD - BUILDING DESIGN

SOUTH EAST SARNIA ROAD APPROACH



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801 SARNIA ROAD - BUILDING DESIGN

EASTERLY BALCONY – LEVEL 5



801 SARNIA ROAD - BUILDING DESIGN

EASTERLY BALCONY – LEVEL3



801 SARNIA ROAD - BUILDING DESIGN

NORTH EAST PERSPECTIVE



801 SARNIA ROAD - BUILDING DESIGN

NORTH WEST PERSPECTIVE



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ADJACENT LANDS - SOUTH

The lands to the south of the subject lands include townhomes and single detached dwellings and there is a 4 storey retirement home planned.



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ADJACENT LANDS - NORTH

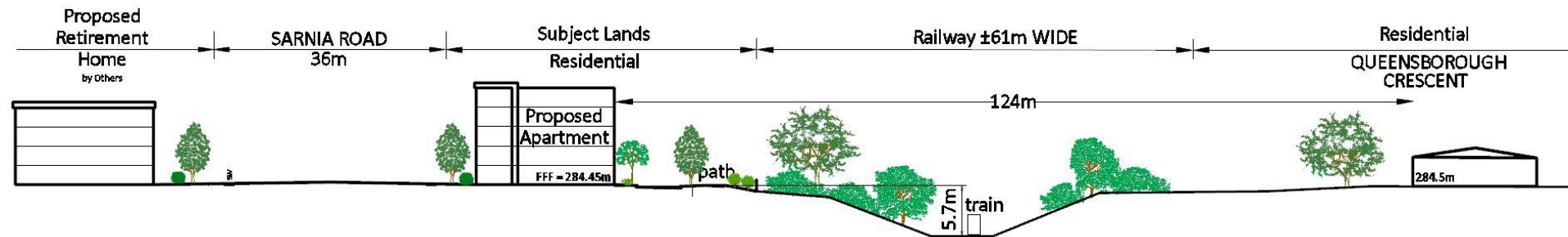
The lands to the north are owned by CP Rail and north of them are two storey single detached dwellings on Queensborough Crescent.



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ADJACENT LANDS CROSS SECTION

The distance between the single detached dwellings on Queensborough Crescent and the proposed apartment building is approximately 124m.



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ADJACENT LANDS – EAST & WEST

- The lands to the east are owned by CP Rail where the intersection between Oak Gate Crossing and Sarnia Road.
- The vacant lands to the west are 865 Sarnia Road with no known development plans at this time.

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STUDIES TO DATE

- OCTOBER 2015 – **Traffic volumes** – prepared by FR Berry and Associates
Potential impact of traffic generated assessment shows that a left turn lane would be justified. Centre lane can be utilized otherwise no significant impact of traffic operation and safety on Sarnia Road.
- JUNE 2014 – **Phase 1 Environmental Site Assessment** – prepare by EXP
indicated no further investigative work is warranted.
- SEPTEMBER 2015 – **Noise and Vibration Report** – prepared by Development Engineering indicated that all proposed buildings are located beyond the vibrations and the exterior noise levels will require additional mitigation measures such as windows and noise walls in the development and a warning clause in where required.

801 SARNIA ROAD IN CONSLUSION

- Proposed development is consistent with the Provincial Policy Statements which encourages maximizing land use and densities where urban infrastructure is available.
- It is also consistent with the City of London Official Plan for Medium Density development and with the enhancement of the building design and landscape provided is appropriate for bonus zoning.