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OZ-8624
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 2431602 ONTARIO LIMITED 420 FANSHAWE PARK ROAD EAST PUBLIC PARTICIPATION MEETING ON TUESDAY, MAY 23, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 2431602 Ontario Limited relating to the property located at 420 Fanshawe Park Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 30, 2017 to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation, **TO** a Multi-family, Medium Density Residential designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 30, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R1 (R1-7) Zone, **TO** a holding Residential R1 Bonus (h-5*R1-7*B-__) Zone; subject to the completion of a development agreement that substantively implements the site and building design that is attached as Appendix "1".

The Bonus Zone shall be implemented through a development agreement to provide for an apartment building of 14.6m (48 ft) with an increased density up to 100 units per hectare in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A high quality development which substantively implements the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director of Planning and City Planner;
- ii. A contemporary building design with a mix and articulation of building materials including brick, metal panels, concrete, wood veneer and vision and spandrel glass;
- iii. The provision of individual entrances to ground floor units on the south façade, with operable and lockable front doors, pedestrian scale features such as lighting and weather protection, and private amenity areas designed as courtyards enclosed with a combination of planters and decorative fencing;
- iv. The provision of all but 18 required parking spaces below grade generally located under the building footprint;
- v. The provision of enhanced universally accessible features such as barrier-free access to all floors, and wide routes, paths and corridors which provide adequate width for persons using wheelchairs, scooters, pushing strollers;
- vi. The location of all service and loading facilities within and behind the building and not visible from the public street;
- vii. The enhanced provision of landscaping and retention of mature trees in a park-like setting at the north of the site with a minimum 60% landscaped open space; and
- viii. The provision of a commemorative garden and/or signage to acknowledge the historic affiliation of the property within the landscaped open space towards the north of the site.

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**OZ-8624
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- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) The provision of privacy fencing along the east and west property boundaries;
 - ii) The provision of enhanced landscaping along the east and west property boundaries for screening; and
 - iii) Restrict any fencing proposed for the north boundary to wrought iron or similar visually permeable fencing material.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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November 10, 2014: Information Report to Planning and Environment Committee: Demolition Application for 420 Fanshawe Park Road East

November 4, 2014: Report to Planning and Environment Committee: Demolition Application for 420 Fanshawe Park Road East

April 21, 2010: Report to Planning and Environment Committee: Demolition Application for 420 Fanshawe Park Road East

November, 2007: Report to Planning Committee - Potential Property Acquisition - 420 Fanshawe Park Road East

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of this amendment is to permit a four storey apartment building with 142 units.

RATIONALE

1. The recommended amendment is consistent with, and will serve to implement the policies of the *Provincial Policy Statement, 2014* which encourages infill and intensification and the provision of a range of housing types, compact urban form and efficient use of existing infrastructure;
2. The recommended Official Plan amendment is consistent with the policies of the Multi-Family Medium Density Residential designation and will implement an appropriate medium density form in accordance with the greater Official Plan policies;
3. The subject lands are of a suitable size and shape to accommodate the development proposed, and have access to municipal infrastructure, public transit facilities, nearby commercial nodes and open space.
4. The recommended Bonus Zone provides appropriate regulations to control the use, intensity and form of development, and will allow for a higher density in return for the provision of such bonusable features that will provide for an enhanced development which is of a compatible scale and height to the existing development in the area;
5. The proposed development will provide a positive development which is oriented to, and enhances the character of, Fanshawe Park Road East without the use of noise walls; and
6. The proposed residential uses and scale of development are generally consistent with the London Plan.

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OZ-8624
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LOCATION MAP

Subject Site: 420 Fanshawe Park Rd E
Applicant: 2431602 Ontario Ltd.
File Number : OZ-8624

Planner : SW
Created By : MB
Date : 2017/04/18
Scale : 1:3000

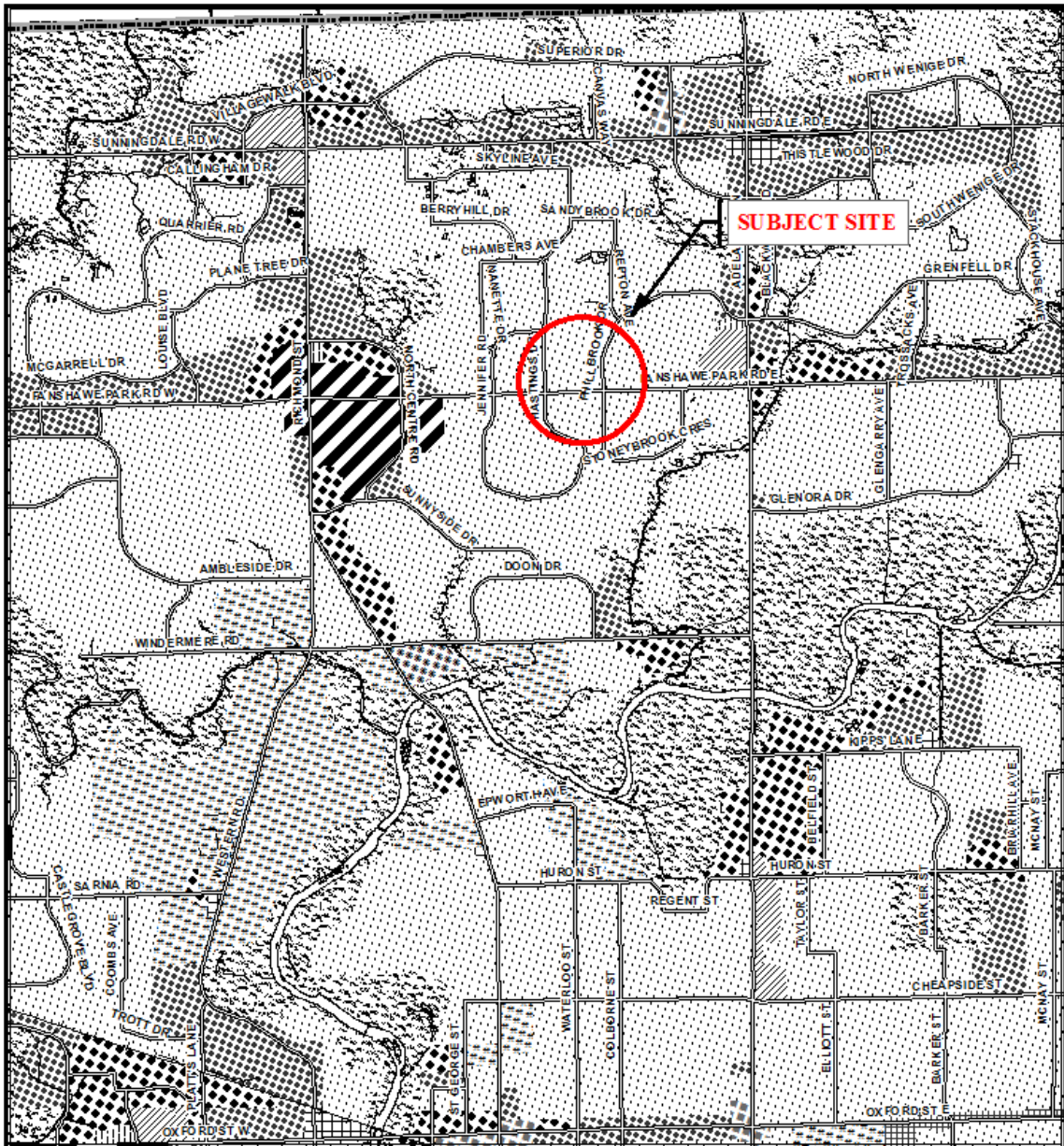
Legend

 Subject Site



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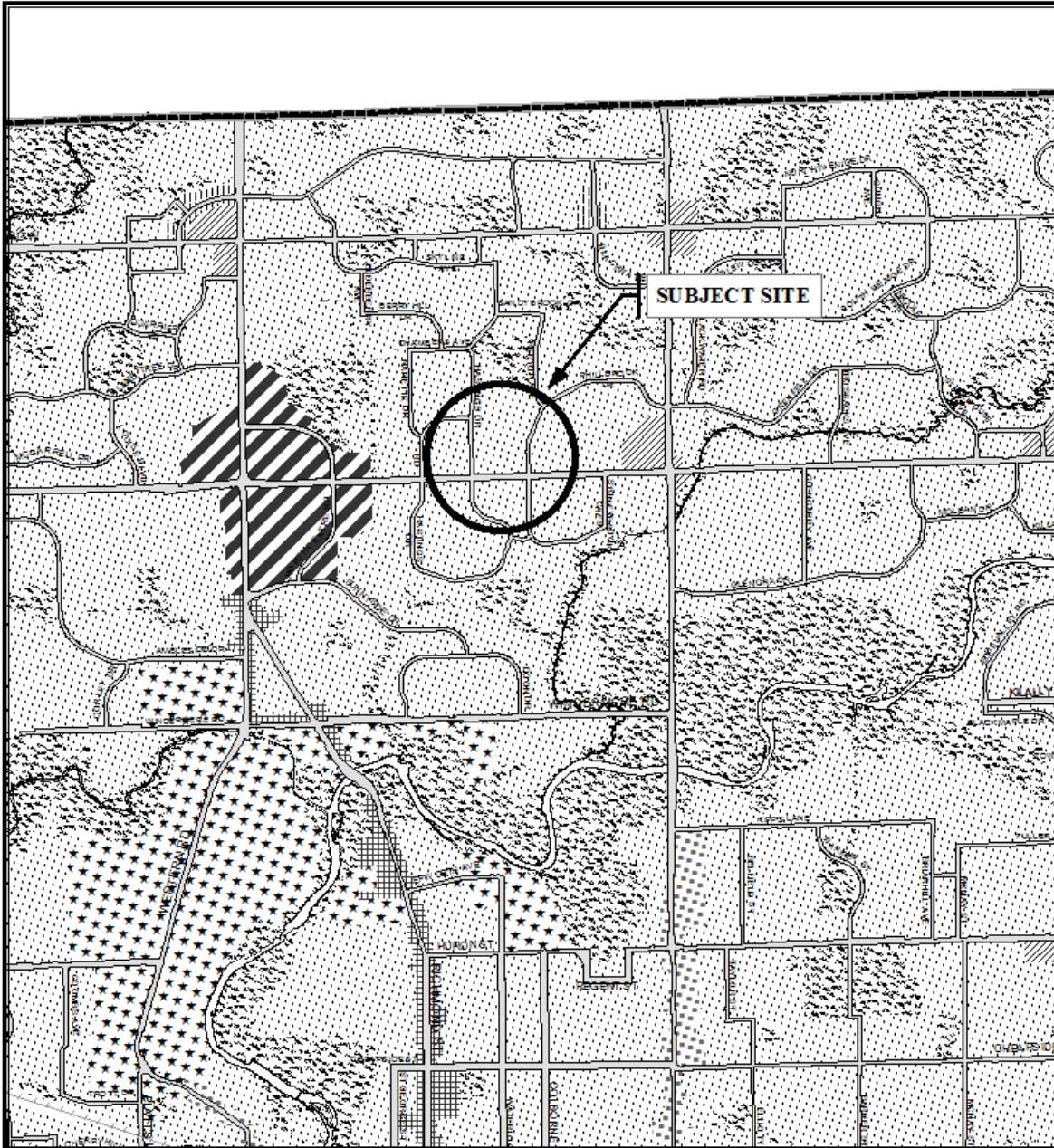
OZ-8624
Sonia Wise



<p>Legend</p> <table border="0"> <tr> <td> Downtown</td> <td> Multi-Family, Medium Density Residential</td> <td> Office Business Park</td> </tr> <tr> <td> Wonderland Road Community Enterprise Corridor</td> <td> Low Density Residential</td> <td> General Industrial</td> </tr> <tr> <td> Enclosed Regional Commercial Node</td> <td> Office Area</td> <td> Light Industrial</td> </tr> <tr> <td> New Format Regional Commercial Node</td> <td> Office/Residential</td> <td> Commercial Industrial</td> </tr> <tr> <td> Community Commercial Node</td> <td> Regional Facility</td> <td> Transitional Industrial</td> </tr> <tr> <td> Neighbourhood Commercial Node</td> <td> Community Facility</td> <td> Rural Settlement</td> </tr> <tr> <td> Main Street Commercial Corridor</td> <td> Open Space</td> <td> Environmental Review</td> </tr> <tr> <td> Auto-Oriented Commercial Corridor</td> <td> Urban Reserve - Community Growth</td> <td> Agriculture</td> </tr> <tr> <td> Multi-Family, High Density Residential</td> <td> Urban Reserve - Industrial Growth</td> <td> Urban Growth Boundary</td> </tr> </table>			Downtown	Multi-Family, Medium Density Residential	Office Business Park	Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial	Enclosed Regional Commercial Node	Office Area	Light Industrial	New Format Regional Commercial Node	Office/Residential	Commercial Industrial	Community Commercial Node	Regional Facility	Transitional Industrial	Neighbourhood Commercial Node	Community Facility	Rural Settlement	Main Street Commercial Corridor	Open Space	Environmental Review	Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture	Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary
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<p>CITY OF LONDON Department of Planning and Development OFFICIAL PLAN SCHEDULE A - LAND USE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: OZ-8624 PLANNER: SW TECHNICIAN: MB DATE: 2017/04/18</p>																											

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OZ-8624
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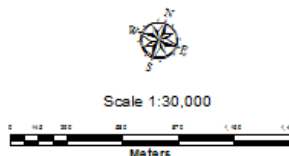
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

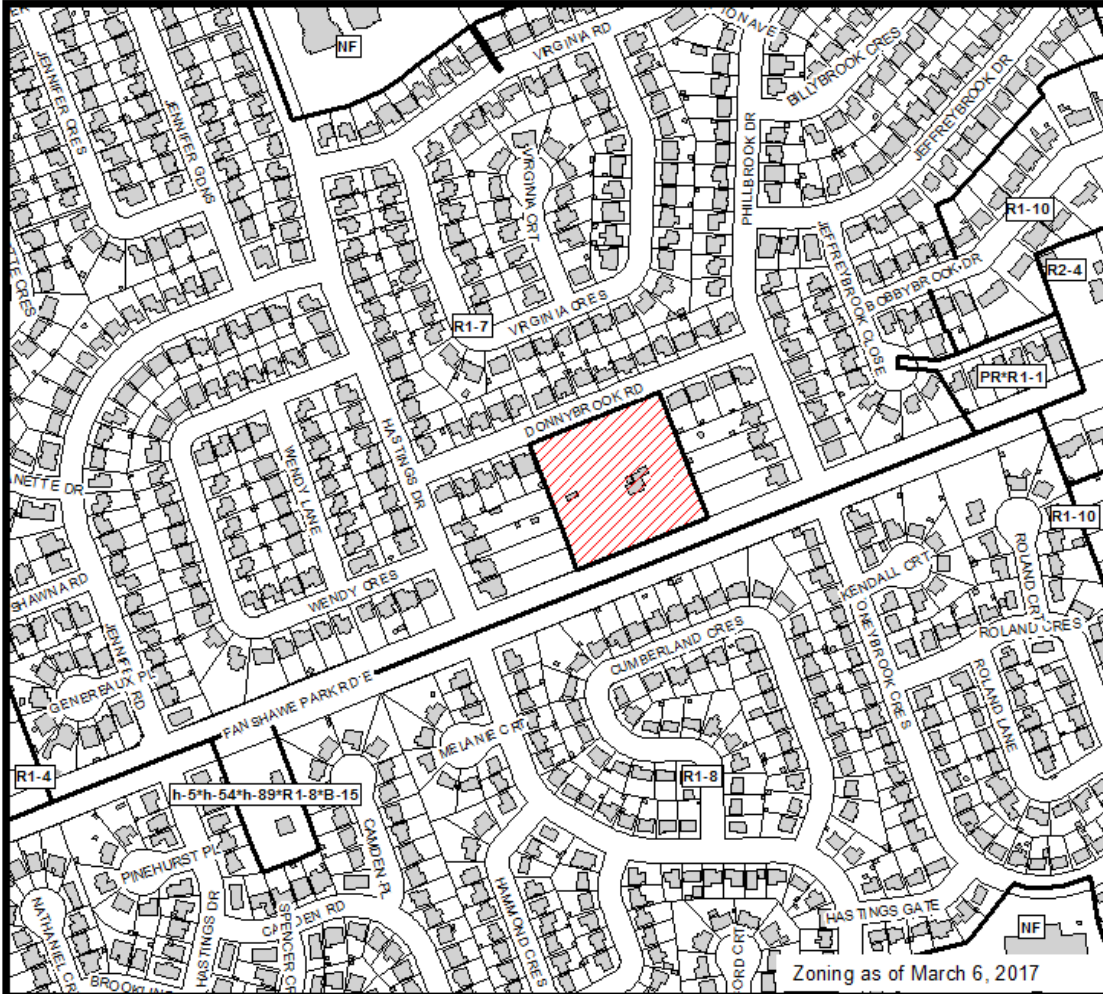
CITY OF LONDON
Planning Services
LONDON PLAN MAP 1
- PLACE TYPES -
PREPARED BY: Planning Services



File Number: Z-8624
Planner: MB
Technician: MB
Date: 4/18/2017

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OZ-8624
Sonia Wise



Zoning as of March 6, 2017



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-7

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
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| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "d" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z-1</p> <p>SCHEDULE A</p>	<p>FILE NO: OZ-8624 SW</p> <hr/> <p>MAP PREPARED: 2017/04/18 MB</p> <hr/> <p style="text-align: center;">1:5,000</p> <p style="text-align: center;">0 25 50 100 150 200 Meters</p>
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THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

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OZ-8624
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BACKGROUND

Date Application Accepted: May 19, 2016	Agent: MHBC Planning
<p>REQUESTED ACTION (INITIAL): Change Official Plan land use designation from Low Density Residential to Multi-family, Medium Density Residential. Change Zoning By-law Z.-1 from a Residential R1 (R1-7) Zone which permits single detached dwellings, to a Residential R8 Bonus (R8-4*B_) Zone which permits apartment buildings, handicapped person's apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities. A bonus zone is requested to permit an increased density of 100u/ha, and a building height of 22.2m in return for enhanced building design, enhanced landscaping, universal accessibility and the provision of underground parking.</p> <p>REQUESTED ACTION (REVISED): Change Official Plan land use designation from Low Density Residential to Multi-family, Medium Density Residential. Change Zoning By-law Z.-1 from a Residential R1 (R1-7) Zone which permits single detached dwellings, to a Residential R8 Bonus (R8-4*B_) Zone which permits apartment buildings, handicapped person's apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities. A bonus zone is requested to permit an increased density of 100u/ha, and a building height of 14.6m in return for enhanced building design, enhanced landscaping, universal accessibility and the provision of underground parking.</p>	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Vacant • Frontage – 121.8m • Depth – 116.9m • Area – 14,232m² • Shape - Square

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Low Density Residential • South - Low Density Residential • East - Low Density Residential • West - Low Density Residential

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • Low Density Residential (LDR)
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)
<ul style="list-style-type: none"> • Neighbourhood
INTENSIFICATION: (142 units)

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OZ-8624
Sonia Wise

<ul style="list-style-type: none"> The proposed 142 residential units represent intensification within the Built-area Boundary 	<ul style="list-style-type: none"> The proposed 142 residential units represent intensification within the Primary Transit Area
EXISTING ZONING: (refer to Zoning Map)	
<ul style="list-style-type: none"> Residential R1-7 	

PLANNING HISTORY

Potential Acquisition of the Property for Park Lands

In November, 2007, the City was invited to participate in the purchase of the property for a public park. Responding to a report to Planning Committee, Council resolved at its meeting on November 19, 2007 "That, on the recommendation of the General Manager of Planning and Development, with the concurrence of the Manager of Realty Services, NO ACTION BE TAKEN to acquire 420 Fanshawe Park Road East for public parkland. (115-02) (6/31cIBC) (5/30/CW)

Heritage Designation and Demolition Consideration

At its meeting on November 4, 2014, the Planning and Environment Committee (PEC) was asked to consider a request for the demolition of the residential building located at 420 Fanshawe Park Road East. The property was listed on the City of London Inventory of Heritage Resources as a Priority 3 structure which required a public participation meeting and a Council decision to allow the demolition. In 2010 a similar request had been made by the same owner. However, prior to a Council decision at that time, the request for demolition was withdrawn by the owner.

Staff and the London Advisory Committee on Heritage (LACH) did not object to the demolition of the building as the potential heritage elements were not sufficiently strong enough to warrant designation. The trees on the property were not identified as heritage features, and while tree retention is encouraged, the municipal process that governs landscape design and tree protection is site plan approval. It was also noted that the City does not have a heritage tree program.

On November 11, 2014, Council consented to the demolition of the property as it did not intend to designate. Prior to demolition, 3 conditions were required including:

- 1) a photographic record of the building and site;
- 2) salvageable heritage materials be conserved for future use where appropriate; and
- 3) the owner be requested to acknowledge the historic associations of the property in a future redevelopment of the site through interpretive signage or some other manner.

A photographic record dated February 13, 2015 was provided to the City prior to the demolition.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

May 11, 2017: Water Engineering

Water servicing for the proposed development is available from the 400mm watermain on Fanshawe Park Road.

April 12, 2017: Urban Design

Urban Design staff has reviewed the updated Urban Design Brief for the above noted address and provide the following comments:

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OZ-8624
Sonia Wise

The development should be generally consistent with the elevations and site plan dated May 2017 with minor alterations to the satisfaction of the City Planner, as follows:

- 1. The use of the faux wood material should be isolated to strategic locations, such as the main entrances, to highlight these areas and give them importance.*
- 2. The detailing of the interface between materials must demonstrate a change of depth or plane. In particular, within the charcoal metal frame areas, substitute the white brick with spandrel glass (or other contrasting material to the charcoal brick) and slightly recess it behind the charcoal brick (minimum 0.1m), to provide a hierarchy of materials and visual weight.*
- 3. Include lockable front doors for ground floor units. Provide pedestrian scale lighting and weather protection.*
- 4. Ensure private amenity areas read as structured space with boundaries while maintaining sightlines for safety. Any railings or landscape walls used in the front yard must be compatible with the style of the building. Landscape walls shall be no higher than 0.75m (including exposed footings) and railings shall be no higher than 1m.*
- 5. Privacy dividers between units (on the ground floors and balconies) must be compatible with the style/materials of the building.*
- 6. Incorporate hard and soft landscaping (e.g., permeable pavers) to visually connect the building to the amenity space and further north to the large green space.*

March 15, 2017: Upper Thames River Conservation Authority

No objection

March 15, 2017: Urban Design Peer Review Panel (UDPRP)

- 1. The addition of the wood material is a nice element, however it may be worth isolating it to specific areas, like entrance, to highlight these areas and give them importance.*
- 2. There are a lot of material changes within the elevation. It is critical that the detailing of the material interface between these materials demonstrates a change of depth or plane.*
- 3. Proponent should be commended for providing a strong design response to the apparent constraints of the site.*
- 4. Encourage proponent to further develop the massing of the 4 storey proposal to integrate more successful features and characteristics found in the 6 storey proposal i.e.:*
 - o Varied step-backs and outdoor balconies*
 - o Enhanced landmark feature.*
 - o Access into the site located further West, towards the centre of the property.*
- 5. Proponent should be commended for proposed quantity of tree preservation and front yard setback.*
- 6. Proposed landscape and amenity space at the North of the site is a positive feature and will be seen as an amenity to the adjacent neighbourhood. Proponent is encouraged to further consider what this will mean to the residents at the ground floor level of this development.*
- 7. Proponent should consider placing street lighting and sidewalk on the fence side of the entry drive to ensure that lighting is not too close to windows and that private space feels more private.*
- 8. Simplified landscaping along Donnybrook encouraged. Allow room to play.*
- 9. The scheme and relationship to neighbour's properties would be enhanced if the building does not line up with the rear property line of the neighbours to the north. (ie bring the north end of the building back by approx. width of one unit to allow the crossing drive to be south of the property line.)*
- 10. Consider moving the outdoor amenity area so that it is not in the middle of a parking lot. If that is not at all possible, consider using hard and soft landscaping (e.g., permeable pavers) to visually connect the building to the amenity space and further north to the large green space.*
- 11. Panel is comfortable with heights between 4 and 6 storeys.*

This UDPRP review is based on City planning and urban design policy, the submitted brief, and noted presentation. It is intended to inform the ongoing planning and design process, and in this instance, the proposed development, based upon the review by the panel is an appropriate solution for the site and a sensitive response to the existing urban context.

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**OZ-8624
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March 9, 2017: Transportation Planning & Design

- Road widening dedication of 19.5m from centre line required
- Transportation has reviewed and accepted the revised TIA provided
- The left out restricted access design will need to be in keeping with the City's AMG, detailed comments will be made during the site plan process.

March 15, 2017: Wastewater and Drainage Engineering

The sanitary servicing capacity study submitted by the Applicant's Engineer proves the flows from the proposed 4-storey residential building comprising of 142 residential apartment units can outlet to the 200mm sanitary sewer on Donnybrook Road as this sewer has capacity.

July 13, 2016: London District Catholic Board

We are in receipt of the City of London's circulation dated June 7, 2016 regarding the above-noted application. The applicant is requesting that the Official Plan land use designation be amended from Low Density Residential to Multi-family, Medium Density Residential, and that the Zoning By-law be amended from a Residential R1 (R1-7) Zone to a Residential R8 Bonus (R8-4*B_) Zone. If approved, the applicant is proposing to construct a mid-rise apartment building with a total of 142 residential units.

St. Kateri Catholic Elementary School currently serves JK to Grade 8 students residing within this area. The anticipated student yield generated by this application is approximately 2 elementary students. Currently St. Kateri is over-capacity, operating with a 4 room portapak on site. Mother Teresa Catholic Secondary School currently serves Grades 9 to 12 students. The anticipated student yield generated by this application is approximately 2 secondary students. Mother Teresa is currently operating with a building capacity surplus and can adequately accommodate students generated by this proposed development.

In order to alleviate the over-enrolment at St. Kateri, the Board has identified the need for a new elementary school to be constructed within the north London area as part of its 2016 Capital Plan recently approved by the Board of Trustees at its meeting on June 27, 2016. Administration is currently in the process of requesting capital funding from the Ministry of Education for this capital priority. The London District Catholic School Board has no objection to the further processing and final approval of this application.

July 11, 2016: Thames Valley District School Board

The above Notice of Application to Amend the Official Plan & Zoning By-Law has been reviewed by this office.

The proposed mid-rise apartment building is presently within the boundaries of Jack Chambers PS for grades JK to 8 and A.B. Lucas SS for grades 9-12.

Typically we do not see large student yields from high/mid-rise developments. Roughly 10 to 20 students are projected from the 142 unit development. Jack Chambers PS currently has a capacity of 697, and is expected to decline below its capacity over the next 5 years. Potential students residing in the proposed apartment building will be accommodated at Jack Chambers PS and A.B. Lucas SS.

If further information or clarification is required, please do not hesitate to contact our office.

June 30, 2016: Urban Forestry (via Site Plan preconsultation)

Urban Forestry has reviewed this site plan and made the following comments:

- There are City trees involved, along both Fanshawe Park Road and Donnybrook Road.

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OZ-8624
Sonia Wise

The Tree preservation report for the City trees must be done by an ISA Certified Arborist or equivalent. If there is a proposal to removal any City trees, those trees should be indicated on the landscape plans so urban forestry can assess them. If the consensual removal is allowed, it will proceed as per the Boulevard tree protection By-law and include all fees listed there in. Tree protection for the city boulevard trees shall, at minimum, comply with the protection guidelines recommended in section 12, "Tree Planting and Protection Guidelines", of the City Design Specifications and Requirements Manual, available at www.london.ca

- *Submit a Tree Assessment and Protection Report identifying trees on site and any neighbouring trees within 3m of the property line. Include at minimum the species (scientific and common names), dbh, condition, and comments. Indicate which trees will be retained, and which trees will be removed, as well as any other steps that may need to be taken, for example root pruning, fertilization, etc. Any tree protection should be shown on the landscape plans and include the dimensions of the tree protection.*
- *It is recommended to try and protect as many of the mature trees on site as possible and tree protection should be indicated around those trees as well. There are numerous comments on file from both the public and staff reports that express a concern for these trees and a desire to retain as many trees as possible. Specifically mentioned are 2 "larch" and a "sequoia" (species to be confirmed by the arborist's report).*
- *If there is a requirement of a landscape plan, we are requesting that the developer register all trees being planted with the Million tree website or seek to register them on their behalf. It is a free service that only takes a few minutes and can be found at www.milliontrees.ca. There would be recognition for the developer on this site and they would be contributing to the Million tree challenge of which the City of London is a partner in along with ReForest London.*

PUBLIC LIAISON:	On June 1, 2016, Notice of Application was sent to 115 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on June 2, 2016. A "Possible Land Use Change" sign was also posted on the site.
Nature of Liaison: The purpose and effect of the requested Official Plan amendment and Zoning By-law amendment is to permit a mid-rise apartment building with a total of 142 residential units.	
Possible change to Official Plan land use designation from Low Density Residential to Multi-family, Medium Density Residential. Change Zoning By-law Z.-1 from a Residential R1 (R1-7) Zone which permits single detached dwellings, to a Residential R8 Bonus (R8-4*B-_) Zone which permits apartment buildings, handicapped person's apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities. A bonus zone is requested to permit an increased density of 100u/ha, and a building height of 22.2m in return for enhanced building design, enhanced landscaping, universal accessibility and the provision of underground parking.	

Responses: The initial notice of application produced the following from 466 submitters:

- 156 emails, letters and faxes
- 21 phone comments
- 3 petitions with 503 signatures total

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OZ-8624
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Summary of Top Concerns and Comments:

Character: 1) Does not respect character of the area, 2) Attracted to and bought in area due to low density residential land uses, 3) Not compatible with scale, intensity or use, 4) No existing examples of proposed scale or density in neighbourhood, 5) Design is not sensitive to neighbourhood despite being flipped, 6) The change in zoning should not change the feel of neighbourhood, 7) Will interrupt the quiet and peaceful enjoyment of properties, 8) Concern with student rentals or transient population, 9) Maintain family-oriented community, 10) More consideration for the surrounding area when planning, 11) Excessively dense, 12) Not all intensification needs to be apartment buildings, 13) De-stabilizes neighbourhood

Form: 1) Garbage storage and odours, 2) Violates maximum for height and density, 3) Overshadows adjacent properties, 4) Loss of views, 5) Changes to landscape, 6) Insufficient buffer between surroundings, 7) no reason to bonus for building aesthetics, 8) Impact of light, 9) original subdivision design intended property to access internally on Donnybrook Road, 10) Building design is institutional, 11) Design is not unattractive but does not fit here, 12) Design should be at lower height and density

Nature: 1) Loss of mature trees, 2) enjoyed the landscape, 3) Environmental impacts, 4) Loss of open space

Noise: 1) Noise from development exceeds MOE levels, 2) Negative impacts of noise from development, 3) Noise from individual Air Conditioners

Privacy: 1) Loss of privacy for abutting dwellings, 2) loss of privacy due to tiered rooftop/patio feature

Property Value: 1) Negative impact on property values, 2) Loss of security,

Services: 1) Negative impact on schools due to density, 2) capacity for stormwater and runoff, 3) Increased risk of flooding on Donnybrook, 4) too dense for existing services to support, 5) EMS have difficulty responding to calls,

Transportation: 1) Concerns regarding the increased traffic on Hastings Drive, Donnybrook Road, Phillbrook Drive and Fanshawe Park Road, 2) Increased traffic leads to more traffic accidents, 3) Increased traffic and impacts on children/cyclist safety, 4) Concern for the access to Fanshawe Park Road East, 5) Concerns for the access onto Donnybrook Road, 6) Parking issues, 7) Location of parking garage entrance and noise,

Use: 1) Object to apartment building in a low density residential neighbourhood, 2) should be single detached dwelling or low density if site redevelops, 3) building medium and high density residential in areas already designated ie- near commercial nodes, 4) mid-block is no location for medium or high density residential, 5) contravenes OP, 6) contravenes 2.4.1, 3.3.1, 3.3.2 of the Official Plan, 7) city should only approve appropriate intensification, 8) bonusing is not reasonable, 9) not in keeping with the planned function of the area

General: 1) Examples of similar projects are irrelevant and too far away, 2) Development creates wealth for developer, 3) Developer's reports have errors that favour the development, 4) Neighbours' rights need to be balanced with developer's, 5) Sets precedence for future development along Fanshawe, 6) No need for housing diversity, 7) No one will live in the units 8) City allowed the heritage house to be dilapidated and demolished 9) Notice was insufficiently circulated

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OZ-8624
Sonia Wise

PUBLIC LIAISON:	On February 16, 2017, Notice of Revised Application was sent to 350 recipients in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on May 3, 2017. A “Possible Land Use Change” sign was also posted on the site.
Nature of Liaison: The purpose and effect of the requested Official Plan amendment and Zoning By-law amendment is to permit a four storey apartment building with a total of 142 residential units.	
Possible change to Official Plan land use designation from Low Density Residential to Multi-family, Medium Density Residential. Change Zoning By-law Z.-1 from a Residential R1 (R1-7) Zone which permits single detached dwellings, to a holding Residential R1 Bonus (h-5*R1-7*B-_) Zone to permit an apartment building and associated regulations, with an increased density of 100u/ha, and a building height of 14.6m in return for enhanced building design, enhanced landscaping open space, enhanced universal accessibility and the provision of underground parking through the bonus zone. An h-5 holding provision will require a public site plan review process.	

Responses: The revised notice of application produced the following from 308 submitters:

- 159 emails, letters and faxes
- 3 phone comments
- 1 petition with 157 signatures total

Summary of Top Concerns and Comments:

Character: 1) Does not respect character of the area, 2) Attracted to and bought in area due to low density residential land uses, 3) Not compatible with scale, intensity or use, 4) No existing examples of proposed scale or density in neighbourhood, 5) Design is not sensitive to neighbourhood despite being flipped, 6) The change in zoning should not change the feel of neighbourhood, 7) Will interrupt the quiet and peaceful enjoyment of properties, 8) Concern with student rentals or transient population, 9) Maintain family-oriented community, 10) More consideration for the surrounding area when planning, 11) Excessively dense, 12) Not all intensification needs to be apartment buildings, 13) De-stabilizes neighbourhood

Form: 1) Proposal violates maximums for height and density, 2) overshadows adjacent properties, 3) insufficient buffer between proposal and surroundings, 4) concern no proposed perimeter fencing, 5) no reason to bonus for building aesthetics, 6) loss of views, 7) garbage storage and odours, 8) negative impact on vistas, 9) design is too modern

Nature: 1) Loss of mature trees, 2) enjoyed the landscape, 4) Loss of open space, 5) Maintain perimeter vegetation, 6) Environmental Impacts

Noise: 1)) Negative impacts of noise from development

Privacy: 1) Loss of privacy for abutting dwellings

Property Value: 1) Negative impact on property values, 2) Loss of security,

Services: 1) Negative impact on schools due to density, 2) too dense for existing services to support, 3) capacity for stormwater and runoff, 4) Increased risk of flooding on Donnybrook,

Transportation: 1) Concerns regarding the increased traffic on Hastings Drive, Donnybrook Road, Phillbrook Drive and Fanshawe Park Road, 2) Increased traffic leads to more traffic accidents, 3) Increased traffic and impacts on children/cyclist/pedestrian safety, 4) Concern for the access to Fanshawe Park Road East, 5) Concerns for the access onto Donnybrook Road, 6) Inadequate parking provided and overflow on local streets, 7) Location of parking garage entrance and noise, 8) area used as cut-through traffic currently, 9) location of parking entrance and noise, 10) will increase cut-through traffic, 11) increased noise and vehicle pollution on local streets, 12) install lights at Hastings, 13) increases pedestrian traffic, 14) inadequate local sidewalks

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**OZ-8624
Sonia Wise**

Use: 1) Object to apartment building in a low density residential neighbourhood, 2) should be single detached dwelling or low density if site redevelops, 3) represents spot-rezoning, 4) build medium and high density residential in areas already designated ie- near commercial nodes, 5) mid-block is no location for medium or high density residential, 6) not in keeping with planned function of area, 6) bonusing is not reasonable, 7) city should only approved responsible intensification, 8) inconsistent with Official Plan, 9) should be townhouses if site develops, 10) contravenes policies 2.4.1, 3.3.1, 3.3.2 of the Official Plan, 11) not opposed to infill but must be appropriate, 12) no need for more commercial, 13) scale down development to increase compatibility, 14) London Plan should not be considered as it is not in effect, 15) development of site should be a maximum of 2 storeys, 15) should be residential not commercial, 16) should be a public park or museum, 17) should be a smaller footprint and have less units, 18) should be 3 storeys instead, 19) 4 storeys is an absolute maximum, 20) there are better locations elsewhere for development

General: 1) Sets precedence for future development along Fanshawe, 2) New design does not response to neighbourhood concerns, 3) Development creates wealth for developer, 3) Examples of similar projects are irrelevant and too far away, 4) Impact of noise, dust and nuisance from construction, 5) No need for housing diversity, 6) No one will live in the units, 7) City should not approve projects without public input, 8) Poole’s would be very disappointed, 9) Current vacant site harbours crime/thieves, 10) if units are now smaller they will no longer be considered luxury, 11) Developer’s reports have errors that favour the development, 12) Neighbours’ rights need to be balanced with developer’s, 13) suspicious timing of revised proposal mailout

Public Engagement

At the time of the preparation of this report, there was a total of:

- 627 individuals that provided comments or signed a petition(s)
- 315 written correspondence submitted as letters, faxes or emails
- 24 individuals that provided their comments by phone
- 4 petitions including 660 signatures total:
 - Petition 1: 303 signatures
 - Petition 2: 65 signatures
 - Petition 3: 135 signatures
 - Petition 4 (generally same content as petition 1): 157 signatures

Public Information Meeting – June 2016

An informal public information meeting was held by the applicant on June 29, 2016, at the Church of St. Jude to discuss the details of the proposed development with the broader community. City staff, councillors and approximately 60-70 members of the public were in attendance.

Scoped Public Information Meeting – March 2017

A scoped public meeting was held by the applicant on March 22, 2017, to discuss the details of the revised proposed development with approximately 11 community representatives and the local councillor. The smaller scoped meeting provided a forum for more in-depth discussion, and clarification regarding community concerns.

ANALYSIS

Subject Site

The subject site is located on the north side of Fanshawe Park East, between Adelaide Street North and Richmond Street. The site is square-like with a frontage of 122m, and a lot area of approximately 1.42ha. The site previously contained a two storey single detached dwelling built

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OZ-8624
Sonia Wise

in the Victorian style circa 1880. The building was demolished in 2015 and the site is currently vacant, and well vegetated with a number of mature trees.



Figure 1: 3D view of subject site from south

Surrounding Context

The site is located within an established low density residential area which is dominated by a single detached dwelling form. Jack Chambers Public School is located approximately 400m to the north of the site, which also abuts Virginia Park. There are commercial uses to the east, (the Community Commercial Node – Home Depot/Sobeys Plaza), and to the west, (the Enclosed Regional Commercial Node – Masonville Mall).

Proposal

The proposal is for a low-rise apartment building of 4 storeys (14.6m) with 142 residential units. The building is in a 'U' shape with the massing oriented to Fanshawe Park Road East. There is vehicular access proposed along the east property boundary from Fanshawe Park Road East. The rear (north) of the property abuts Donnybrook Road with an access restricted by a 0.3m (1ft) reserve, and is proposed to provide pedestrian access only to the interior of the neighbourhood. The majority of the parking will be provided underground and an increased landscaped open space buffer is proposed along the north of the site.

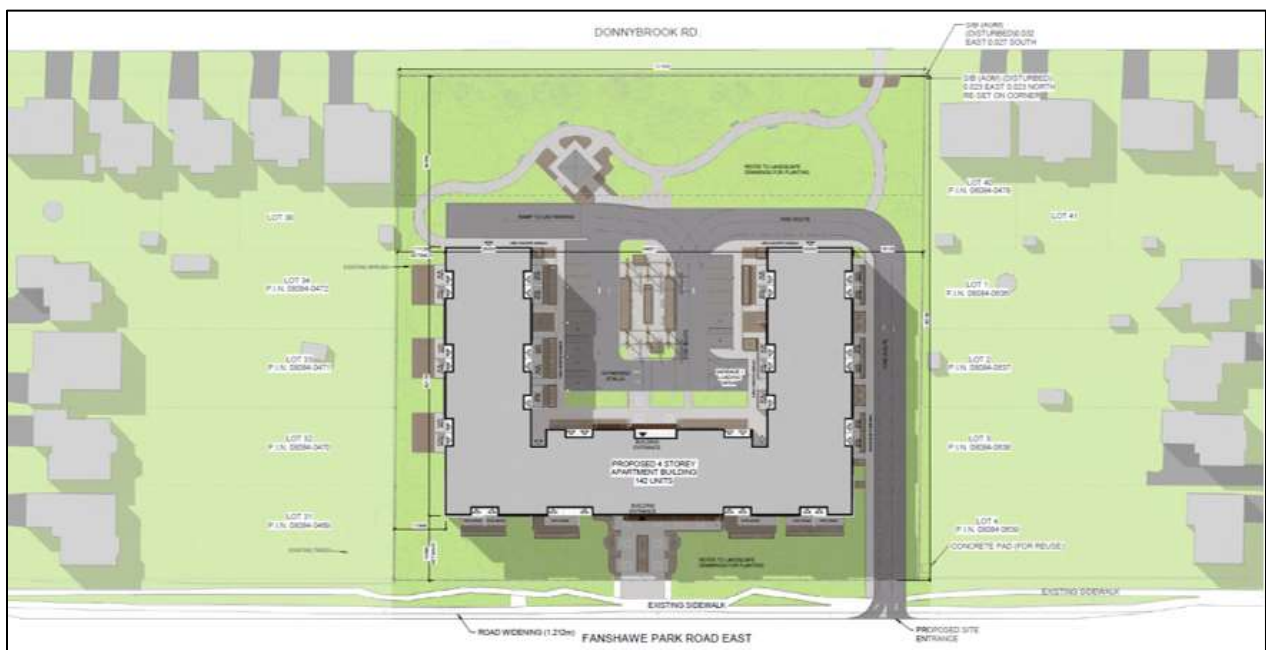


Figure 2: Conceptual Site Plan

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Difference between initial and revised design

The initial design proposed a 6 storey building with rooftop terrace features that stepped from 6 storeys along Fanshawe, down to 5, 4, and then 3 storeys towards the north of the property. Vehicular access was provided from Fanshawe Park Road East in the middle of the site through the building with underground parking in the rear.

There was a substantial number of community concerns raised at the time of the initial proposal which lead to consideration of an alternative design that was more responsive to the issues. The most notable changes include the following:

- 1) Reduction of building height from 6 storeys maximum to 4 storeys
- 2) Removal of rooftop terrace feature to address privacy concerns
- 3) Relocation of the driveway from the middle of the site to the east property boundary
- 4) Increased east and west building setbacks, and
- 5) Increased front yard setback to retain existing mature trees in the front (south) yard



Figure 3: Proposed rendering 4 storey design (revised)



Figure 4: Initial rendering 6 storey design (superseded)

Provincial Policy Statement 2014

The PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs (1.1.1 b) PPS). The proposed residential uses are appropriate for the site and integrate positively with the surrounding established residential community. The PPS encourages intensification and redevelopment where it can be accommodated, taking into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3 PPS). The proposal will develop a vacant, under-utilized site with full access to municipal infrastructure.

Settlement areas are the focus for growth and development, as the vitality of settlement areas is critical to the long-term economic prosperity of communities (1.1.3 PPS). The proposal represents an efficient re-use of an existing site within a built-up area, with convenient access to

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OZ-8624
Sonia Wise

nearby services and amenities. Land use within settlement areas shall be based on densities which efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available and support active transportation (1.1.3.2.a) & 1.4.3.d)). The proposal appropriately re-purposes the existing site and efficiently utilizes the existing public service facilities within a walkable neighbourhood, and supports public and active transportation options.

Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where they can be accommodated with respect to existing building stock, and the availability of infrastructure and public service facilities (1.1.3.3). The proposal has full access to municipal services including water, sanitary and stormwater infrastructure, as well supporting public service facilities. Additionally, an appropriate range and mix of housing types and densities shall be permitted and facilitated by the planning authorities to meet projected requirements for all forms of residential intensification (1.4.3. b) 2). The proposed intensification development provides a higher density and alternative housing type than currently exists in the immediate area which provides for a broader range of local housing options.

Minimum targets for intensification and redevelopment within built-up areas have been established by Municipal Council, which includes a target of 45% within the Built-Area Boundary for all new residential development, and a target of 75% within the Primary Transit Area for all new intensification (1.1.3.5). The development of the subject site helps to achieve these targets given its location within the Primary Transit Area and Built-Area Boundary. The proposed building provides a high quality design, including incorporating a commemorative feature acknowledging the historic association of the site, which encourages a sense of place by promoting well-designed built form and cultural planning (1.7.1 d).

Uplands Community Plan

The Uplands Community Plan was a developer-led community plan which was adopted by Council in 1998 to provide guidance for future land use in the area. The Uplands Community Planning Area is generally comprised of the lands which are located north of Fanshawe Park Road East between Adelaide Street and Richmond Street, and south of Sunningdale Road East.

The residential neighbourhoods within the Uplands plan area surrounding the subject site were approved through the subdivision process and registered and constructed circa 1984 (33M102), 1986 (33M138), and 1988 (33M175). As the subject site and surrounding area was already developed at the time of the preparation of the Community Plan, there was no specific policy direction to guide future development for the existing built-up area. The Community Plan still applies however, and certain themes and intentions regarding the strategic placement and integration of medium density residential development into the community are relevant to the proposal.

The integration of new medium density residential development within the plan area was intended to be located further away from low density residential development, which resulted in medium density residential uses along the arterial roads at the perimeter of the plan area. The medium density residential portions of the new Uplands Community were focused primarily along Sunningdale Road East and Adelaide Street North, with a small portion along Richmond Street south of the Northcrest subdivision, on the Granger Estate lands.

These locations were selected as they were along the arterial road system which provided easy access to the main traffic carrying roads without having to travel through lower density residential neighbourhoods. This facilitated a more efficient use of the infrastructure, as well as more effective use of the transit routes where planned and existing higher densities were located. The proposed development is located along the south boundary of the community plan area, and although a portion of the site abuts an existing low density residential area, it is oriented and located along the arterial Fanshawe Park Road East, similar to the development pattern of the

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rest of the plan area perimeter (4.7.5).



Figure 5: Uplands Community Plan Area – Aerial 1998

One related objective of the Uplands Community Plan was to formulate a land use pattern along major traffic arteries to reduce and avoid the need for noise barrier walls, given their unappealing aesthetic and isolating effect of the communities behind them. Through site planning considerations for the development of multi-family medium density residential land use, there is a greater opportunity to incorporate design elements which reduce the necessity for the installation of noise attenuation walls along arterial roads. This has been achieved by the new medium density forms along the arterials of Richmond, Sunningdale and Adelaide Street North.

The south boundary of the plan area bounded by Fanshawe Park Road East represents the portion of the area plan that was already developed as evident by the existing noise walls. The re-development of the subject site will result in a development oriented towards Fanshawe Park Road East that has amenity space provided behind the building. The proposed design does not require a noise wall which is in keeping with the intent of the community plan, and positively frames Fanshawe Park Road East (4.7.6).

The rationale contained within the Uplands Community Plan for the placement and development of multi-family, medium density residential is applicable to the subject site where it is located on an arterial road, utilizes existing transit services, minimizes vehicle trips to the interior of the neighbourhood, makes efficient use of servicing and directly addresses Fanshawe Park Road East without requiring a noise wall.

Official Plan

Strategic Plan

Chapter 2 of the Official Plan contains the underlying vision, strategic priorities, principles, assumptions and strategies that provide the basis for the rest of the policies of the Official Plan. One strategic objective for managed and balanced growth is to plan for and manage growth for the long term economic, environmental and social benefit of the community (2.1.3.vii). Additionally, part of the vision statement promotes an urban form with more intensive forms of

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OZ-8624
Sonia Wise

residential development focused along sections of major transportation corridors, such as Fanshawe Park Road East, and in designated nodes to facilitate public transit (2.2.1 v).

A variety of planning principles promote the compatibility among land uses, encourage compact urban form, enhance the character of residential areas, direct redevelopment and intensification to locations where existing land uses are not adversely affected, and to promote attractive, functional and accessible buildings which are sensitive to the scale and character of surrounding uses; which are further elaborated in the following sections of this report (2.3.1).

Residential Designations

The residential land use designations contained within chapter 3 of the Official Plan provide for housing and other land uses that are integral to and supportive of the residential environment. The various low, medium and high density residential designations are differentiated according to function, permitted uses, location criteria, density and scale of development. Residential land uses provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types.

Infill residential development is encouraged and promoted in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities (3.1.1 vi). The proposed development has access to full municipal services, and makes efficient use of the site within an existing developed area.

Location

The development of multi-family, medium density residential uses is supported at locations which enhance the character and amenity of a residential area (3.1.3. i). The proposed development is oriented towards Fanshawe Park Road East which frames the street and enhances the residential character in a location dominated by noise walls.

The Multi-family, Medium Density Residential designation is directed to preferred locations such as lands predominantly composed of existing or planned medium density residential development; lands in close proximity to Shopping Areas, Commercial Districts, designated Open Space areas or Regional Facilities; lands adjacent to a Multi-Family, High Density Residential designation; and lands abutting an arterial, primary collector or secondary collector street (3.3.2). Additionally, consistent with section 18.2.11.x) a development pattern which increases access to public transportation is promoted.

The site has direct frontage to the arterial Fanshawe Park Road East, as well as being a through lot with access to Donnybrook Road controlled by a 0.3m reserve. The subject site is centrally located nearly equal distance between two commercial nodes located to the east and the west. The major shopping and commercial area of the Masonville Mall node is located at the corner of Fanshawe Park Road East and Richmond Street, with the nearest extent of a commercial plaza located approximately 720m west of the site. The community commercial node of the Home Depot/Sobeys plaza is located approximately 685m to the east at Fanshawe Park Road East at Adelaide Street North.

The measure of proximity to these commercial areas can be evaluated by the actual distance from the site, the type and range of commercial uses available, and the convenience of access. Generally, a 400m distance is equivalent to a 5 minute walk for a pedestrian, and an 800m distance would equate to an approximate walk of 10 minutes, which would reach the nearest commercial uses in either direction. There are existing sidewalks on both sides of Fanshawe Park Road East, an off-road bicycle path adjacent to the street, and transit services that operate in both directions along Fanshawe Park Road East connecting the site to the nodes.

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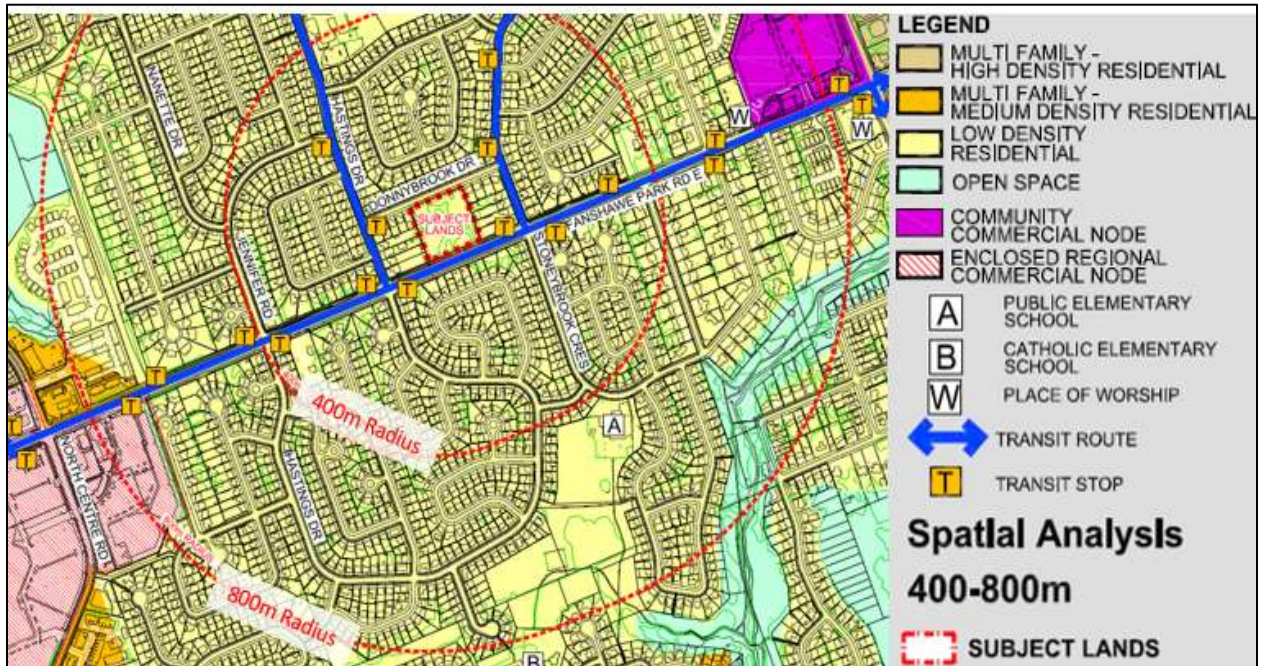


Figure 6: Surrounding Context

The Masonville Mall node is comprised of the actual mall located on the southeast quadrant of the intersection, as well as additional commercial plazas and uses located on all four quadrants of the intersection, and further east along Fanshawe Park Road East. The commercial uses in this location are comprised of a wide variety of office, medical/dental, grocery, convenience, service, entertainment, community facility, retail and shopping uses; which is one of the more intensive concentrations of commercial activity in the City, as well as being a source for local employment. It also houses a London transit commission hub/interchange providing additional connections to the rest of the City, which will be strengthened in its future role as a Transit Village and planned Rapid Transit Hub under the London Plan.

The community commercial node at the corner of Adelaide Street North occupies the northwest corner of the intersection, operating as a smaller commercial destination, providing a more local range of uses including grocery, pharmacy, home improvement, financial institutions and restaurants. While not as large or wide-ranging as the Masonville Mall, the plaza offers convenient access to serve the day to day shopping needs of the area.

Use

Existing Low Density Residential

The existing designation of the subject site is Low Density Residential which primarily permits low-rise, low density housing forms including detached, semi-detached and duplex dwellings. Infill housing through residential intensification may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing, and low rise apartments (3.2.3.2). The residential intensification policies contemplate infill development within established settlement areas, including the low-rise apartment building use.

Proposed Multi-Family, Medium Density Residential Designation

The proposed Multi-Family, Medium Density Residential designation primarily permits multiple-attached dwellings, such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged (3.3.1). The Multi-Family, Medium Density Residential designation may serve as a suitable transition between Low Density Residential and other more intense forms of land use, and it may also provide for greater variety and choice in housing at locations that have desirable attributes but may not be appropriate for higher density, high-rise

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OZ-8624
Sonia Wise

forms of housing (3.3). The proposed low-rise apartment building of four storeys is in keeping with the intended uses in both the Low Density Residential designation through the intensification policies, as well as the Multi-Family, Medium Density Residential designation.

Additionally, the proposed low-rise apartment building provides an alternative dwelling type, and choice according to location, size, affordability, tenure, design and accessibility, which is supported by policy 3.1.1 ii. The apartment building provides a new form of development that is not existing in the immediate environment, which adds options for accessibility and subsequently affordability based on the form, size of dwelling unit and type of development. The apartment building also supports the ability to age in place where downsizing to a different type of dwelling unit would not require a departure from the neighbourhood.

Intensity

Existing Low Density Residential Designation

The scale of low density residential uses generally ranges up to 30 units per hectare for new or greenfield development. The proposal represents residential intensification and the infilling of a vacant lot within a previously developed area, which according to section 3.2.3. iv) may exceed the range of residential unit types and densities within the Low Density Residential designation, up to 75 units per hectare. This would equate to 106 residential units for a property of this size (1.42ha), without the need for an Official Plan amendment. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings and low-rise apartments.

The form of development proposed is a low-rise apartment building which is contemplated within the existing low density residential designation; however the designation considers residential intensification in a range up to 75 units per hectare, and the proposal is for 100 units per hectare, requiring an amendment to the Official Plan designation.

Proposed Multi-Family, Medium Density Residential Designation

Development within the Multi-family, Medium Density Residential designation generally will generally not exceed four storeys and an approximate net density of 75 units per hectare. Some exceptions to the height and/or density limits may be considered through a site specific Zoning By-law amendment, including applications for bonusing under the provisions of 19.4.4 of the Official Plan (3.3.3. ii). Developments which are qualified to exceed the density of 75 units per hectare shall be limited to a maximum density of 100 units per hectare.

The subject site is proposing a change in designation from the Low Density Residential, to the Multi-family, Medium Density Residential designation. The proposal is also for a site-specific bonus zone to allow for an increase in density up to the maximum of 100 units per hectare in return for such facilities, services and matters described in the Bonusing section of this report.

Form

The development of well-designed and visually attractive forms of multi-family, medium density housing is encouraged (3.1.3 ii). The building is a 'U' shape which has the orientation and massing located towards Fanshawe Park Road East and away from the interior of the neighbourhood. There is a driveway located to the east of the property which leads to underground parking accessed by a ramp in the rear. Some surface parking spaces are provided behind the building within the 'U'. There is also a hard surfaced amenity area for the residents within the 'U' which provides additional more formalized outdoor communal space.

There is a generous landscaped buffer provided towards the north of the site which provides a park-like setting along Donnybrook Road and buffers the abutting dwellings to the northeast and northwest. The building location along the east and west property boundaries provides greater setbacks than what is required for an apartment building. The lots abutting the site to the east along Phillbrook Drive, and west along Hastings Drive are existing large lots which are rear-lotted

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OZ-8624
Sonia Wise

to the subject site, providing a desirable lot orientation where the dwellings are already located as far as possible from the proposed apartment building.

The proposed development has a contemporary design with a mix of building materials and colours to add visual interest. The use of various planes and changes in depth between building materials breaks up the massing of the building, and provides an articulated façade. The changes in roofline height similarly provide an interesting and articulated roofline. There is a central access into the building and lobby from Fanshawe Park Road East which provides a focal point and easy pedestrian access.

This proposed development, as well as other applications for bonusing or intensification along arterial roads are reviewed by the Urban Design Peer Review Panel (UDPRP), which is an independent body of industry professional volunteers including architects and landscape architects that provide impartial input into proposed building design. The UDPRP noted the proposed development is an appropriate solution for the site and a sensitive response to the existing urban context.



Figure 7: South Building Façade

Character and Compatibility

The character of a neighbourhood is comprised of a number of factors including the physical environment, lot composition, buildings, streetscapes, topography, street patterns and natural environment (3.2.3.3). A proposed change to zoning is assessed with attention to the implications the change may have on the character of a neighbourhood. Provisions will ensure that infill housing projects recognize the scale of adjacent land uses, and reflect the character of the area.

The character of the general area is low density residential in nature, which can be divided into the interior neighbourhood, and exterior along Fanshawe Park Road East. The character of the interior neighbourhood along Hastings Road, Phillbrook Road and the north side of Donnybrook is dominated by single detached dwellings built in the 1980's. The dwellings are predominantly 2 storeys in height and include a mix of building materials, notably brick and siding. Most dwellings have garages. The dwellings are oriented towards the interior streets of the plan area, resulting in a rear and side lotting pattern along Fanshawe Park Road East. The south side of Donnybrook Road on the north portion of the subject site has a natural, rather than residential character as it is comprised of existing trees, shrubs and other vegetation, and not dwellings.

The proposed development preserves the local residential character of the area by focusing the building form towards the arterial. There is no direct presence of the proposed building within the interior of the neighbourhood, or along a neighbourhood street, which maintains the existing low density form and feel of the neighbourhood. The existing streetscape along Donnybrook Road is also maintained as the vegetated buffer along the south of the road is proposed to be retained and enhanced with additional plantings.

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Figure 8: Donnybrook Road South and North side

Towards the exterior, there is a combination of noise walls, and a side and rear lotting pattern along Fanshawe Park Road which was developed to mitigate the impacts of the noise from the arterial, though also results in a reduced residential character. There are fewer discernible residential features along this corridor that are generally associated with character including built form, and instead this area is characterized by noise walls, hard surfacing and vegetation. The proposed development is oriented directly towards Fanshawe Park Road East which greatly enhances the residential character along the road, frames the street, and provides visual interest. There is also no need to provide additional noise walls given the location of the amenity areas towards the north of the site away from the noise source.



Figure 9: Fanshawe Park Road East Streetscape Viewing West

The Residential R1 (R1-7) zone is prevalent in the area, and allows for a maximum building height of 10.5m, which could equate to a 3 storey residential dwelling. The requested bonus zone is for a maximum height of 14.6m which would result in a 4 storey structure. This could result in a difference of one storey, which is a reasonable and modest increase, and compatible with adjacent single detached dwellings. The use of different building materials, plane changes, and lockable ground floor doors breaks up the building massing and creates more distinction, which is reminiscent of the proportions and design elements found within the neighbourhood. The location of the building on the property and the provision of the landscaping also provides for a harmonious fit within the exiting neighbourhood.

Shadow and Sunlight

The design and positioning of a new building should have regard for the impact of the proposed development on year-round sunlight on adjacent properties and streets (11.1.1 ix). A Shadow Analysis depicted the impacts of the shadow cast by the proposed building on the adjacent properties during the summer solstice, winter solstice, spring equinox, and autumn equinox during periodic times of the day at 10am, 12pm, 2pm, and 4pm. The proposed building has marginal shadowing impact on the adjacent properties during the modelling times, and will have some

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OZ-8624
Sonia Wise

interruption on sunlight outside of the times shown. The four storey form, and the use of the property setbacks will produce modest and reasonable amounts of shadowing on abutting properties. The shadow modelled is also only representative of the proposed building and does not include the existing impacts associated with mature trees.

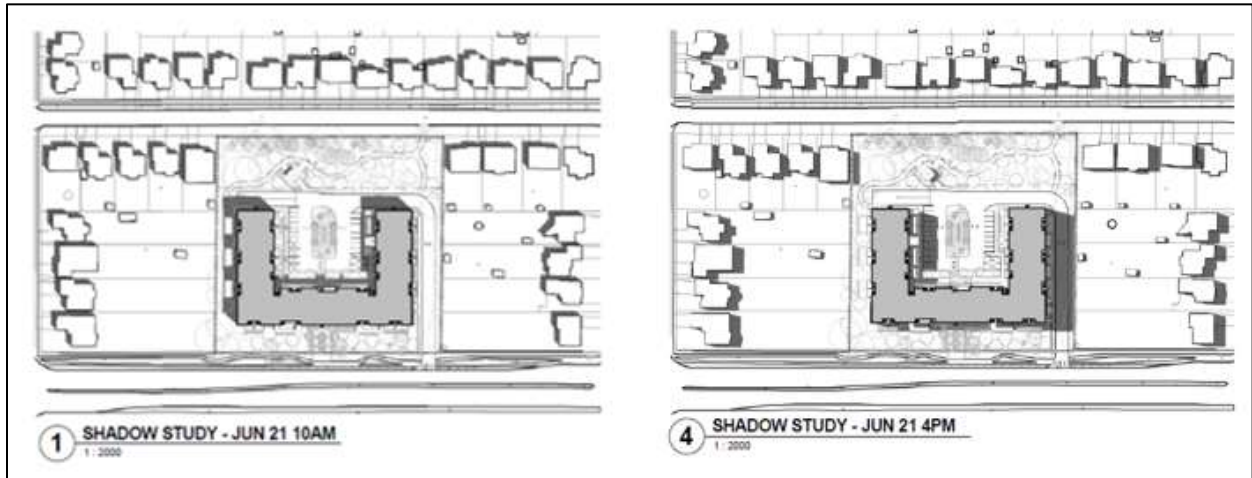


Figure 10: June 21 (Summer Solstice) Shadow Impacts 10AM & 4PM



Figure 11: December 21 (Winter Solstice) Shadow Impacts 10AM & 4PM

Privacy

The proposed building is appropriately setback from the property boundaries and is located well back from nearby dwellings, both due to the strategic placement of the building on site nearest to Fanshawe Park Road East, and the existing lot fabric and building construction in the surrounding neighbourhood. The site is currently vacant, and any development of the property could result in similar impacts to privacy as what is currently existing in the neighbourhood. For instance, the majority of dwellings framing the subject site are two storeys in height, with a few one storey dwellings. There are privacy impacts which currently exist between neighbouring dwellings and specifically the views created by the second storey windows to the adjoining properties, with a separation distance of approximately 5-8m total between dwellings. The closest dwelling to the proposed building is located 19.7m to the northwest, and 29.7m to the northeast, with the east dwellings located more than 70m away, and the west dwellings located more than 75m, which provides adequate space for screening and buffering.

Furthermore, under the current zone, the subject site could be rebuilt with a dwelling located as close as 1.8m to the east or west property boundary for a two storey building, and as close as 2.4m for a 3 storey building. If such a location was built on, the same over-looking potential, and impacts on privacy would occur. The proposed apartment building is based on the R8-4 base zone used for the implementation of such low-rise apartment buildings, which requires a larger

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OZ-8624
Sonia Wise

setback than a single detached dwelling form to create separation distance commensurate to the scale of development. The proposal is providing a setback of 15.4m to the east and 11.1m to the west which meets and exceeds the minimum 4.8m required by the zoning by-law. In addition to the setbacks, there is also adequate space to increase privacy through screening and buffering, which minimizes the loss of privacy for adjacent properties to the extent feasible (11.1.1 xiv). The impacts on privacy created from the proposed building would be similar to those privacy impacts which are currently existing within the neighbourhood.

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 east, north and west property boundaries, which in addition to providing physical distance separation, also provide space for buffering. The north boundary is well vegetated and proposed to remain largely intact which allows the trees, shrubs and other plants to provide a natural buffer. The east and west property boundaries are intended to have privacy fencing (ie- board on board) installed to address the impact of vehicle headlights accessing the parking. Plantings are also proposed along these property boundaries to provide for additional buffering above the fence height.

A Tree Inventory was prepared to identify the general type, health and/or significance of trees on site. A Tree Preservation Report and Landscape Plan will both be required at the time of Site Plan Approval to specifically identify existing vegetation to be conserved and provide the details of the new plantings. Site Plan Approval will be a public process which will allow for further discussion and refinement of the fencing material, retention or enhanced plantings, such as maintaining the existing cedar hedge at the perimeter where possible or desired.

Traffic & Transportation

The subject site is located along Fanshawe Park Road East, with two nearby secondary collectors, Hastings Drive and Phillbrook Drive, running north-south, and the local street Donnybrook Road flanking the site to the north, running parallel to Fanshawe Park Road East. The existing transportation network and street hierarchy has identified levels of service for the volume intended to be accommodated on the various road classifications, which are specified in figure 18.1 of the Official Plan. The existing arterial, secondary collectors and local roads surrounding the subject site have adequate capacity to accommodate the anticipated vehicular traffic generated, while still operating well below the intended capacity.

The city's traffic counts for the roads surrounding the site include the following volumes:
Fanshawe Park Road East – 32,000 vehicles/day (no maximum number of vehicles/day identified)
Phillbrook Drive – 2,700 vehicles/day (54% of a secondary collector, 5,000 vehicles/day)
Hastings Drive – 2,500 vehicles/day (50% of a secondary collector, 5,000 vehicles/day)
Donnybrook Road – 340 vehicles/day (23% of the capacity of a local street, 1,500 vehicles/day)

The vehicular site access is proposed from Fanshawe Park Road East along the east property boundary which allows a Right In, Right Out, Left In arrangement, though no left turns onto Fanshawe Park Road East from the subject site permitted. A Transportation Assessment was conducted for the proposed development which considered the current traffic conditions in the vicinity of the subject site, and the anticipated traffic that will be generated by the proposed development with specific focus on the impact of the two busiest times of the day which are the AM peak hour and PM peak hour. The City's Transportation Planning and Design Division has reviewed and accepted the findings of the Transportation Assessment.

The study determined the proposed development is forecast to generate 74 trips during the AM peak hour (7:30-8:30) with 15 trips in, and 59 trips out. Of the 15 trips in, 7 trips (47%) are arriving from the east, and 8 trips (53%) are arriving from the west. Of the 59 trips out, 32 trips (54%) are travelling east, and 27 trips (46%) are travelling west.

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OZ-8624
Sonia Wise

There are 96 trips forecast during the PM peak hour (4:45-5:45) with 62 trips in, and 34 trips out. Of the 62 trips in, 32 trips (52%) are arriving from the east, and 30 trips (48%) are arriving from the west. Of the 34 trips out, 15 trips (45%) are travelling east, and 19 trips (55%) are travelling west.

Parking

The site is located within Parking Area 3 of the city which requires 1.25 parking spaces per unit for an apartment building. There are a proposed 142 residential units which would equate to 178 parking spaces minimum, which is the amount provided. The apartment building use also requires 0.75 bicycle parking spaces per unit, which equals 107 bicycle parking spaces, which is being provided by the proposed development. The minimum requirements in accordance with the Z.-1 Zoning By-law for parking are met for the proposal.

Transit

There are existing London Transit services along Fanshawe Park Road East, including an eastbound stop located approximately 75m east of the site and a westbound stop located approximately 75m to the west. Routes 13 & 16 run along Fanshawe, with route 13 connecting the north part of the City to the downtown and further south to White Oaks Mall, and route 16 running along Adelaide Street to Pond Mills in the south east. At the corner of Hastings and Fanshawe there is an additional route (38) that connects the northeast neighbourhoods to Masonville Mall. The Masonville hub also provides additional services for routes 2, 10, 34 and 39, including the 90 which runs express from Masonville Mall to the downtown, and White Oaks Mall. The site is well served by transit and has convenient access to stops along Fanshawe and Hastings Drive. The transit services provide an alternative to private vehicle trips and will benefit from the increased ridership generated by the development.

Walking and Cycling

There are existing sidewalks along Fanshawe Park Road East for pedestrians on both sides of the road, as well as along Hastings Drive and Phillbrook Drive, and along the north of Donnybrook Road. The area has a well-developed network of sidewalks and paths, including the open space pathway, the Uplands Trail located within walking distance from the site. There is also an off-road multi-use pathway parallel to the sidewalk along Fanshawe Park Road East which provides cycling facilities directly connected to the subject site. There is a proposed pedestrian access through the site to Donnybrook Road which provides access to the interior of the site and increases permeability into the neighbourhood.

Services

A key benefit of infill development is the efficient utilization of existing municipal infrastructure and services. By increasing densities within existing areas, intensification projects can draw on existing services without requiring a costly extension. There are existing water, stormwater and sanitary infrastructure available to service these lands.

Community facilities such as the Masonville library, Virginia Park and the Uplands Trail are located within convenient distance of the site. The local school boards have confirmed there will be adequate capacity for expected pupils associated with the development, including the closest school, Jack Chambers Public Elementary School which is located within 400m of the site. Jack Chambers is part of the Thames Valley District School Board (TVDSB) which confirmed that the school is anticipated to decline below capacity within the next 5 years. Primary students will be accommodated at Jack Chambers Elementary School, and secondary students will be accommodated at A.B. Lucas Secondary School.

Tree Retention/Landscape Open Space

The site is highly vegetated with a variety of species of trees and shrubs, as well as existing

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OZ-8624
Sonia Wise

mature trees. The bonus zone allows for twice the amount of required landscaped open space provided, with a large portion of it located at the north of the site. The landscaped open space provides a park-like setting along Donnybrook Road, and maintains the existing vegetated character in that location.

The Official Plan promotes the retention of desirable natural features through the appropriate location of buildings and parking areas (3.1.3 iii). The building location was set further back from Fanshawe Park Road East to allow for the retention of some existing mature trees along the south, which will help soften the street edge and better integrate the new building with some of the existing features rather than through replanting. The parking associated with the building is largely being provided underground with a small number of surface parking spaces for visitors and loading. This allows the majority of the site to be maintained in its natural state for landscaped open space and conserves a large number of mature trees in the northern portion of the site.

Heritage

The subject site was previously occupied by a heritage listed single detached dwelling which was associated with historically significant families in the area. The dwelling has since been demolished, which was approved conditionally including one to acknowledge the historic associations of the property through interpretative signage or some other manner for any future development of the site

The proposed development is planning to incorporate a commemorative garden to acknowledge the historical significance of the site and association with the Geary, Rubinoff and Poole families. The Site Plan Approval Process will allow for further discussion and refinement of the details of the commemoration.

London Plan

Intensification

The London Plan places an emphasis on growing 'inward and upward' which encourages growth within the existing built-up area. Residential intensification will be supported in a variety of forms including infill development of vacant and underutilized lots and through redevelopment at a higher density than currently exists on developed lands (80.4 & 6). A target minimum of 45% for all new residential development will occur within the Built-Area Boundary (81). The Built-Area Boundary is comprised as the line circumscribing all lands that were substantively built out as of 2006, and includes the subject site. Intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (83).

Primary Transit Area

The Primary Transit Area (PTA) is located within the Built-Area Boundary, and generally bounded by Fanshawe Park Road to the north, which includes properties on both sides of the street (88, 89). The PTA is accompanied by: the greatest amount of transit infrastructure investment, the highest level of transit service, supporting municipal infrastructure, a high standard of urban design, and active mobility infrastructure (92.1-10). Development, such as the proposed apartment building, within the PTA is a major part of the strategy to manage growth in the city, including a target of 75% of all intensification to be achieved in the Primary Transit Area (92.3)

Neighbourhood Place Type

Neighbourhoods will be vibrant, exciting places to live including such elements as: strong sense of place and character, attractive streetscapes & buildings, diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age, well-connected neighbourhoods, easy access to daily goods within walking distance, employment opportunities, and parks and pathways (916).

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The range of uses and intensity that may be permitted within the Neighbourhood Place Type is directly related to the classification of street the property fronts, allowing a broader range of uses and intensities along major roads (919. 2&3). The intent of which is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, vibrancy and interesting communities (919. 6). The subject site is located on an Urban Thoroughfare which permits low-rise apartments with a minimum of 2 storeys and a maximum of 4 storeys. A potential 6 storeys may be achieved for an eligible development in accordance with bonusing provisions.

Zoning

The original zoning request was for an R8-4 base zone with a bonus provision to allow for a greater height and density. The recommendation is to maintain the base zone of the R1-7 with the bonus zone to specifically implement the building design proposed. This provides greater certainty to the public about the future form of development, and would allow for an additional public process if significant changes to the design of the building or site layout are proposed. The various zoning regulations of the R8-4 are reflected in the bonus zone, though the full range of R8-4 uses would not be permitted if the proposal changed.

Bonusing

The Official Plan allows for increases to the height and/or density limits applicable to a proposed development where certain services, facilities and matters are provided as set out in the by-law. Bonusing is a means to provide development features that result in a public benefit which cannot be obtained through the normal development process. The applicant was initially requesting to bonus for increased height (6 storeys where 4 storeys was the maximum) and density (100 units per hectare where 75 units per hectare was the maximum). Through the revised design, height has been reduced to 4 storeys, and the bonus request is solely for an increase of 25 units per hectare which equates to 36 more residential units, than would be permitted if the maximum density of 75 units per hectare was applied. The bonusable features associated with the proposed development include the following:

- A high quality development with a contemporary design and a mix and articulation of building materials including brick, metal panels, concrete, wood veneer and vision and spandrel glass;
- The provision of individual entrances to ground floor units on the south façade, with operable and lockable front doors, pedestrian scale features such as lighting and weather protection, and private amenity areas designed as courtyards enclosed with a combination of planters and decorative fencing;
- The provision of all but 18 required parking spaces below grade generally located under the building footprint;
- The provision of enhanced universally accessible features such as barrier-free access to all floors, and wide routes, paths and corridors which provide adequate width for persons using wheelchairs, scooters, pushing strollers;
- The location of all service and loading facilities within and behind the building and not visible from the public street;
- The enhanced provision of landscaping and retention of mature trees in a park-like setting at the north of the site with a minimum 60% landscaped open space; and
- The provision of a commemorative garden and/or signage to acknowledge the historic affiliation of the property within the landscaped open space towards the north of the site.

The resulting bonusable features will provide for an enhanced development with a high quality building design and sympathetic site layout. The bonusing provided is commensurate with the request to permit an overall density of 100 units per hectare, which is an additional 25 units per hectare above the 75 units per hectare contemplated under the Multi-Family, Medium Density Residential designation.

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OZ-8624
Sonia Wise

CONCLUSION

The proposed development is in keeping with the Provincial Policy Statement, the City of London Official Plan, the London Plan and the Uplands Community Plan. The property is well-suited for the intended development of a medium-density building form considering its physical size and shape, as well as its location adjacent to an arterial street and its proximity to public transit services and nearby commercial nodes. The proposed design has thoughtfully contemplated the various building elements that may have an impact on the existing neighbourhood and mitigated against any adverse impacts to the extent possible. The proposal provides housing diversity and choice within a predominantly single detached dwelling neighbourhood. There are full municipal services available to support the proposed intensity and the proposal makes efficient use of a site through infill development.

PREPARED BY:	SUBMITTED BY:
SONIA WISE PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

May 10, 2017

SW

"Attach." or "encl." (where applicable)

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OZ-8624
Sonia Wise

Bibliography of Information and Materials
OZ-8624

Request for Approval:

City of London Official Plan/Zoning By-law Application Form, completed by Carol Wiebe, April 7, 2016

Reference Documents:

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Correspondence: (all located in City of London File No. OZ-8624 unless otherwise stated)

City of London

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Gonyou, K., City of London Planning Urban Regeneration. Various emails to S. Wise. May 26, 2016 – March 30, 2017.

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Moore, R. City of London Wastewater and Drainage Engineering. Emails to S. Wise. June 24, 2016 & March 15, 2017.

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**OZ-8624
Sonia Wise**

O'Hagan, B. City of London Urban Design. Memos to S. Wise. May 24, 2016 - April 12, 2017.

McIntosh, C. & Chambers, S. City of London Stormwater Engineering. Emails to S. Wise. February 22, 2017 – March 20, 2017.

Departments and Agencies

Creighton C., UTRCA. Memos to S. Wise. June 21, 2016 & March 15, 2017.

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Kerry, G., CSCProvidence. Various Emails to S. Wise. April 4 -5, 2017.

Lacoursiere, V., CSViamonde. Email to S. Wise. July 20, 2016

McLean, R., LDCSB. Email to S. Wise. July 13, 2016.

Other:

Site visit July 13, 2017 and photographs of the same date.

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OZ-8624
Sonia Wise

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to 420 Fanshawe Park Road East.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on May 30, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - May 30, 2017
Second Reading - May 30, 2017
Third Reading - May 30, 2017

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**OZ-8624
Sonia Wise**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Low Density Residential to Multi-family, Medium Density Residential on Schedule “A”, Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 420 Fanshawe Park Road East in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the *Provincial Policy Statement, 2014*, and the policies of the Official Plan.

The recommended amendment to Multi-Family, Medium Density Residential will facilitate an appropriate infill redevelopment of the subject site in a form that is compatible to, and fits harmoniously with, the existing surrounding land uses. The proposed apartment building provides housing choice and variety in a neighbourhood dominated by existing single detached dwellings. The site is well served by municipal infrastructure, is strategically located between two commercial nodes and has direct access to transit facilities along Fanshawe Park Road East.

D. THE AMENDMENT

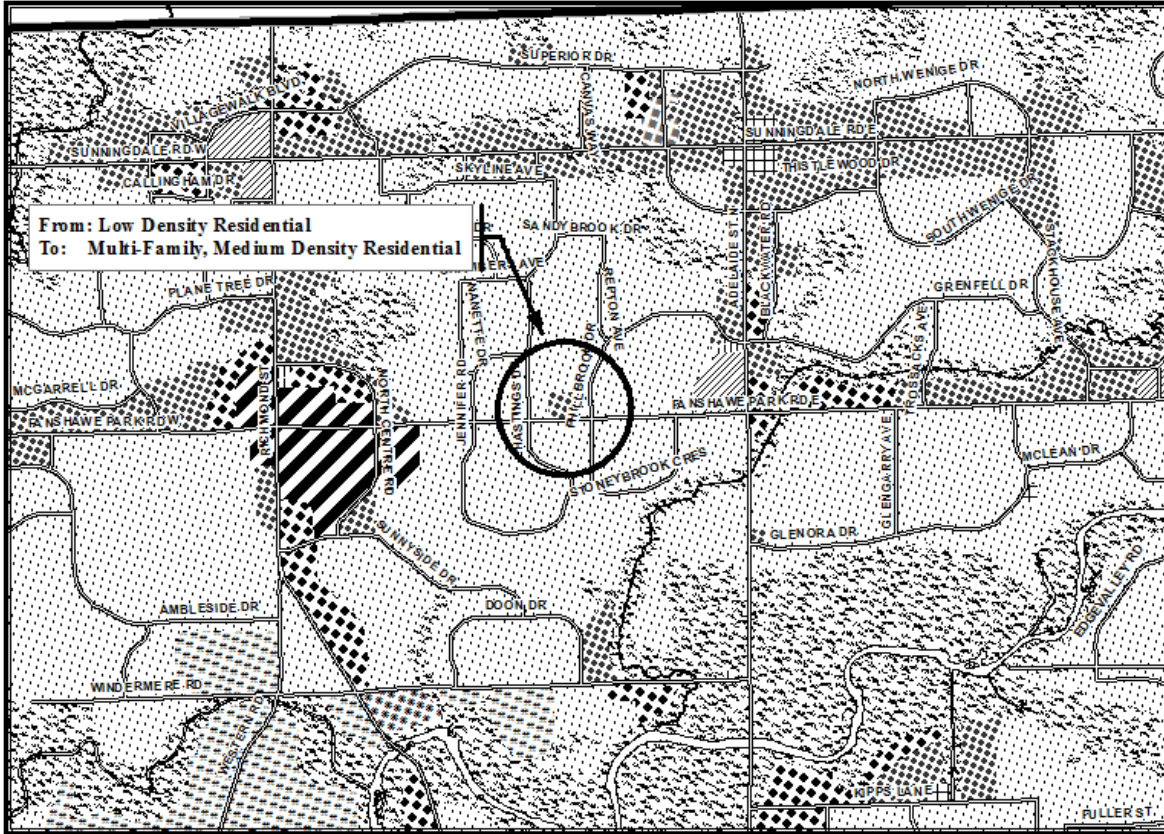
The Official Plan for the City of London is hereby amended as follows:

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 420 Fanshawe Park Road East in the City of London, as indicated on “Schedule 1” attached hereto from Low Density Residential to Multi-family, Medium Density Residential.

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OZ-8624
Sonia Wise

AMENDMENT NO.:



Legend

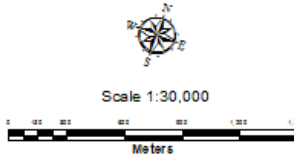
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8624

PLANNER: SW

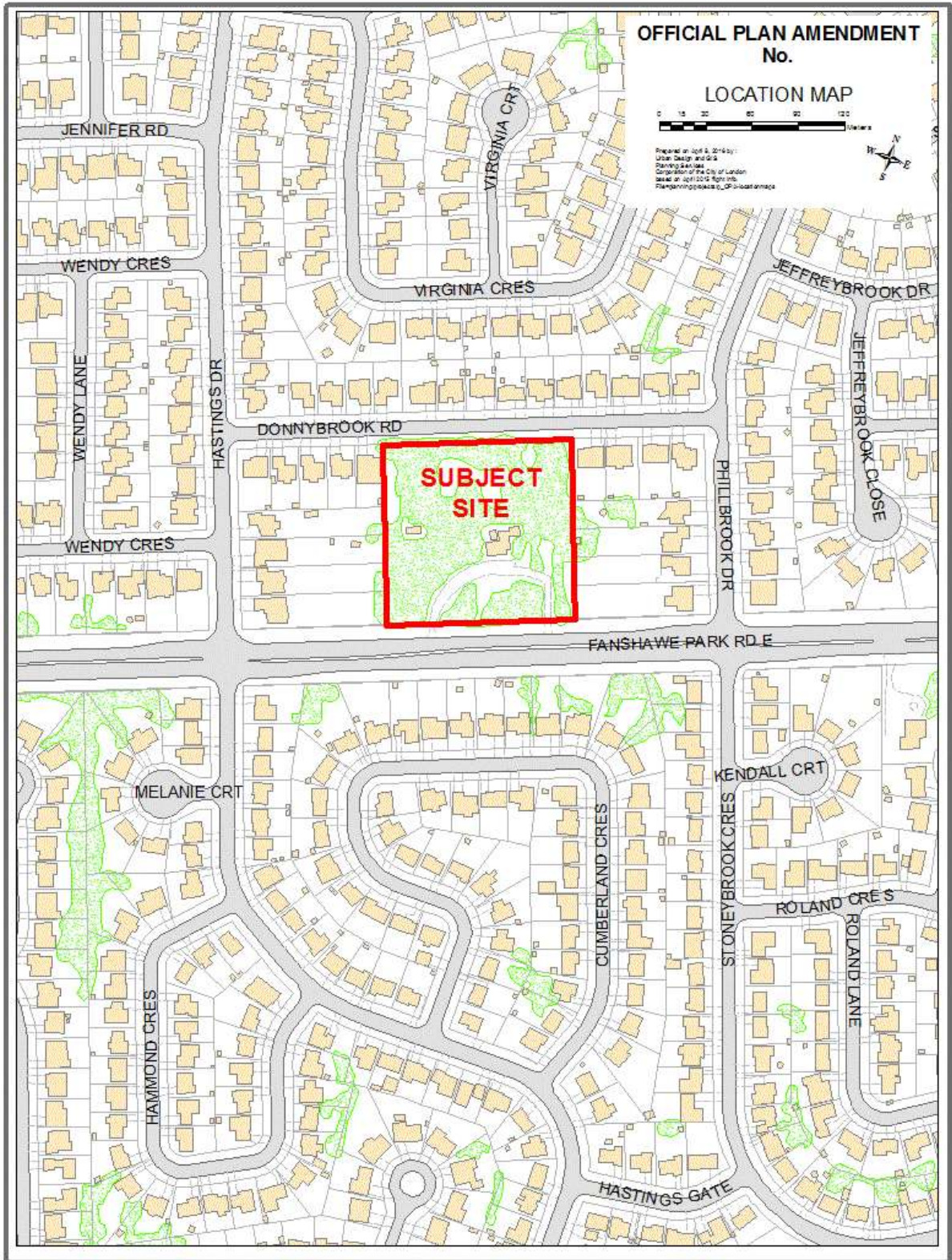
TECHNICIAN: MB

DATE: 2017/04/18

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\amendments\oz-8624\mxd\scheduleA_b&w_8x11_with_SWAP.mxd

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OZ-8624
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**OZ-8624
Sonia Wise**

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 420 Fanshawe Park Road East.

WHEREAS 2431602 Ontario Limited has applied to rezone an area of land located at 420 Fanshawe Park Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 420 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A102, from a Residential R1 (R1-7) Zone to a holding Residential R1 Bonus (h-5*R1-7*B-___) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

4.3.4() B() 420 Fanshawe Park Road East

The Bonus Zone shall be implemented through a development agreement to provide for an apartment building of 14.6m (48 ft) with an increased density up to 100 units per hectare in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A high quality development which substantively implements the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director of Planning and City Planner;
- ii. A contemporary building design with a mix and articulation of building materials including brick, metal panels, concrete, wood veneer and vision and spandrel glass;
- iii. The provision of individual entrances to ground floor units on the south façade, with operable and lockable front doors, pedestrian scale features such as lighting and weather protection, and private amenity areas designed as courtyards enclosed with a combination of planters and decorative fencing;
- iv. The provision of all but 18 required parking spaces below grade generally located under the building footprint;
- v. The provision of enhanced universally accessible features such as barrier-free access to all floors, and wide routes, paths and corridors which provide adequate width for persons using wheelchairs, scooters, pushing strollers;
- vi. The location of all service and loading facilities within and behind the building and not visible from the public street;
- vii. The enhanced provision of landscaping and retention of mature trees in a park-like setting at the north of the site with a minimum 60% landscaped open space;
- viii. The provision of a commemorative garden and/or signage to acknowledge the historic affiliation of the property within the landscaped open space towards the north of the site.

The following regulations apply within the bonus zone:

- a) Permitted Use:

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**OZ-8624
Sonia Wise**

Apartment Building

b)

Regulations:

- | | | |
|-------|-----------------------------------|--------------------------------|
| i) | Lot Area
(Min.) | 14,232m ² (3.5 ac.) |
| ii) | Lot Frontage
(Min.) | 121m (397 ft.) |
| iii) | Front Yard Depth
(Min.) | 15m (49 ft.) |
| iv) | East Interior Side Yard
(Min.) | 15m (49 ft.) |
| v) | West Interior Side Yard
(Min.) | 11m (36 ft.) |
| vi) | Rear Yard Depth
(Min.) | 39m (128 ft.) |
| vii) | Landscaped Open Space
(Min.) | 60% |
| viii) | Lot Coverage
(Max.) | 24% |
| ix) | Height
(Max.) | 14.6m (48 ft.) |
| x) | Density
(Max.) | 100 Units Per Hectare |

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on May 30, 2017.

Matt Brown
Mayor

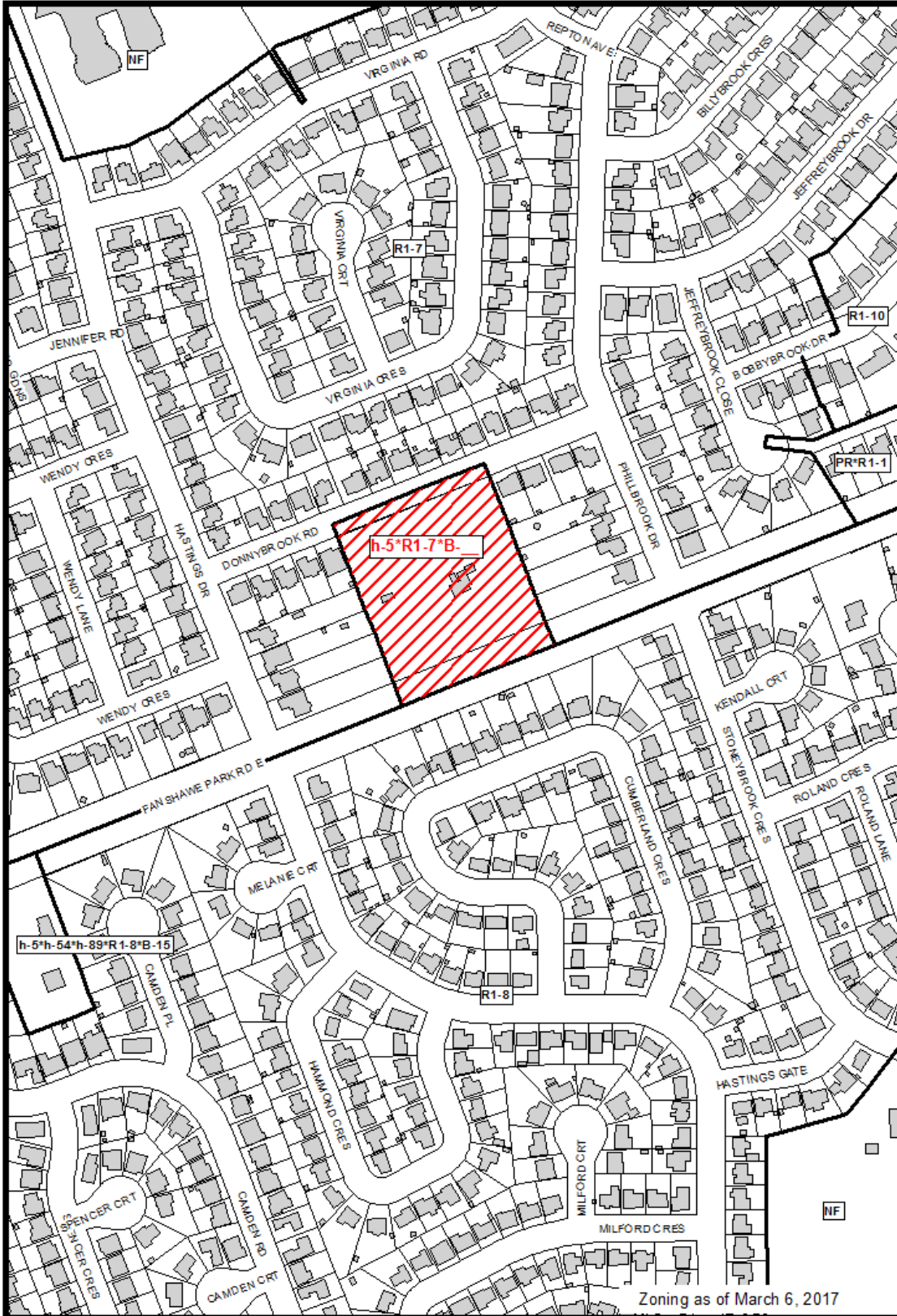
Catharine Saunders
City Clerk

First Reading - May 30, 2017
Second Reading - May 30, 2017
Third Reading - May 30, 2017

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OZ-8624
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AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



Zoning as of March 6, 2017

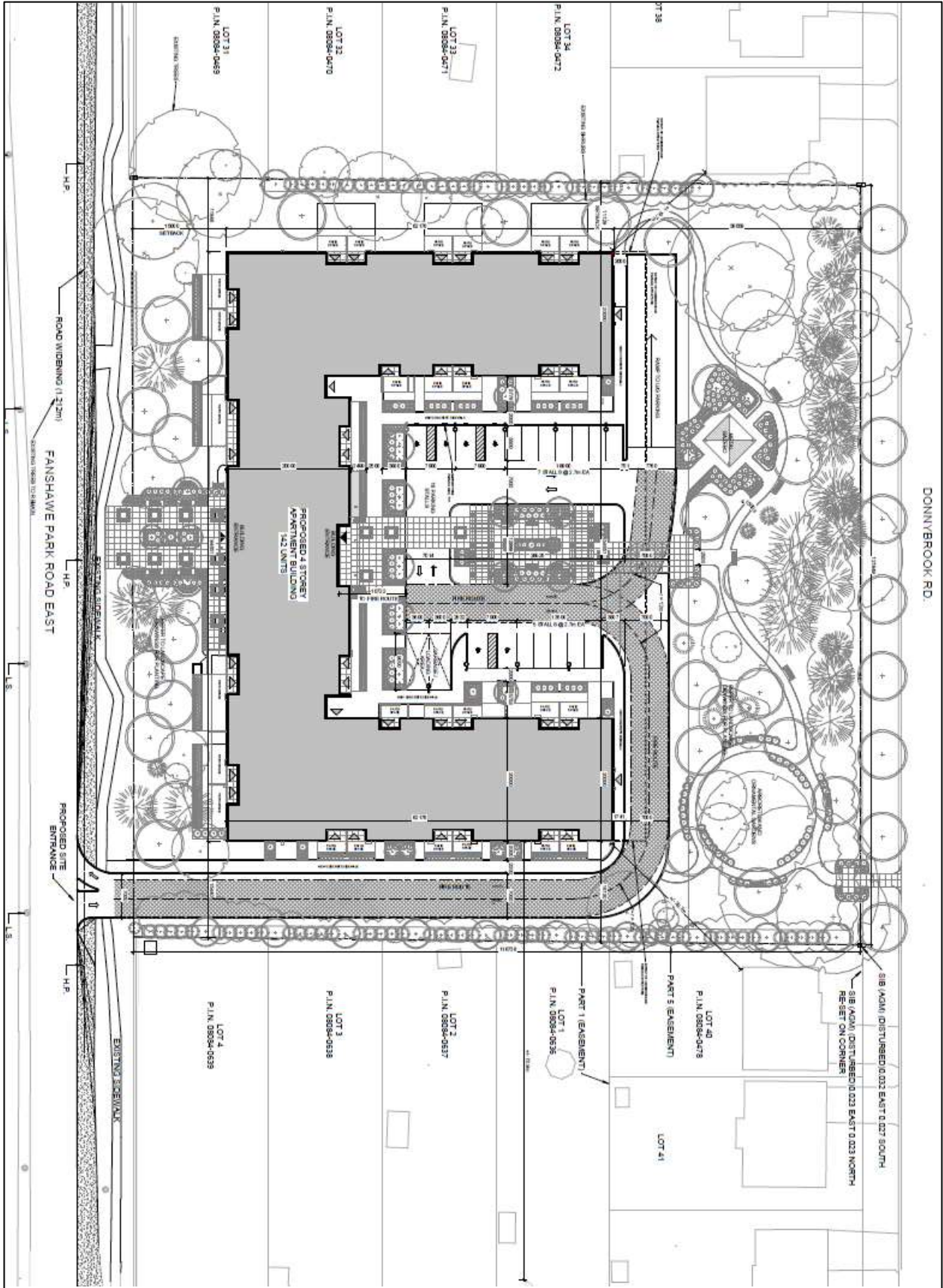
<p>File Number: OZ-8624 Planner: SW Date Prepared: 2017/04/18 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,500</p> <p>0 15 30 60 90 120 Meters</p> <div style="text-align: center;"> </div>
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Geoconbase

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OZ-8624
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Appendix "1"



OZ-8624
Sonia Wise

C:\Users\mberke\Documents\2007-7 FanShaw Park Apartments - Building - 04.dwg - 04.mberke.rvt

1 EAST ELEVATION

2 NORTH ELEVATION

3 SOUTH ELEVATION

4 WEST ELEVATION

GENERAL NOTES

1. REFER TO ALL DRAWINGS FOR THE LATEST REVISIONS.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES AND REGULATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
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10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.

EXTERIOR FINISH LEGEND

- 1 BRICK CLAY/CONCRETE
- 2 COLOR WASH
- 3 EXTERIOR STAINLESS STEEL PANEL
- 4 EXTERIOR STAINLESS STEEL PANEL
- 5 EXTERIOR STAINLESS STEEL PANEL
- 6 EXTERIOR STAINLESS STEEL PANEL
- 7 ALUMINUM PANEL
- 8 ALUMINUM PANEL
- 9 GLASS
- 10 GLASS
- 11 GLASS
- 12 GLASS
- 13 GLASS
- 14 GLASS
- 15 GLASS
- 16 GLASS
- 17 GLASS
- 18 GLASS
- 19 GLASS
- 20 GLASS

NO.	DATE	DESCRIPTION

FAIRSHAW PARK APARTMENTS ELEVATIONS

A3.1 - r8

srmm
ARCHITECTS INC.

207 N. COLLETTA
SUITE 200
DURHAM, NC 27701
919.487.1111