

PUBLIC PARTICIPATION MEETING COMMENTS

3.8 PUBLIC PARTICIPATION MEETING – 420 Fanshawe Park Road East (SPA18-024)

- *(Councillor M. Cassidy talking about the access to the Donnybrook sanitary sewer and wondering if staff have an idea of the impacts that will have on Donnybrook, will accessing that sewer from the site result in serious construction roadwork on Donnybrook itself.);* Mr. M. Almusawi, Technologist II, responding that the construction of the sanitary sewer will have some impact on traffic, that can be mitigated through an appropriate traffic management plan that is part of the application that will be reviewed by City staff; *(Councillor M. Cassidy enquiring about something that may have been covered in an indirect way; it is her understanding that there is at least one old well on this site that used to be accessed by the property back when it was originally built and there have been some concerns in the area about whether or not that well has been or will be adequately capped.);* Mr. M. Almusawi, Technologist II, responding that the Geotechnical report did not identify a well on site; however, they have reached out to the Geotechnical Engineer to investigate whether a well exists or not; any wells that will be found on site will have to be decommissioned as per the Ministry of Environment and Climate Change requirements and guidelines.
- Edward Thomas, SRM Architects, on behalf of the owner of the property – expressing that they have no concerns with the recommendation and site plan at this time; advising they have worked for a number of years on this project and they feel that the proposed development meets all the requirements from the public meetings and feel that they have a very strong application and will improve the neighbourhood greatly.
- Mr. Arbi, 291 Chambers Avenue – indicating that he does not live far from this project; advising that this project is within his area of interest when it comes to a project; noting that, on the other hand, if the project was one kilometer to the north where it would not interfere with people's lives, he would completely agree with the project; reiterating that the project being where it is, will cause many problems for people living in that area; noting that he has been in this area for over twenty years; seeing the changes to the traffic, changes to the neighbourhood and this simply seems to be the biggest change he can ever recall; reiterating that he does not agree with the project for many reasons, one of them being the ten percent green area that this neighbourhood is lacking and now we are trying to bring more people living in this area and building more; *(Councillor S. Turner asking that comments be limited to the site plan itself as the application has been approved so the questions of its merit of whether it should be or should not be are comments that happened last year.);* Mr. Arbi advising that he simply objects to the project for many reasons, one of them being the green area that they are losing and the rest of them are the Councillor for Ward 5 spoke about.
- Bruce Curtis, 99 Wendy Crescent – expressing appreciation for the opportunity to speak this evening with respect to their concerns regarding the site plan application for 420 Fanshawe Park Road; advising that, while there are some smaller issues of concern for the neighbourhood, he will allow some of the other residents to speak to those but he will draw the Committee's attention to three main issues which he will focus upon, which are landscaping and tree cover, groundwater issues and traffic and parking; beginning with landscaping and tree cover, Mr. Chair, in the report, staff are quoted in Section 4.4 of the report saying "the existing vegetated area is proposed to remain largely intact and will continue to provide a natural buffer, which he finds hard to believe when one looks at the extensive massing of the building on the site which will remove a very large number of trees and further, what the staff report does not address is the extent of tree removal on the site; indicating that the site plan and landscape plans of the developer indicate a significant number of trees will be removed; the developers Tree Protection Study shows that 176 trees were inventoried on the site and 126 of those trees will be removed; under the City's normal tree replacement requirements, the removal of 126 trees would require a replacement of 378 trees; however, the developer is proposing to replace only 61 trees which results in a significant deficiency of 317 replacement trees; believing that a substantially better effort needs to be made by the developer to ensure fulfillment of the tree replacement requirements; noting

that some of the replacement trees could include a number of new cedars along the Donnybrook Road frontage to create a more effective visual noise screen and buffer along this property line; advising that the landscape plan does not include any proposed enhancement of the existing cedar privacy hedge along the rear of the property line adjacent to Donnybrook Road; indicating that the existing cedar hedgerow currently has a number of gaps in it and the mature cedars are experiencing some die back at this point and that reduces the amount of screening offered; the landscape plan should add to and increase the amount of screening and buffering in that hedgerow to effectively ensure proper screening; additional consideration could be given to requiring the developer to plant trees elsewhere within the neighbourhood such as the nearby Virginia Park to meet the City's tree replacement requirements; relating to the Geotechnical Report and groundwater, the Community Association raised concerns about groundwater levels during the original application process approximately one year ago; however, site plan staff accepted this as a complete application on March 15, 2018 without receiving a Geotechnical Report as part of that submission; advising that it was only in the past couple of weeks that the Geotechnical Report was made available to the public for review; advising that the Community Association remains concerned about the subsurface water movement on the site and surrounding lands; stating that a rather high water table exists within this area and there is a significant volume of groundwater moving through the soil; believing that construction should not be allowed to alter the subsurface water flow such that it causes problems for nearby home owners and results in wet basements, flooded basements and other associated problems; advising that the Geotechnical Report also notes saturated soil materials in a linear pattern from the bore holes in the Northwest corner of the site to the Southeast corner; expressing concern that the bore hole drilling, which was done in the first two weeks of January, 2018, during an extended cold period; noting that, it was an extended cold period at the beginning of the year when it was two weeks of sub-zero temperatures and this is the time at which the bore holes were undertaken; obviously that is going to affect the water in the three to five feet level and, while you can measure frozen water content, they do not believe that this is accurately reflecting the geotechnical activity on this site; relating to traffic and parking, section 4.5 of the staff report seems to indicate that left turns will not be permitted from the site onto Fanshawe Park Road but section 4.7.2 seems to indicate that this is still under consideration; advising that the Community Association does not support left turns from this site onto Fanshawe Park Road and the contradictory statement within the staff report must be reconciled; further, construction access to the subject site must be prohibited to Donnybrook Road and also include a prohibition on construction workers and construction vehicles from parking on Donnybrook Road and nearby streets of Wendy Crescent, Wendy Lane, Phillbrook Crescent and Hastings Road; construction worker and construction vehicle parking on these streets will exacerbate existing traffic issues and therefore the vehicles should be contained on the development site; *(Councillor Turner clarifying that there was a typo submission with respect to 4.7.2 and he believes that that is supposed to read that the access is to be updated to ensure that left turns are not permitted out of the site; seeking staff's affirmation of that.);* Mr. M. Pease, Manager, Development Planning, responding that that is correct, the typo within section 4.7.2 is not indicative of what is happening out there so there will be no left hand turns out of the site onto Fanshawe Park Road; *(Councillor Turner thanking staff for clarifying and indicating that he wanted to get that one answered and the other questions will be answered at the end.)*

- Shawna Roche, Donnybrook Road – echoing all the comments that have been made by Mr. B. Curtis; advising that she has a few questions to add; stating that when she looks at the map, they show the vegetation and the placement of the building and they keep hearing this number about sixty percent vegetation and she is trying to understand where that sixty percent number has come from because when you look at the picture, it looks like it is two-thirds building and one-third vegetation; asking for clarification, does that sixty percent vegetation obviously include the hydrangeas or is that including the trees that will be replaced as well; stating that on the east and west side of the property there has been discussion about making sure that the cedar hedges be maintained which is currently on the property line; however, there was also some discussion about a fence being put

on the property line; trying to understand what will be there, is it the cedar hedge or is it the fence; relating to the Geotechnical Report, they have a lot of concerns about that and she just wants to make sure that it is noted that they have a significant water issue on Donnybrook Road, a number of flooded basements; indicating that today her sump pump was running constantly to the point where they do have a backup because they cannot trust that the sump pump will do its job; wanting to make sure that that was noted and she can tell the Committee that a majority of the houses on the north side of Donnybrook Road have similar issues; expressing confusion on how the parking is going to work; initially there was talk of having a two storey underground structure and now it looks like it will just be a one level structure, she is assuming this may have been due to the Geotechnical report; wondering if it is going to be one level or two levels and will there still be the same amount of parking spaces underground; wondering if there is anything that the City can do to ensure that there will not be a large number of vehicles related to the property parking on our neighbourhood streets going forward; advising that Donnybrook Road is quite a narrow street and when they did have the soil testing occurring, with the number of trucks and construction vehicles that were parking, it was very difficult to get down the road; wanting to make sure that is noted; believing any additional parking that will happen on Donnybrook Road may cause some issues for traffic.

- Dave Nenonen – indicating that he has a few issues that he would like to bring up; noting that they have talked about them before, approximately one year ago; stating that he might differ from one of his neighbours; indicating that Donnybrook Road has a significant amount of traffic and this was presented to the Committee; stating that all east bound from Uplands and in their area will often go down Donnybrook Road in order to then turn right on Phillbrook Crescent and then turn left onto Fanshawe Park Road so it is already a fairly busy road; unfortunately, the decision to make this development only right in and right out means that everybody in this building and the developer estimates that is probably 340 residents, if they are going to go east or they are going to go south, which the most direct route is to go Fanshawe Park Road to Adelaide Street, they are going to make a right out of this building and they are either going to make an illegal u turn at the next intersection which is what the developer put in their proposal or they are going to turn right onto Hastings Road and right onto Donnybrook Road and go down a road; during rush hour time it was estimated that about 172 trips, for arguments sake you would say that half of them are going east, they are going to come down Donnybrook Road; advising that he is not crazy about the increase in traffic flow on their road and this is all because of the decision to go right in and right out and he does not see any need for that; stating that there are lots of examples around this city of just as busy areas and around apartment buildings where you can go right or left in and out and that would really reduce the amount of traffic down Donnybrook Road; speaking about parking on Donnybrook Road, as the Committee knows, there have been a few proposals here and these last two proposals they lost fifty-five parking spots in this apartment building and it is the same amount of units, the same amount of occupants and he does see that those people, especially with walking access onto Donnybrook Road, are going to want to park on Donnybrook Road which as a previous speaker said is quite narrow, it is twenty-six feet wide; knowing that when they presented this to the Committee one year ago, Councillor Helmer, he believes, mentioned the easy solution of no parking on Donnybrook Road, which is not great for the residents along Donnybrook Road and that does not seem like a solution to him; wondering if the City could propose some other alternative because there potentially could be, if the original or the second proposal was accurate and they needed fifty-five more parking spots, Donnybrook Road could be full; advising that they estimated, just a quick calculation of their road length that you could only park about thirty cars along their road and then you could not get an emergency vehicle down it; wondering if there could be a parking lane so you could put something to the building to adjust for this; noting that he is recommending that, but hoping that the City would have other options; speaking to the fence height and material; pointing out that he has heard a lot of times that because this is residential and it is interesting to hear residential because it is low density residential beside now high density residential and the talk about a six foot board on board fence is the same fence that divides

him and his neighbor, four occupants and two occupants; indicating that he does not see how that is reasonable that the fence, especially along the east and west side of this property, where the east side is going to be basically like a full road, between it and its neighbours and then the west side of the property will have a garage door for the one hundred seventy-eight vehicles that have parking underground that is closer to the occupants in that house than their own garage door, you are going to get complaints of hearing the vehicles and the door opening and closing of this underground parking lot if it is just a normal wood six foot fence; using that as a strong recommendation that it makes sense to him that the only type of fence that would be on both sides of this property be similar to the sound fence that is all along Fanshawe Park Road; if it is not then you are likely going to hear from the adjacent properties soon because of the noise.

- Lori Bristol, 1562 Phillbrook Crescent – reiterating all of the comments that her neighbours have made; however, today she would like to mention about the stormwater; indicating that on Phillbrook Crescent, the sewers are all overflowing from the rain when it came down, it really was not that serious of a storm so obviously there is a problem in their area; wondering about the fencing on the east and the west and when that would be erected; expressing concern for the people that abut onto that property if they are going to be constructed before all of this happens which would cut down on the dust and the noise a considerable amount; wondering about construction vehicles, will they be banned from the Phillbrook and Donnybrook and the neighbouring streets so they are not cutting through the subdivision; advising that they have added a bus route and the stop just happens to be right outside her house and when the bus stops it overhangs her laneway by about one third and it is really affecting the traffic so with the extra bus route this has also been quite a factor along Phillbrook Crescent.