

PUBLIC PARTICIPATION MEETING COMMENTS

22. PUBLIC PARTICIPATION MEETING – Properties located at 770 Whetter Avenue/8 Fairview Court (SPA17-046)

- Malcolm Ross, Project Manager, Homes Unlimited and Jim Foot, Vice President, Homes Unlimited – providing background on Homes Unlimited, they have been operating affordable housing projects in London for forty-five years, they currently operate 467 affordable housing units in seven locations with a mix of townhomes and apartments, most recently they completed 77 Tecumseh Avenue which received an Urban Design Award; advising that each of the last projects were designed by architect John Nicholson, who has received many accolades here at Council; the Corporation is governed by a twelve member volunteer board, all the properties are managed by Arnsby Property Management; indicating that they are happy to be a rostered partner with the Housing Development Corporation; indicating that they have received approval funding by the Corporation and funding will be provided by Homes Unlimited's equity, bank financing and funding from the federal, provincial and municipal governments; indicating that this is a \$10.7 million dollar project and there will be a mix of one and two bedroom units with market units; pointing out that the building is fully accessible with twelve units being also fully accessible; advising that this is not subsidized housing, the program is meant to give people with modest income a chance to establish themselves and move on; typically these are young folks starting out or someone who had a good job at a plant and they have lost that job and they are starting over again; advising that, to qualify, applicants must have a household income not in excess of \$33,900 for those units that are seventy percent CMHC market rents and \$38,700 for those persons that are occupying units with eighty percent market rents; stating that the rents will be \$645 for a one bedroom, \$810 for a two bedroom and \$990 for market two bedrooms; indicating that the staff report outlines that they have met the requirements for the Provincial Policy Statement, the Official Plan, the London Plan, the current zoning and the requirements of CN to the northeast; realizing that the current site plan is quite different from the plan submitted in 2012, we believe that the plan addresses those points that were set out in the 2012 Council resolution; stating that they have addressed the drainage issues that have been raised by engineering the drainage on site and accommodating the drainage that is coming to them from the adjacent sites by way of infiltration, trenching and providing an engineered storage area to accommodate worst case storm events; the final engineered plans are being reviewed now by the City of London and they expect that they will be satisfactory; on behalf of the Board of Directors of Homes Unlimited, he is requesting that the Planning and Environment Committee support the approval of the site plan for this site.
- *(Councillor Hopkins enquiring what the units are composed of in terms of one, two and three; wondering if that has been determined.);* Mr. M. Ross, Project Manager, Homes Unlimited, responding that they are primarily one bedroom units with eight of the units being two bedroom units.
- *Councillor van Holst wondering how many of the eight market units; noting that the applicant indicated that the two bedroom units are market units and wondering about those.);* Mr. M. Ross, Project Manager, Homes Unlimited, responding that he misspoke, there are four market units; *(Councillor van Holst wondering about the traffic impacts as there are sixty-eight parking spots but they expect eleven trips during the rush hour, wondering how that number was arrived at.);* Ms. V. Santos, Landscape Planner, responding that sixty-eight parking spaces are required through the Zoning By-law and it is determined by the number of units; *(Councillor van Holst indicating that the number of trips might be low but comparing that to the number of parking spaces, he is wondering how we arrived at that number because that is a concern.);* Mr. M. Elmadhoon, Traffic Planning Engineer, responding that the trips generated by a certain development is normally estimated by the Trip Generation Manual, based on the number of units and that is how the trips have been estimated, to be eleven to seventeen trips during the peak hour; pointing out that this is different from the number of parking because, if you have some people going or coming during the peak hour, for example, seventeen trips, that means how many vehicles or trips go during the afternoon peak hour or the morning peak hour but the parking that you need is for people to stay overnight; that is the difference between the trips generated and the parking; Mr. M. Ross, Project Manager, Homes Unlimited, stating that they are very fortunate to be on a very good bus line which essentially connects to all parts of the city; expecting that, despite the fact that they are mandated to have that many parking spaces, they do not believe that they will be using that many.

- *(Councillor Turner advising that with respect to its proximity to the CNR tracks, there is a general guidelines with respect to how close buildings may be without buffering; advising that he does not know if there is a berm along the northeastern aspect between the building and the CNR tracks but generally it is asked that it is buffered between thirty metres and he is not sure if it is within that distance or not; wondering if he might get some comment.);* Mr. M. Ross, Project Manager, Homes Unlimited, responding that CN has provided them with their guidelines; there is a fifteen metre setback with a two metre safety berm that is required plus acoustic fencing on top of that berm so the berm is parallel to the rail line and they were also required to provide vibration attenuation within the foundations, brick on the outside and air conditioning for the units, which they are accommodating; *(Councillor Turner asking what the distance is, roughly, between the corner of the building and the rail.);* Mr. M. Ross, Project Manager, Homes Unlimited, responding fifteen metres.
- *Councillor Hopkins wondering, with the building located so close to the tracks, was there a noise study done.);* Mr. M. Ross, Project Manager, Homes Unlimited, responding that there was a noise study completed and that has been reviewed by staff; Ms. V. Santos, Landscape Planner, responding that there is a holding provision on, h-65, which requires the noise and vibration study be reviewed and when that is accepted by staff and all of the other agencies have been satisfied, a separate holding provision application will be made to formally remove that.
- Dr. Robert Seguin, 4 Fairview Court – declaring a conflict of interest because he is about to get the easement property back so he can park his car beside his house; stating that if his basement floods every day his parking spot will not be of much value to him; expressing concern about the flooding because the total impermeable area of the building and the parking lot approaches or exceed seventy-five percent of the land, which in modern, urban planning is considered to be very difficult for water drainage; expressing appreciation to hear the plans to drain the water but his biggest concern with the site plan is the slope of the parking lot and the elevation of the swale below the level of drainage of the parking lot to make sure the peak flow and sedimentation which is in the by-laws on planning are addressed sufficiently; advising that it is wonderful that a noise study was done to see if the residents of the building are bothered by the train but what about the seventeen houses where the biggest building adjacent to all the other buildings down the street that are high density but in a block that is only single family residences, the single biggest building in the entire neighbourhood will be this one with seventy-four more people plus the train noise; wondering who studied the effect of the noise on the seventeen people living in the houses around this thing; responding, to date, nobody; discussing the traffic on the street, when that train goes, it blocks traffic all the way up and down that street; the conservative estimate is seventeen passages of cars at peak rush hour, which is really low; expressing appreciation to hear that the garbage is going indoors and not outdoors to stop pest and nuisance and smell; expressing appreciation that the building is far away from the residents and that there are lighting and noise considerations; indicating that as the Committee proposes and grants this, you are putting the biggest building in the entire area right next to single family homes, as long as you are really aware of what you are doing there, we trust you to manage the water, that it does not flood them out and the vibrations from the building that it does not destroy their sixty year old foundations; every one of those houses is sixty to eighty years old with weeping problems; if you have flooding problems from all of them, there are constraints of law that say that you have to pay for it if it is the result of a developer or the city; weeping to flooding, who knows what the impact will be, he does not; that is a consideration when that building is put up.
- Heather Picton, 16 Fairview Court – advising that they have already been through this process five years ago and their concerns are still the same – flooding, lack of privacy and traffic flow; stating that whenever it rains four out of five houses on her small street have their basements flood, she is the only lucky one so far; thinking that with the interruption of the land behind them that it is only going to get worse; referring to the water study, which shows that there is a water source on this property; advising that traffic is quick moving in this area as a short cut to the hospital on Wellington Road; they have two schools and a daycare within walking distance; they also have backed up traffic from the CN Rail signals not working, they are constantly dinging when there is no train or there was a train two hours ago, she is always calling the 1-800 number to have that stopped; advising that there is going to be accidents because of the train and now you are going to have even more traffic there; commenting that one of the responses in the staff report, someone wanted to reopen Thompson Road, which is essentially our street, Fairview Court, which is not a great idea because they have all of the foot traffic from all of the schools coming through; believing that it is the busiest dead end street in town, especially when they had Angelo's next door and now they have a medical clinic and people are constantly walking through; if they reopen that it

is going to be disastrous to the children who are walking both ways to either school; reiterating that they have schools on either end of their street; stating that the height of this building will tower over their one and two storey dwellings which is facing all of their bedroom windows; advising that, in the winter, she can currently see the lighting from the three bedroom apartment buildings across the street from this location because there are no leaves on any of the trees; imagine having a building four storeys high is now going to be incredible; wondering if the noise from the train will bounce off the building and make it even worse; their houses shake, they always know when the trains are there but is it going to be even worse now that it is bouncing off a four storey building.