

## PUBLIC PARTICIPATION MEETING COMMENTS

### 3.5 PUBLIC PARTICIPATION MEETING – 1395 Riverbend Road – Zoning By-law Amendment (Z-9098)

- *(Councillor S. Turner could not quite see the delineation in the report of where the OS1 that is being rezoned is.);* Mr. L. Mottram, Senior Planner, responding that the small portion of the northwesterly corner of the site is zoned OS1; he believes it is only in the area of about 2,000 to 3,000 square metres, it is a remnant Open Space, it was originally planned as part of a stormwater management facility which was to extend from Oxford Street all the way north to Shore Road and a twenty-five metre corridor along that side of Westdel Bourne, when the functional designs were done for the stormwater management facilities it turned out that the northerly portion of the corridor was not required for the conveyance channel and infiltration so that was left as remnant Open Space and that is the portion that they are talking about here.
- Derek Satnik – advising that Mr. L. Mottram, Senior Planner, has basically covered everything that is on this slide but he has met with several staff from different departments for advice prior to, obviously the development is a little unique so they tried to get advice along the way from many of the City departments to make sure that they are not doing anything that they should not do or being confused in any way; he will say that one thing that came up is bike ratios, we have been encouraged to maximize bike usage in this site; we have already put quite an effort into active transportation thinking and our whole emphasis is live in a park, not a parking lot; we are well connected with all the trails around us, there is lots of landscaping on this site; we have 74 bike stalls for 80 residences; privileged to be one of the authors of the LEAD program, several versions of the LEAD program nationally; suggesting that this is actually pretty high compared to what they would expect from usage but they think that is a good thing; they will promote and encourage that; advising that they have been encouraged to consider one to one and if you would like to ask him during the questions he will explain why they think that is excessive but they were glad to put 74 spaces in there at least; providing a broader context, what you see here is the Master Plan for West 5, this is not us, this is Sifton Properties Limited, all credit to them; we are very proud to be part of what is going on there but they have put some very deliberate effort into making sure that they are not repeating or being redundant with anything that is there, they wanted to be complimentary so there are some things that they are specifically not doing and we tried to respect those things around that and work with them but, for example, there is a fifty acre park right north of them and we want people to have access to that, we do not need park uses on our site, we have purposeful landscaping instead; we have put some effort into accessibility and we are right close to a retirement facility that is much better suited to that so our expectation is that we may have families living in our space which will access and use that facility for other family members so we want us to be visit able but we do not necessarily have ideally designed accessible units for people who would really be better served in that building; reiterating this is just an example; there are many things that they are not but they are blessed to be so close to the rest of what West 5 is and it will be, lots of good discussion we could have there; showing a visual of what this concept is because it is different and the goal was to get rid of driveways and cars which, of course, we cannot completely get rid of but we did our best; the concept is very much around active transportation and providing a living experience that is not car centric, it is supposed to be pedestrian centric so you do have to walk past lots of beautiful growing things to be able to get to your front door; the distance to walk is very comparable with a lot of other townhome developments in town and other examples that they pulled from other areas but really the goal was to make sure that they have the cars but not too far away; the idea would be that you could pull up the car in front of the garage, this is going to take us a little longer yet to finish, but you pull up the car in front of the garage, drop off the car, get out with your kids and groceries and walk home, press a button on your phone and the car parks itself in the

garage and when you come out of your house later you can call it from your phone and it will park in the same place and wait for you; there are some technical things that they are doing that are not your concern but that illuminates part of why they are looking at the layout that really they do not want the cars to be in the middle of everything, we want you to be in the middle of everything, that idea; so the cars are all hidden in the garage, we have done lots of work with these providers of these garage type technologies to make sure this is appropriate and Mr. L. Mottram, Senior Planner, has been a good advisor to us; we have been asked repeatedly why the round shape and why the relation between the four shapes, it is a long story and he will just hit the highlights but the highlights are all of these different things, we looked a lot in this exploration in net zero energy, we looked a lot on how to maximize the benefit of our solar panels so we did a whole big study, he will spare the Committee the details but we were looking for what is the optimal orientation for that sloped roof to actually get really good solar yield; separate, quite separate, from that we worked with the windy test facility from Western on the east end of town, he is sure some of you are very familiar with it, we commissioned them to do a wind study for us about what the optimal orientation will be to make sure we do not bury anybody's front door in snow because these things are round and they do not want the snow accumulating in the wrong place so very interesting results from them and then very practically fire and garbage trucks have to get in there so where the roads need to be if everyone, you need to be able to get your garbage out and it would be rescue able, serviceable from emergency service and emergency responders so the layout that we have is the optimized combined layout with all of those considerations; we were actually very fortunate that most of those recommendations came back within five degrees of each other which he has never seen happen before so they were happy that it actually lined up very well; there is lots of other science behind that, those are just to hit the highlights, that is why the orientation; this was actually really helpful feedback we got from one of the local residents, it expressed some things we had already thought about, it excused the resolution as being captured off the staff report so there is more reference to this in the document in the staff report; he did want to comment very briefly though on views because things like shading affect our solar so we study that all the time for solar reasons and at this latitude on the earth, roughly the same latitude that you are on the globe, forty-second meridian forty-five degrees and a thirty-five metre distance from us to the neighbours means that we would have to be thirty-five metres tall to create any shading impact on them at all and we are clearly not so there will be no shading impact; clarifying that the red box there is the only amenity space, they have one to share among the four clusters there is not one on top of all of these, only one to share and that is our highest space; eyeballs in that space will be at about a fourteen-fifteen metre level, the highest eyeballs otherwise will be eleven metres so they will not see anything in any of the neighbours yards at all, they will see the fences maybe and hopefully just the trees that we put around them but the fifth storey will have nice views into the stormwater feature which is what we want and that was really the most meaningful things that he could contribute to the discussion tonight; otherwise there is lots of discussion that we are prepared to have. (See attached slides.).

- Maureen Zunti, Sifton Properties Limited – indicating that they are the owner and developer of West 5; indicating that Sifton Properties Limited is in full support of the Zoning By-law Amendment, we feel that what S2E is proposing is fully in keeping with the very innovative and sustainable nature and vision and goals that we have for West 5.
- Dave Cooker, 1921 Ashgrove Court – advising that he is diagonal to this development; indicating that when they purchased their home not too long ago, it was when West 5 was planned so we were fully aware of what was going to be happening there and this does go with the spirit of the West 5, with what they are going for; expressing concern with the height and the noise; the first one with the height, when we bought our place he did review the zoning of the area and the twelve metres across there and now with a fifty percent increase that is a pretty big thing when the three corners are basically two storey buildings and then you come out and now there

is going to be a five storey building over there and yes, he does know it is gradual but if you do look at the pictures the majority of it is over the four storeys up to the five and he just feels that they could have gone with all of those benefits that this does bring why does it have to be five storeys and with the zoning amendment along with the height that area has gone through a lot of zoning amendments and he just wonders how many are there going to be and who is reviewing the area because there has been a lot of them in a short period of time and they had eight seven two five eight nine two four nine one one five and now this so the one was with the retirement residence which was brought up, that had a zoning amendment and that was in regards also to the height and there was concerns on Shore Road with the height of that and now there is the height of this, there is a school down Shore Road, kids walking and now there is going to be these taller buildings along that road with traffic; 17.1 metres out of the eighteen is a big change from twelve metres max before; expressing his other concern is the noise, he knows there was a noise study but what he can tell from it is that it was just data provided from the manufacturer and conveniently the evening maximums were basically right at the max, the night time was right at the maximum; question is this, which is after the night is forty-five decibels and the predicted was forty-five or forty-four and it is based on data from the manufacturer and his question is that when he is out at night in his backyard at a fire or whatever is he going to hear humming from these elevators, is there going to be a follow-up study of what an actual real life noise that this is going to make; reiterating those are his two concerns.

- James Aiken, 93 – 2040 Shore Road – believing it is the closest unit on the condominiums to Block C and pretty much his focus is on Block C which is the unit just south of 2040 Shore Road basically; advising that their biggest concern is purely a privacy factor; advising that they moved in about six months ago into the unit obviously not knowing about what was to come across the road; indicating that he is in automation so he is happy with the development, he thinks it will be good for the area; purely Block C from a standpoint of privacy they have expanded their yard area and we feel that given four to five storeys it is pretty easy to see straight down into our yard and he thinks with seven metres of landscaped space between the units and Shore Road he does not feel there is enough space there to landscape enough to actually block a view from the clubhouse directly into their yard; thinking you mentioned a unit of about thirty-five metres to our fence; indicating that is probably the biggest factor; he guesses his question is if we go ahead with this why could we not rotate Block C by one hundred eighty degrees pretty much putting it in line with the same orientation as Block D from a solar point of view and angles of the sun onto the units theoretically should be the exact same and mitigate the factors of the privacy of himself and the neighbours around him.

- Mark McConnell – advising that he is a resident of Ward 9 and he lives in the Riverbend community approximately thirty paces from the address planned for rezoning; apologizing that that is not more accurate; after the past fifty years of living and working in the City of London he has been a resident of Oakridge, Northridge, Masonville, Woodfield, Old North and now for the past five years, Byron Riverbend; thanking the Planning and Environment Committee for their hard work and for listening to the concerns of their citizens; noting that his comments will be somewhat brief; advising that he has no disagreement with the City wishing to increase the sustainable development features including the green roof, wall treatments, electric vehicle charging stations and rooftop solar reflectors; expressing disagreement with the changes to the zoning at 1395 Riverbend Road allowing for a much higher density housing from thirty-five units per hectare to a density of forty-five and he strongly disagrees with increasing the maximum height allowance to eighteen metres from the current twelve metres; stating that he does not believe that a fifty percent increase in the height from forty feet to just under sixty feet is warrantable in that area; the height of these buildings is too much for this particular section of plan, the buildings would not look in keeping with surrounding residential area, the residents directly to the west of these buildings are single detached houses of no more than two storeys above ground; directly to the north are two storey townhouses and none

of these structures is anywhere near the five storeys in height these new buildings would extend; as a for instance the headquarters of Sifton Properties Limited at Riverbend and Oxford Street is no more than three storeys tall and a similar area to the east of this property at the corner of Shore Road and Kains Road holds the McCormick Retirement Home, it is a three storey low rise building with a maximum height he believes of just over twelve metres, that is more in keeping with the aesthetics of this neighbourhood; advising that he has seen the renderings on the SE2 website for the EVE Park development and it is very telling to him that of the four pictures showing for these buildings only one shows the actual five storey rendering and the rest are the three storey designs; it is also a pretty disingenuous mix of clip art and alterations and it does not look at all harmonious given this particular neighbourhood, it is anything but.