

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development & Compliance Services & Chief Building Official

Subject: Application By: Westdell Development Corporation
420 Fanshawe Park Road East

Public Participation Meeting on: June 18th, 2018

Recommendation

That, on the recommendation of the Manger, Development Planning, the following actions **BE TAKEN** with respect to the application of Westdell Development Corporation relating to the property located at 420 Fanshawe Park Road East:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of a four (4) storey apartment building with a total of one hundred and forty-two (142) residential units; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

Executive Summary

Summary of Request

The Site Plan Control application for 420 Fanshawe Park Road East is proposing a four (4) story apartment building. A driveway is proposed along the east property line off of Fanshawe Park Road East. Visitor parking is proposed behind the building, with the majority of the proposed parking located underground. A large landscaped open space area is proposed along the entire north side of the property.

Purpose and the Effect of Recommended Action

The purpose of this application is to attain Site Plan Control Approval for an apartment building, four (4) storeys/14.6 metres in height with one hundred and forty-two (142) residential units. The site is subject to a holding provision (h-5) that requires a public site plan review, which is to be heard at a public meeting of the Planning and Environment Committee.

Rationale of Recommended Action

1. The proposed Site Plan is consistent with the Provincial Policy Statement, 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 proposed Site Plan has regard to the use, intensity, and form in conformity with The London Plan.
3. The proposed Site Plan is in conformity with the policies of the Multi-Family, Medium Density Residential designation of the Official Plan (1989) and will implement an appropriate medium density form in accordance with the Official Plan policies.
4. The proposed Site Plan Control application integrates new medium density residential development that is consistent with the Uplands Community Plan.
5. The proposed Site Plan meets the requirements of the Site Plan Control By-law.

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the north side of Fanshawe Park Road East, generally between Adelaide Street North and Richmond Street. The site has a frontage of 122 metres and a lot area of approximately 1.42 hectares that has exposure to an arterial road along its frontage and a local street along its northern boundary. The site previously contained a two storey single detached dwelling that was built in 1880. The dwelling was demolished in 2015. The site is currently undeveloped but remains well vegetated with a number of mature trees throughout the property. The site is surrounded by low density residential, single detached dwellings with such uses being located directly abutting the east and west property lines.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Multi-family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential R1 Bonus (R1-7*B42) Zone which permits apartment buildings.

1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 121.8m
- Depth – 116.9m
- Area – 14,232 m²
- Shape – Square

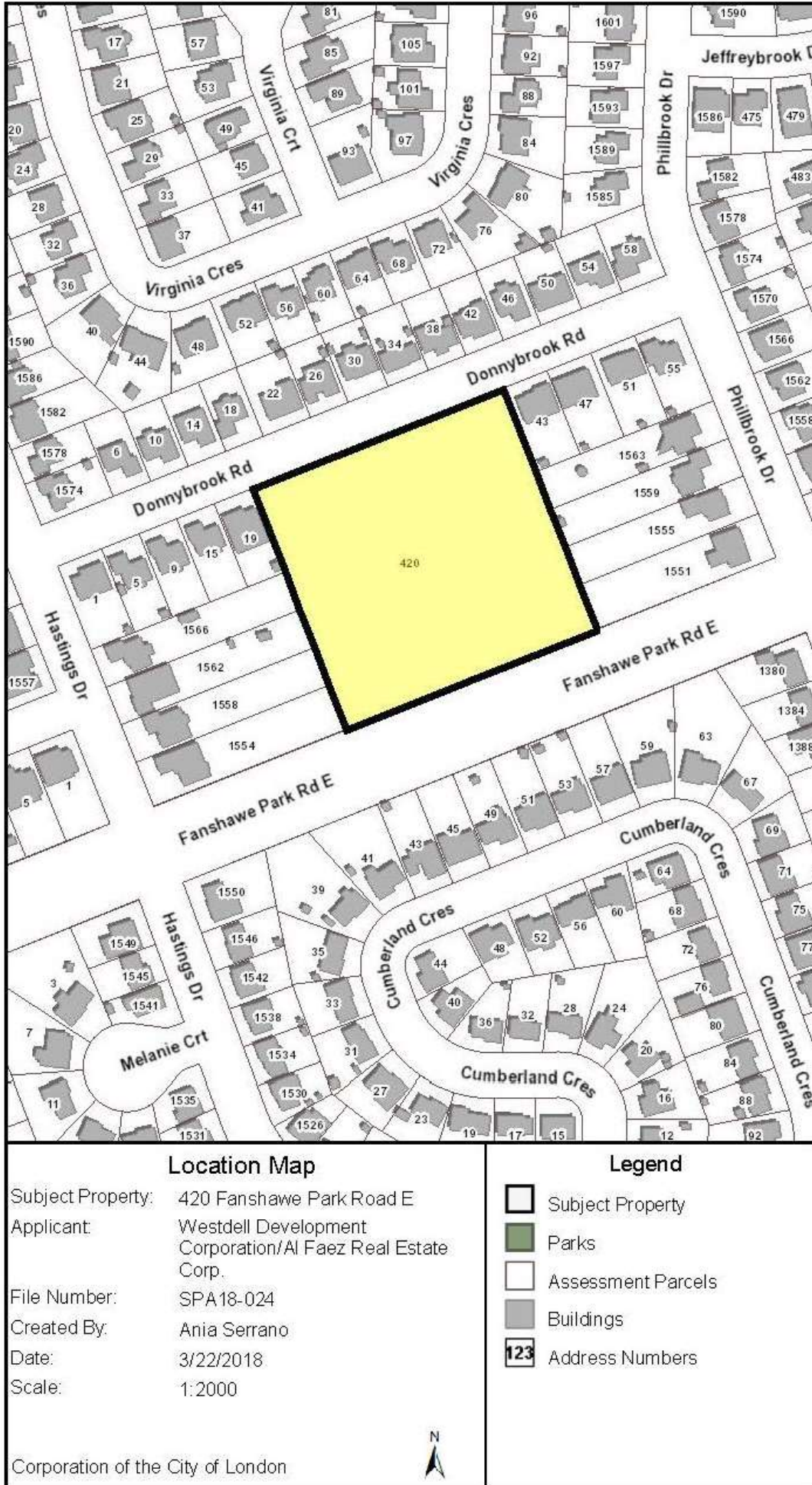
1.4 Surrounding Land Uses

- North – Low Density Residential
- East – Low Density Residential
- South – Low Density Residential
- West – Low Density Residential

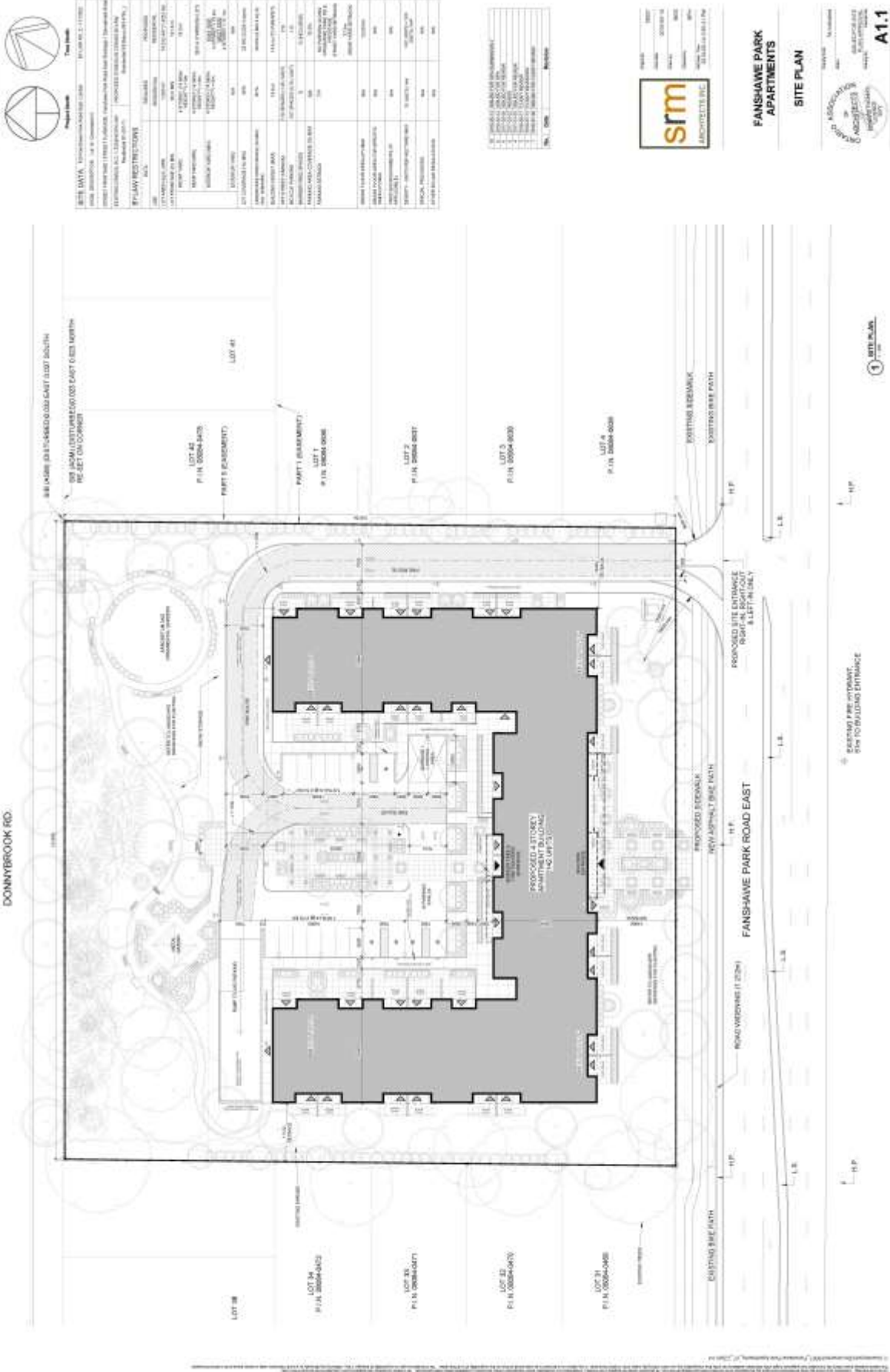
1.5 Intensification (142 units)

- The proposed 142 residential units represent intensification within the Built-area Boundary
- The proposed 142 residential units represent intensification within the Primary Transit Area

1.6 Location Map



1.7 Site Plan



KEY DATA

PROJECT NAME: Fanshawe Park Apartments
 PROJECT ADDRESS: 1000 Donnybrook Rd.
 PROJECT CITY: London, Ontario
 PROJECT COUNTY: Middlesex
 PROJECT PROVINCE: Ontario
 PROJECT COUNTRY: Canada

PROPERTY INFORMATION

LOT # 100
 P.I.N. # 0004-0537
 AREA: 10,000 sq. ft.
 ZONING: R-10

PROPOSED DEVELOPMENT

TYPE: Residential (Apartments)
 UNITS: 100
 FLOOR AREA: 10,000 sq. ft.
 HEIGHT: 4 stories

PROPOSED SITE

OWNER: S.M. Architects Inc.
 ARCHITECT: S.M. Architects Inc.
 ENGINEER: S.M. Architects Inc.

PROPOSED SITE

DATE: 2023-10-01
 SCALE: 1:1000
 SHEET: 1 OF 1



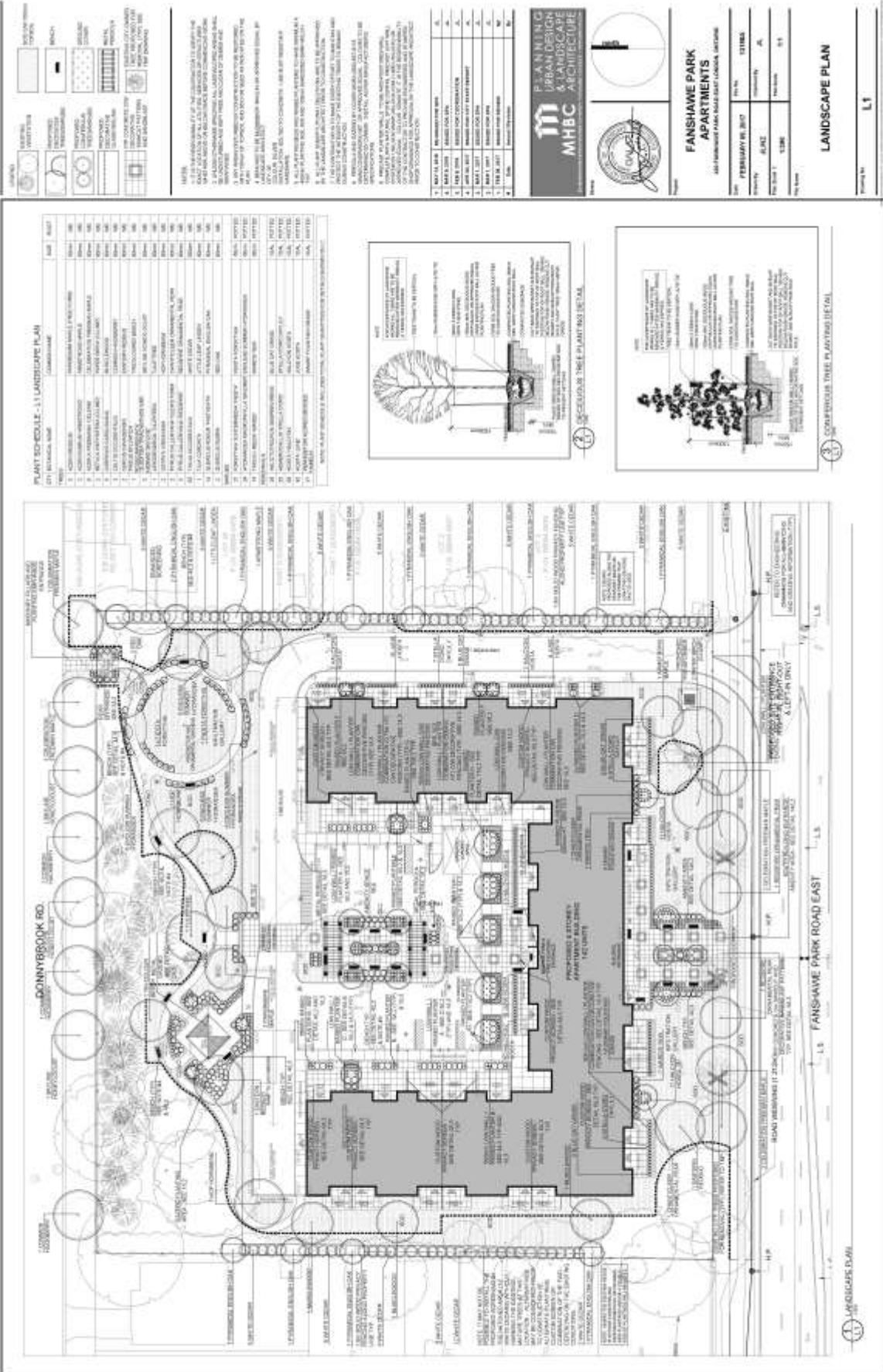
FANSHAWE PARK APARTMENTS

SITE PLAN



A1.1

1.8 Landscape Plan



1.9 Elevations

GENERAL NOTES

1. ALL ELEVATIONS AND SECTIONS ARE TO BE CONSIDERED AS APPROXIMATE. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND REGULATORY APPROVALS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE CLIENT AND OTHER CONSULTANTS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE CLIENT AND OTHER CONSULTANTS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE CLIENT AND OTHER CONSULTANTS.

EXTERIOR FINISH LEGEND

- 1. BRICK
- 2. STUCCO
- 3. CONCRETE BLOCK
- 4. CONCRETE BLOCK
- 5. CONCRETE BLOCK
- 6. CONCRETE BLOCK
- 7. CONCRETE BLOCK
- 8. CONCRETE BLOCK
- 9. CONCRETE BLOCK
- 10. CONCRETE BLOCK
- 11. CONCRETE BLOCK

PROJECT INFORMATION

PROJECT: FANSHAW PARK APARTMENTS

DATE: 10/15/2024

SCALE: 1/8" = 1'-0"

NO. 1 OF 1

4. WEST ELEVATION

3. SOUTH ELEVATION

2. NORTH ELEVATION

1. EAST ELEVATION

5. MATERIAL PALETTE

2.0 Description of Proposal

2.1 Development Proposal

On March 15, 2018, staff received a Site Plan Control application for a low-rise apartment building of 4-storeys (14.6m) with 142 residential units. The building is 'U'-shaped with its primary façade oriented towards Fanshawe Park Road East. The vehicular access to the site is proposed along the east property limit, with access to Fanshawe Park Road East. The rear (north) property limit abuts Donnybrook Road. Vehicular access along this property limit is restricted by a 0.3 metre (1ft) reserve; therefore, a pedestrian connection is proposed to be the only access to Donnybrook Road. The ramp to the proposed underground parking is located at the rear of the building, towards the west side of the site. The majority of the parking is provided underground. A substantial landscaped buffer is proposed along the entire north limit of the site, and a combination of vegetation and privacy fencing are proposed along the east and west property lines. The proposed development is consistent with what was contemplated as part of a planning application (OZ-8624) to amend the Official Plan and Zoning By-law to permit the use.

3.0 Relevant Background

3.1 Planning History (see more detail in Appendix A)

At its meeting on May 23rd, 2017, the Planning and Environment Committee (PEC) considered an amendment to 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, and an amendment to the Z.-1 Zoning By-law from a Residential R1 (R1-7) Zone to a holding Residential R1 Bonus (h-5*R1-7*B-42) (OZ-8624). The amendment was sought to permit the proposed apartment building with a height of 14.6 metres (48 feet) and a density of up to 100 units per hectare. At its meeting on May 30, 2017, Council approved the amendments and resolved (among other others):

“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 lines;*
- 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.*

It being noted that the applicant has provided for the provision of privacy fencing and enhanced landscaping along the east and west property lines, and landscaping in-lieu of wrought fencing along the north property line.”

3.2 Community Engagement (see more detail in Appendix B)

Notice of Application

On April 5th, 2018, Notice of Application was sent to 351 property owners in the surrounding area, Notice of Application was also published in the Public Notices and Bidding Opportunities section of the Londoner on Thursday, April 5th, 2018.

Ward Meeting – April 2018

A Ward 5 meeting was held by Councillor Maureen Cassidy on Thursday, April 26th, 2018 at St. Joseph's Hospice Community Room. City staff presented the details of the Site Plan application to approximately 100 members of the public that were in attendance at the Ward meeting.

Notice of Public Meeting

On May 23, 2018, Notice of Public Meeting was sent to 351 property owners in the surrounding area. Notice was also published in the Public Notices and Bidding Opportunities section of the Londoner on Thursday, May 24, 2018.

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

- 18 written responses
- 1 verbal response

Summary of Concerns and Comments:

Character: 1) Does not respect character of the area, 2) Existing residents were attracted to and bought in neighbourhood due to low density residential uses, 3) Proposal is not compatible with scale, intensity, or use.

Use: 1) Should be single detached dwellings or low density if site develops.

Form: 1) Not compatible with adjacent land uses, 2) Access to underground parking needs better screening or buffering.

Nature: 1) Loss of mature trees, 2) Maintain perimeter vegetation.

Noise: 1) Negative impacts of noise from development and during construction.

Privacy: 1) Loss of privacy for abutting dwellings.

Property Matters 1) Loss of security/lack of security measures, 2) Negative impact on property values.

Services: 1) Increased risk of flooding on Donnybrook, 2) All unused wells need to be capped, 3) Concern for existing sewage line on Donnybrook and request for back-flow prevention for each resident on Donnybrook.

Transportation: 1) Concern with vehicular access to Donnybrook Road, access to Fanshawe Park Road East and potential for cut-through traffic, 2) Concerns regarding increased traffic on Hastings Drive, Donnybrook Road, Phillbrook Drive, and Fanshawe Park Road E, 3) Inadequate parking provided and overflow on local streets, 4) Location of parking garage entrance, 5) Install lights at Hastings and Fanshawe Park Road E, 6) Construction access and parking, 7) Need for speed bumps and signage on Donnybrook Road.

Response to Public Concerns

The four-storey medium density multi-use apartment building is well-designed with additional setbacks from existing property lines to ensure the character of the existing neighbourhood is not adversely impacted. The Zoning By-law No. Z.-1 was amended on May 30, 2017 to change the zoning of the subject site from a Residential R1 (R1-7) zone to a holding Residential R1 Bonus (R1-7*B-42) to allow for the use of an apartment building. Through the Council Resolution, 60% landscape open space is a requirement of the bonus zone, where 30% is required through the Zoning By-law. The applicant has provided 60% landscape open space, and is maintaining the majority of the mature trees along the north, east and south property lines. Existing hedgerows along property lines are proposed to be maintained and a 1.8m board on board privacy fence is proposed along the east and west property lines.

With respect to servicing, a Geotechnical report was submitted with the 2nd submission for Site Plan Approval and is currently being reviewed. Any recommendations from the report will be incorporated into the design and servicing of the site. Site servicing has also been reviewed by the City's Wastewater Division and it has been determined that there is more than enough available capacity in the sanitary sewer to accommodate the proposed development.

A Transportation Impact Assessment was completed during the ZBA and OPA process 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. The City's Transportation Planning Design Division reviewed and accepted the findings of the Transportation Impact Assessment at that time. A further Traffic Management Plan (TMP) was submitted with the Site Plan Application to determine the details of the proposed median on Fanshawe Park Road East, as well as the proposed median within the internal driveway on site. The TMP permits a left-hand turn from Fanshawe Park Road East, but no left-hand turns are permitted out of the subject site.

3.3 Policy and Regulatory Context

Provincial Policy Statement, 2014 (PPS)

The PPS encourages intensification and redevelopment where it can be accommodated, which takes into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3 PPS). The proposal will develop a vacant and under-utilized site that has full access to municipal services. 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 that are planned or available and support active transportation (1.1.3.2.a) & 1.4.3.d)). The proposal re-purposes the existing site and efficiently utilizes public services within a walkable neighbourhood and support public and active transportation options available along Fanshawe Park Road East. 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 bonus zone allows for a higher density and alternative housing type to the existing residential neighbourhood and 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 is located within the Primary Transit Area and Built-Area Boundary; therefore, this development contributes to the target numbers. The proposed development is consistent with the Provincial Policy Statement.

The London Plan

The London Plan encourages "inward and upward" growth in existing built-up areas. Residential intensification is supported by infill development of vacant and underutilized lots 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). The proposed development has regard to The London Plan.

Official Plan (1989)

The vision statement promotes an urban form with more intensive forms of 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). 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 apartment building has full access to municipal services and efficiently develops an under-utilized site within an existing residential area. The proposed development is in conformity with the City Official Plan (1989).

Uplands Community Plan

The subject lands are located within the boundaries of the Uplands Community Plan. The subject site and surrounding area were already developed at the creation of the Community Plan and no specific policy direction to guide future development for the existing area was established. The Community Plan does specify that certain themes and intentions regarding the strategic placement and integration of medium density residential development into the community is relevant.

This proposal is in keeping with the Uplands Community Plan as the multi-family, medium density residential building is located on an arterial road, utilizes existing transit services, minimizes vehicle trips to the interior of the neighbourhoods, makes efficient use of servicing, and fronts onto Fanshawe Park Road East without the use of a noise wall.

Z.-1 Zoning By-law

Through the Zoning By-law Amendment (OZ-8624), the base zone of R1-7 was maintained, with a bonus zone to specifically implement the building design proposed. The bonusable features implement 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 that provides a functional 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 along the north portion of the site.
- The proposed multi-family, medium density apartment is consistent with the bonus zone.

4.0 Key Issues and Considerations

4.1 Use

The Neighbourhood Place Type (The London Plan) permits a range of residential uses along Urban Thoroughfare street classification. In this instance, the proposed four (4) storey apartment building, with 142 residential units is a contemplated and permitted use. The plan states that Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms (918_2.). The proposed development assists in accomplishing this goal as it is representative of infill development in an existing neighbourhood.

The Multi-family, Medium Density Residential (1989 Official Plan) 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, including aging in place, at locations

that have desirable attributes but may not be appropriate for higher density, high-rise forms of housing (3.3). The proposed development also provides an alternative dwelling type according to location, size, affordability, tenure, design, and accessibility (3.1.1 ii).

4.2 Intensity

The Zoning By-law No. Z.-1 was amended on May 30, 2017 to change the zoning of the subject site from a Residential R1 (R1-7) zone to a holding Residential R1 Bonus (R1-7*B-42). The R1-7 zone, allows for single detached dwellings. The implementation of the bonus zone allows the use of apartment buildings with a density of 100 units per hectare as an additional permitted use. The proposed site plan is consistent with the approved zoning.

4.3 Form

The development of well-designed and visually attractive forms of multi-family, medium density housing is encouraged through the Official Plan (3.1.3 ii). The proposed development has a contemporary design with a mix of building materials and colours to add visual interest. Various planes and changes in depths will be used to break up the massing of the building and provide an articulated façade. Similarly, variation in the roofline will add to the articulation of the building. The central access point to the building is located on Fanshawe Park Road East, which creates a focal point for the building.

4.4 Site Plan Control By-law: Privacy and Buffering

The proposed medium density building is surrounded by existing one (1) and two (2) storey single detached dwellings to the east, west, and north. The proposed apartment building is 4 storeys in height. The setbacks for the building are based on the R8-4 zone used for the implementation of such low-rise apartment buildings, which requires a larger setback than a single detached dwelling form, to create a separation distance proportionate to the scale of the development.

A 1.8 metre high board on board fence is proposed along the east and west property lines. The east, west and north property limit is also well vegetated with trees and shrubs. The existing vegetated area is proposed to remain largely intact, which will continue to provide a natural buffer.

4.5 Site Plan Control By-law: Traffic and Transportation

The site is located with frontage and access to Fanshawe Park Road East. There are two nearby secondary collectors, Hastings Drive (east) and Phillbrook Drive (west), and the local street Donnybrook Road north of the site (north). Vehicular site access is proposed from Fanshawe Park Road East along the east property limit.

As noted previously in this report, a Traffic Management Report has been submitted and reviewed by the Transportation Department that determined there is sufficient capacity for a left turn lane into the site on Fanshawe Park Road East, and with a right-out only from the site. Left turns onto Fanshawe Park Road East are not permitted. No vehicular access is permitted to Donnybrook Road.

Pedestrian access to the site is facilitated by way of a sidewalk to Fanshawe Park Road East, as well as a pedestrian connection to Donnybrook Road.

The site is located within Parking Area 3 of the city which requires 1.25 parking spaces per unit for apartment buildings. The proposal for 142 residential units requires a minimum of 178 parking spaces, which is the amount provided. Apartment buildings also require 0.75 bicycle parking spaces per unit, equivalent to 107 bicycle parking spaces, which is the amount provided.

4.6 Site Plan Control By-law: Tree Retention and Landscape Open Space

The existing site is highly vegetated with a variety of mature trees and shrubs. Through the Zoning By-law amendment, the bonus zone was created to require twice the amount of landscape open space than what is required in the R1-7 Zone. A large portion of the

landscape open space is in the north portion of the site, allowing for many of the mature trees in that area to be retained, and contribute to the vegetation buffer along Donnybrook Road. The proposed building is additionally set back from Fanshawe Park Road East to ensure as many mature trees along the frontage are maintained as possible.

Landscaping is proposed along the north property line in-lieu of fencing, with an opening to allow for a pedestrian connection to Donnybrook Road. An amenity space is proposed within a landscaped open space area located on the northerly portion of the property, which includes small gathering spaces and pedestrian pathways that connect the proposed building to Donnybrook Road. The identified amenity space contains many of the mature trees on the property and acts as a commemorative garden to represent the prior use of the site.

A Tree Preservation Report and Landscape Plan were required and submitted. As noted, the site is heavily vegetated, and the new plantings will be completed in a manner which is complementary with existing vegetation.

4.7 Outstanding Site Plan Comments

On April 12th, 2018 staff provided comments to the applicant with respect to their application package for Site Plan Control Approval. More detailed comments regarding this application are provided in "Appendix B". The second submission for Site Plan Control Approval has been received and is currently under review with City staff. Below are a summary of the outstanding matters:

1. The traffic management plan is to be updated.
2. The access is to be updated to ensure that left turns are permitted out of the site.
3. A geotechnical report was included in the second submission and is under review.
4. A noise assessment was included in the second submission and is under review.
5. Building elevations are to be updated to match the regulations of the bonus zone, enhance the interface between materials, and improve private amenity areas.
6. The consultant is to provide additional proposed spot elevations along the east and west property lines to ensure that private properties abutting the property to the east and west are not adversely impacted by the development.

A Development Agreement is required to address outstanding matters and any additional issues as directed by Council, incorporating the approved site plan, landscape plan, site engineering plans, and building elevations designs that is necessary for Site Plan Approval. Special provisions in the agreement will address any other outstanding issues pertaining to the site, specifically requirements of the noise assessment, geotechnical report, tree preservation, and any additional items from Council.

The Owner must provide the necessary security at the time of executing the agreement to ensure all surface works are completed in accordance with the approved plan.

Once a site plan agreement has been entered into, in accordance with the Site Plan Control Area By-law, a separate application to remove the h-5 holding provision will be brought forward to Council to recommend the removal of the holding provision.

5.0 Conclusion

The proposed Site Plan Application is consistent with the Provincial Policy Statement, in conformity with the City of London Official Plan, has regard to The London Plan, and in keeping with the Uplands Community Plan. The application has been reviewed in accordance with the Z.-1 Zoning By-law and is considered to be in conformity with the applicable policies and regulations. The proposed Site Plan and elevations will result in development that will maintain the character of the area and in compliance with the Site Plan Control By-law.

Prepared by:	Amanda Lockwood Site Development Planner, Development Services
Recommended by:	Michael Pease, MCIP RPP Manager, Development Planning
Reviewed by:	Heather McNeely, MCIP RPP Manager, Development Services (Site Plan)
Concurred in by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

June 11, 2018
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