

Planning and Environment Committee

Report

The 11th Meeting of the Planning and Environment Committee
July 26, 2021

PRESENT: Councillors P. Squire (Chair), S. Lewis, S. Lehman, A. Hopkins,
S. Hillier, Mayor E. Holder

ALSO PRESENT: H. Lysynski and K. Van Lammeren

Remote Attendance: Deputy Mayor J. Morgan; Councillor E. Pelozo; G. Bailey, G. Barrett, J. Bunn, M. Clark, M. Corby, A. Curtis, K. Dawtrey, B. Debbert, A. DiCicco, M. Fabro, M. Feldberg, S. Giustizia (HDC), K. Gonyou, S. Grady, T. Macbeth, P. Masse, S. Meksula, L. Mottram, B. O'Hagan, B. Page, M. Pease, J. Raycroft, A. Riley, C. Smith, M. Tomazincic, B. Turcotte (HDC), B. Westlake-Power and E. Williamson

The meeting is called to order at 4:00 PM, with Councillor P. Squire in the Chair, Councillor S. Lewis present and all other Members participating by remote attendance

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

Moved by: S. Hillier

Seconded by: S. Lewis

That Items 2.2 to 2.5, inclusive, 2.7 to 2.9, inclusive, 2.11 and 2.12 BE APPROVED.

Yeas: (5): P. Squire, S. Lewis, S. Lehman, A. Hopkins, and S. Hillier

Absent: (1): E. Holder

Motion Passed (5 to 0)

2.2 3343 Morgan Avenue - Removal of Holding Provisions

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, based on the application by Old Oak Properties, relating to the property located at 3343 Morgan Avenue, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential R5/R6/R7/R10 (h*h-54*h-71*R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone TO a Residential R5/R6/R7/R10 (R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone to remove the "h", "h-54" and "h-71" holding provisions. (2021-D09)

Motion Passed

2.3 1750 Finley Crescent - Exemption from Part-Lot Control

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Kenmore Homes (London) Inc., to exempt Block 101, Plan 33M-733 from Part-Lot Control:

- a) pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at a future Council meeting, to exempt Block 101, Plan 33M-733 from the Part-Lot Control provisions of subsection 50(5) of the said *Act*; it being noted that these lands are subject to a registered subdivision agreement and are zoned Residential R4 Special Provision (R4-4(4)) which permits street townhouse dwellings;
- b) the following conditions of approval BE REQUIRED to be completed prior to the passage of a Part-Lot Control By-law for Block 101, Plan 33M-733 as noted in clause a) above:
 - i) the applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - ii) the applicant submit a draft reference plan to the Planning and Development Department for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - iii) the applicant submits to the Planning and Development Department a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
 - iv) the applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
 - v) the applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
 - vi) the applicant shall enter into any amending subdivision agreement with the City, if necessary;
 - vii) the applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
 - viii) the applicant shall obtain confirmation from the Planning and Development Department that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
 - ix) the applicant shall obtain approval from the Planning and Development Department of each reference plan to be registered prior to the reference plan being registered in the land registry office;
 - x) the applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
 - xi) the applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;

- xii) the applicant shall provide a draft transfer of the easements to be registered on title;
- xiii) that on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the by-law affecting the Lots/Block in question; and,
- xiv) in accordance with condition v), the applicant provide servicing drawings of municipal servicing to each of the blocks created within 1750 Finley Crescent to indicate that all municipal servicing can be provide to each property/block created without conflict. (2021-D25)

Motion Passed

2.4 1820 Finley Crescent - Exemption from Part-Lot Control

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Kenmore Homes (London) Inc., to exempt Block 99, Plan 33M-733 from Part-Lot Control:

- a) pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at a future Council meeting, to exempt Block 99, Plan 33M-733 from the Part-Lot Control provisions of subsection 50(5) of the said *Act*; it being noted that these lands are subject to a registered subdivision agreement and are zoned Residential R4 Special Provision (R4-4(4)) which permits street townhouse dwellings;
- b) the following conditions of approval BE REQUIRED to be completed prior to the passage of a Part-Lot Control By-law for Block 99, Plan 33M-733 as noted in clause a) above:
 - i) the applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - ii) the applicant submit a draft reference plan to the Planning and Development Department for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - iii) the applicant submits to the Planning and Development Department a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
 - iv) the applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
 - v) the applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
 - vi) the applicant shall enter into any amending subdivision agreement with the City, if necessary;
 - vii) the applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
 - viii) the applicant shall obtain confirmation from the Planning and Development Department that the assignment of municipal numbering has

been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;

- ix) the applicant shall obtain approval from the Planning and Development Department of each reference plan to be registered prior to the reference plan being registered in the land registry office;
- x) the applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- xi) the applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- xii) the applicant shall provide a draft transfer of the easements to be registered on title;
- xiii) that on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question; and,
- xiv) in accordance with condition v), the applicant provide servicing drawings of municipal servicing to each of the blocks created within 1820 Finley Crescent to indicate that all municipal servicing can be provide to each property/block created without conflict. (2021-D25)

Motion Passed

2.5 1790 Finley Crescent - Exemption from Part-Lot Control

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Kenmore Homes (London) Inc., to exempt Block 100, Plan 33M-733 from Part-Lot Control:

- a) pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at a future Council meeting, to exempt Block 100, Plan 33M-733 from the Part-Lot Control provisions of subsection 50(5) of the said *Act*; it being noted that these lands are subject to a registered subdivision agreement and are zoned Residential R4 Special Provision (R4-4(4)) which permits street townhouse dwellings;
- b) the following conditions of approval BE REQUIRED to be completed prior to the passage of a Part-Lot Control By-law for Block 100, Plan 33M-733 as noted in clause a) above:
 - i) the applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - ii) the applicant submit a draft reference plan to the Planning and Development Department for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - iii) the applicant submits to the Planning and Development Department a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
 - iv) the applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing

locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;

v) the applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;

vi) the applicant shall enter into any amending subdivision agreement with the City, if necessary;

vii) the applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;

viii) the applicant shall obtain confirmation from the Planning and Development Department that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;

ix) the applicant shall obtain approval from the Planning and Development Department of each reference plan to be registered prior to the reference plan being registered in the land registry office;

x) the applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;

xi) the applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;

xii) the applicant shall provide a draft transfer of the easements to be registered on title;

xiii) that on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question; and

xiv) in accordance with condition v), the applicant provide servicing drawings of municipal servicing to each of the blocks created within 1790 Finley Crescent to indicate that all municipal servicing can be provide to each property/block created without conflict. (2021-D25)

Motion Passed

2.7 1738, 1752 and 1754 Hamilton Road - Phases 1 and 2 Special Provisions

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and Thames Village Joint Venture Corporation, for the subdivision of lands located at 1738, 1752 and 1754 Hamilton Road, north side, south of the Thames River, legally described as Part of Lots 7 & 8, Concession 1; Part of Lot 7, Broken Front Concession "B"; Part of the Road Allowance Between Lots 6 & 7, Broken Front Concession "B" and Concession 1 (Closed by Unregistered By-law 276, dated April, 1875) (Geographic Township of Westminster); all of Lot 1 and Part of Lot 6, and all of the one foot reserve abutting Bobolink Lane Registered Plan No. 747 in the City of London, County of Middlesex:

a) the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and Thames Village Joint Venture Corporation for the Thames Village Joint Venture Subdivision,

Phases 1 and 2 (39T-17502) appended to the staff report dated July 26, 2021 as Appendix "A", BE APPROVED;

b) the Applicant BE ADVISED that Development Finance has summarized the claims and revenues appended to the staff report dated July 26, 2021 as Appendix "B";

c) the financing for this project BE APPROVED as set out in the Source of Financing Report appended to the staff report dated July 26, 2021 as Appendix "C"; and,

d) the Mayor and the City Clerk BE AUTHORIZED to execute this Agreement, any amending agreements and all documents required to fulfill its conditions. (2021-D12)

Motion Passed

2.8 613 and 629 Sovereign Road - Deeming By-law

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Spriet Associates London Limited, relating to the properties located at 613 and 629 Sovereign Road:

a) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A", BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to deem Lot 26 and Lot 27, Registered Plan No. 33M-251, save and except part of Lot 27, Registered Plan No. 33M-251 designated as Part 1, Plan 33R-17747, City of London, County of Middlesex, not to be a registered plan of subdivision for the purposes of subsection 50(3) of the *Planning Act, R.S.O. 1990, c. P.13*;

b) the City Clerk BE DIRECTED to provide notice of the by-law passing and undertake registration of the Deeming By-law, in accordance with the provisions in subsections 50(28) and 50(29) of the *Planning Act, R.S.O. 1990, c. P.13*; and,

c) the applicant BE REQUIRED to pay for any costs incurred to register the deeming by-law at the Land Registry Office. 2021-D12)

Motion Passed

2.9 2120 Kains Road

Moved by: S. Hillier

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application by Sifton Properties Limited, to exempt the following lands from Part Lot Control:

a) pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A", BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021, to exempt part of Block 6 on Registered Plan 33M-429, more accurately described as Parts 3 to 6, inclusive, on Plan 33R-19849, from the Part Lot Control provisions of subsection 50(5) of the said *Act*; and,

b) the applicant BE ADVISED that the cost of registration of the above-noted By-law is to be borne by the applicant, in accordance with City policy. (2021-D25)

Motion Passed

- 2.11 1284 Sunningdale Road West - Foxhollow North Kent Phase 3C - Removal of Holding Provisions h and h-100

Moved by: S. Hillier
Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, based on the application by Sifton Properties Ltd., relating to the property located at 1284 Sunningdale Road West, the proposed by-law appended to the staff report dated July 26, 2021 BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential Special Provision R1 (h*h-100*R1-3(8)) Zone, a Holding Residential Special Provision R4 (h*h-100*R4-6(14)) Zone, a Holding Residential R1 (h*h-100*R1-3) Zone, and an Open Space (OS1) Zone TO a Residential Special Provision R1 (R1-3(8)) Zone, a Residential Special Provision R4 (R4-6(14)) Zone, a Residential R1 (R1-3) Zone, and an Open Space (OS1) Zone to remove the h and h-100 holding provisions. (2021-D09)

Motion Passed

- 2.12 50 Southbridge Drive - Removal of Holding Provisions h, h-100 and h-198

Moved by: S. Hillier
Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, based on the application by Sifton Properties Ltd., relating to the property located at 50 Southbridge Drive, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential Special Provision R5 (h*h-100*h-198*R5-4(22)) and a Holding Residential Special Provision R6 (h*h-100*h-198*R6-5(50)) Zone TO a Residential Special Provision R5 (R5-4(22)) and a Residential Special Provision R6 (R6-5(50)) to remove the h, h-100 and h-198 holding provisions. (2021-D09)

Motion Passed

- 2.1 Oxford Wonderland Secondary Plan - Terms of Reference

Moved by: S. Hillier
Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, the Terms of Reference for the Oxford Wonderland Secondary Plan, appended to the staff report dated July 26, 2021 as Appendix "A", BE ENDORSED. (2021-D08)

Yeas: (1): A. Hopkins
Nays: (5): P. Squire, S. Lewis, S. Lehman, S. Hillier, and E. Holder

Motion Failed (1 to 5)

Moved by: A. Hopkins
Seconded by: E. Holder

Motion to move 2.6 and 2.13 together

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

2.6 704 and 706 Boler Road

Moved by: A. Hopkins
Seconded by: E. Holder

That Items 2.6 and 2.13 BE APPROVED.

That, on the recommendation of the Deputy City Manager, based on the application by Southside Construction Management Ltd., relating to a portion of the property located at 704 and 706 Boler Road, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential R6 Special Provision (h*R6-1(18)) Zone TO a Residential R6 Special Provision (R6-1(18)) Zone to remove the "h" holding provision. (2021-D09)

2.13 704, 706 and 720 Boler Road - Removal of Holding Provision "h"

Moved by: A. Hopkins
Seconded by: E. Holder

That, on the recommendation of the Director, Planning and Development, based on the application by Southside Construction Management Ltd., relating to the properties located at 704, 706 and 720 Boler Road, the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential Special Provision R1 (h*R1-9(8)) Zone TO a Residential Special Provision R1 (R1-9(8)) Zone to remove the "h" holding provision. (2021-D09)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

2.10 Proclamation of Amendments to the Ontario Heritage Act, Ontario Regulation 385/21, and draft Ontario Heritage Toolkit

Moved by: A. Hopkins
Seconded by: S. Lehman

That, on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the staff report dated July 26, 2021 entitled "Proclamation of Amendments to the *Ontario Heritage Act*, Ontario Regulation 385/21, and draft Ontario Heritage Toolkit" BE RECEIVED for information; it being noted that the communication dated July 23, 2021 from A.M. Valastro, 133 John Street, was received; it being further noted that the request for delegation status was withdrawn. (2021-L11)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3. Scheduled Items

3.1 450 Wharncliffe Road South

Moved by: S. Lehman

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Plaza Retail Reit and The Corporation of the City of London, relating to the property located at 450 Wharncliffe Road South:

a) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the 1989 Official Plan to DELETE policy Section 4.6.7 iii) – “Specific Service Commercial Areas- Wharncliffe Road South, between Devonshire and Baseline and 425 Wharncliffe Road South”;

b) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the 1989 Official Plan to ADD a policy to Section 4.4.2.11 – “Specific Service Auto-Oriented Commercial Corridors- Wharncliffe Road South, between Devonshire Avenue and Baseline Road West and 425 Wharncliffe Road South” to provide for an expanded range of uses, including automobile sales and service establishment uses to the property located at 425 Wharncliffe Road South; and,

c) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan as amended in part b) above), to change the zoning of the subject property FROM a Highway Service Commercial (HS2) Zone TO a Highway Service Commercial Special Provision (HS2 (*) Zone to permit the additional uses of Office, Medical/Dental Office, Clinic, Laboratory, Retail Store and Liquor, Beer and Wine Store;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020 which promotes an appropriate range and mix of uses in a settlement area;
- the recommended uses conform to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a wider range of uses in an existing building in the Urban Corridor Place Type;
- the recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to, Chapter 4 – Policies for Specific Service Auto-Oriented Commercial Corridors, which allows Council to apply specific policies where the change in land use is site specific and located in an Auto-Oriented Corridor where Council wishes to

maintain the existing land use designation while allowing for a site-specific uses; and,

- the recommended Zoning By-law Amendment implements an appropriate use and intensity for the site which is compatible with the surrounding area. (2021-D09)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: S. Lewis

Seconded by: A. Hopkins

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis

Seconded by: S. Lehman

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.2 360 Callaway Road - Draft Plan of Vacant Land Condominium (39CD-21504)

Moved by: S. Lewis

Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Wastell Development Inc., relating to the property located at 360 Callaway Road:

a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 360 Callaway Road; and,

b) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 360 Callaway Road;

it being pointed out that the Planning and Environment Committee reviewed and received a communication dated July 22, 2021, from E. Abbott, with respect to these matters;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the proposed Vacant Land Condominium is consistent with the Provincial Policy Statement, which directs new development to designated growth areas and areas adjacent to existing development;
- the proposed Vacant Land Condominium conforms to the in-force policies of The London Plan including but not limited to Our Tools, Key Directions, and the Neighbourhoods Place Type policies; and,
- the proposed Vacant Land Condominium conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential Designation and will implement an appropriate form of residential development for the site. (2021-D12)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: E. Holder

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: A. Hopkins

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.3 355 Middleton Avenue - Draft Plan of Vacant Land Condominium (39CD-21509)

Moved by: S. Lewis
Seconded by: S. Lehman

That, on the recommendation of the Director, Planning and Economic Development, the following actions be taken with respect to the application by Sifton Properties Limited, relating to the property located at 355 Middleton Avenue:

- a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to a property located at 355 Middleton Avenue; and,
- b) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 355 Middleton Avenue;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the proposed Vacant Land Condominium is consistent with the Provincial Policy Statement, which directs new development to designated growth areas and areas adjacent to existing development;
- the proposed Vacant Land Condominium conforms to the in-force policies of The London Plan including but not limited to Our Tools, Key Directions, and the Neighbourhoods Place Type policies; and,
- the proposed Vacant Land Condominium conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential Designation and will implement an appropriate form of residential development for the site. (2021-D12)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: S. Lewis

Seconded by: S. Lehman

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: E. Holder

Seconded by: S. Lehman

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.4 915 Upperpoint Avenue - Draft Plan of Vacant Land Condominium (39CD-21508)

Moved by: S. Hillier

Seconded by: E. Holder

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Sifton Properties Limited, relating to the property located at 915 Upperpoint Avenue:

- a) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for the Draft Plan of Vacant Land Condominium relating to a property located at 915 Upperpoint Avenue;
- b) the Approval Authority BE ADVISED that the following issues were raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 355 Middleton Avenue:
 - i) a request for the installation of a barrier or vegetation;
 - ii) the increase in traffic and the speed of the traffic;

- iii) the dirt and dust from the ongoing construction to the north of the proposed development;
- iv) the vibration from the excavation; and,
- v) the accumulation of garbage from the ongoing construction;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the proposed Vacant Land Condominium is consistent with the Provincial Policy Statement, which directs new development to designated growth areas and areas adjacent to existing development;
- the proposed Vacant Land Condominium conforms to the in-force policies of The London Plan including but not limited to Our Tools, Key Directions, and the Neighbourhoods Place Type policies; and,
- the proposed Vacant Land Condominium conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential Designation and will implement an appropriate form of residential development for the site. (2021-D12)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.5 414-418 Old Wonderland Road (Z-9293)

Moved by: A. Hopkins
Seconded by: S. Lehman

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Four Fourteen Inc. relating to the property located at 414-418 Old Wonderland Road:

- a) the proposed, revised, attached by-law (Appendix "A") BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official

Plan), to change the zoning of the subject property FROM a Residential R1 (R1-10) Zone and an Urban Reserve (UR1) Zone TO a to a holding Residential R5 Special Provision (h-5*R5-7(_)) Zone and an Open Space (OS5) Zone;

it being noted that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:

- i) board on board fencing along the east, north and south property boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities;
- ii) ensure naturalization with feature restoration and compensation is required to be completed by the landowner in accordance with the mitigation measures in the recommendations of the Environmental Impact Assessment and City Ecologist;
- iii) ensure that in the development agreement it is clear that the restoration and compensation areas are to be protected in a natural state and not manicured; and,
- iv) a small berm should be created along the edges of the storage area to direct flows back to the road surface and not towards the pond feature to the north; and,

b) pursuant to Section 34(17) of the *Planning Act, R.S.O. 1990, c. P.13*, as determined by the Municipal Council, no further notice BE GIVEN in respect of the proposed by-law as the recommended zoning implements the site concept submitted with the application;

it being pointed out that the Planning and Environment Committee reviewed and received the staff presentation with respect to these matters;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
- the recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family Medium Density Residential designation and Environmental Policies;
- the recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of development; and,
- the subject lands represent an appropriate location for intensification in the form of townhouses, at an intensity that is appropriate for the site and surrounding neighbourhood. (2021-D09)

Yeas: (5): P. Squire, S. Lewis, S. Lehman, S. Hillier, and E. Holder

Nays: (1): A. Hopkins

Motion Passed (5 to 1)

Additional Votes:

Moved by: A. Hopkins

Seconded by: S. Lehman

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis

Seconded by: A. Hopkins

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.6 400 Southdale Road East (OZ-9261)

Moved by: S. Lewis

Seconded by: E. Holder

That, on the recommendation of the Acting Manager, Planning Implementation, the following actions be taken with respect to the application by LJM Developments, relating to the property located at 400 Southdale Road East:

a) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the 1989 Official Plan to ADD a policy to Section 10.1.3 – "Policies for Specific Areas" that would modify the 'Neighbourhood Commercial Node' designation to permit residential units on the ground floor and an increased density of 462 units per hectare on the subject lands located at 400 Southdale Road East;

b) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend The London Plan to create a special policy area in the Neighbourhoods Place Type at 400 Southdale Road East to permit an apartment building with residential uses on the ground floor, a height of 7-storeys (29.2m including the mechanical penthouse) and a density of 462 units per hectare and by ADDING the subject lands to Map 7 – Specific Policies Areas – of The London Plan;

c) the proposed revised, attached, by-law (Appendix "C") BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan as amended in parts a) and b) above), to change the zoning of the subject property FROM a Service Station (SS2) Zone TO holding Residential R9 (h-5*R9-1*B-) Zone;

it being noted that the following Site Plan matters have been raised through the application review process to be addressed through the Site Plan Approval process:

i) enhanced provision of boundary landscaping and board on board fencing along boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities;

ii) consideration of more surface parking for visitors; and,
iii) address an existing license agreement and the existing private sanitary sewer and PDC that bisects the subject property that services adjacent lands, namely servicing in favor of 456 Southdale Road East, through updates to the Sanitary Study and through detailed design that ensures this existing service in favour of the adjacent lands will be maintained or rerouted and uninterrupted connecting to the municipal sewer on Dundalk. A clause in the future development agreement will be included regarding an easement agreement between 400 Southdale Road East and 456 Southdale Road East and all servicing details are to be included in the engineering site servicing drawings;

d) the Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum height of 7-storeys with mechanical penthouse, 181 dwelling units and a maximum density of 462 units per hectare, which substantively implements the Site Plan and Elevations appended to the staff report dated July 26, 2021 as Schedule “1” to the amending by-law in return for the following facilities, services and matters:

A) Exceptional Building Design

the building design shown in the various illustrations contained in Schedule “1” of the amending by-law is being bonused for features which serve to support the City’s objectives of promoting a high standard of design;

- i) the building oriented to the corner of Southdale Road East and Dundalk Street providing a well-defined built edge and creating a positive public interface and human scale at street level;
- ii) the inclusion of building step backs, from 7-storeys to 6-storeys and 5-storeys with a variety of building materials and building articulation to break up the massing of the building; and,
- iii) purpose-designed amenity space on top of the apartment building and/or parking structure;

B) Underground Parking

C) Provision of Affordable Housing by requiring that LJM Developments enter into an agreement with the Corporation of the City of London (“the City”) to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City;

it being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City’s satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit;
- a purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City; and,
- confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws; it is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental

housing as managed through the City's Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details;

d) pursuant to Section 34(17) of the *Planning Act, R.S.O. 1990, c. P.13*, as determined by the Municipal Council, no further notice BE GIVEN in respect of the proposed by-law as the recommended zoning implements the same range of uses for which public notification has been given albeit at a lower intensity;

it being noted that the Planning and Environment Committee reviewed and received the staff presentation with respect to these matters;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
- the recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Neighbourhood Commercial Node;
- the recommended Zoning By-law amendment conforms to the policies of The London Plan and 1989 Official Plan upon approval of the recommended amendment.
- the recommended amendment facilitates the development of a site within the Built-Area Boundary and Primary Transit Area; and,
- the recommended amendment facilitates the development of four (4)affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock. (2021-D09)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: S. Lehman

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.7 180-186 Commissioners Road West

Moved by: E. Holder
Seconded by: S. Lewis

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application by 180 Commissioners Road Inc., relating to the property located at 180 – 186 Commissioners Road West:

a) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the 1989 Official Plan by ADDING a policy to Section 3.5. – Policies for Specific Residential Areas to permit a maximum residential density of 105 units per hectare to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;

b) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 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 (R1-9) Zone TO a Residential R9 Special Provision (R9-4()) Zone;

it being noted that the following site plan matters were raised during the application review process:

- i) the provision of a built form that is located along both the Commissioners Road West and Viscount Road frontages, with units oriented to the street;
- ii) the provision of a building design for both street-facing facades that includes a high level of architectural detail and a variety of materials and articulation; individual front door style entrances to ground floor units; amenity spaces for individual units at ground level that create a pedestrian-oriented streetscape; and direct walkway connections from ground floor units to the public sidewalk;
- iii) the provision of an appropriately sized common outdoor amenity area for residents;
- iv) the provision of enhanced landscaping in the exterior side yard along Viscount Road, including consideration of such items as a seat wall, arbour, masonry columns and planting or other enhanced features;
- v) the provision of mitigation measures to address privacy issues/conflicts between grade-related patios and the public realm on Commissioners Road West, and between grade-related patios and the surface parking area, exploring opportunities for creating grade separation to better preserve the amenity of the porches/patios and the usability of those spaces for residents;
- vi) the provision of privacy fencing along the east and south property boundaries, where possible when co-ordinated with any tree retention on or adjacent to the property lines, noting the retention of existing trees may be less desirable than the provision of privacy fencing in combination with new enhanced landscaping for screening;

- vii) the provision of enhanced, robust landscaping along the east and south property boundaries for screening, taking into account possible compensation for trees removed from the site prior to the preparation of the Tree Preservation Report; discussions between the applicant and the neighbouring property owners; and the submission of a final Tree Preservation Report;
- viii) the location and design of snow storage areas to retain snow-melt on site;
- ix) possible external updates/modifications on Viscount Road, which may include a pavement marking exercise to implement a left turn lane into the site, and/or signal timing revisions;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type;
- the recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation and the criteria for Policies for Specific Areas which allow Council to address development opportunities through specific policies that provide additional guidance to the general Multi-family, Medium Density Residential policies; and,
- the recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development. (2021-D09)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: S. Hillier

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: S. Hillier

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.8 1047-1055 Dearness Drive

Moved by: E. Holder
Seconded by: S. Hillier

That the application by Leo, Maria and Christina Viglianti, relating to 1047-1055 Dearness Drive BE REFERRED to the Council meeting to be held on August 10, 2021 to hear the City Solicitor's advice on the *Veterans Land Act* and any potential impacts;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2021-D09)

Yeas: (5): P. Squire, S. Lewis, S. Lehman, S. Hillier, and E. Holder

Nays: (1): A. Hopkins

Motion Passed (5 to 1)

Additional Votes:

Moved by: S. Hillier
Seconded by: S. Lehman

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

3.9 Medway Valley Heritage Forest Environmentally Significant Area (OZ-9367)

Moved by: S. Lehman
Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan:

a) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to adopt the Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan, appended to the aforementioned staff report, in accordance with London Plan policy 1421;

b) that NO ACTION BE TAKEN with respect to implementing the Green Acres Drive connection to the Medway Valley trail and pathway system at this time;

c) the portion of the pathway and trail system from Gloucester Road (Access A11) to its connection with the pathway in the Valley shown on “Appendix B” of the Medway Valley Heritage Environmentally Significant Area (South) Conservation Master Plan BE DEFERRED to be considered at a future meeting of the Planning and Environment Committee following further consultation and review with the adjacent neighbours, the Upper Thames River Conservation Authority, the Environmental and Ecological Planning Advisory Committee and the Accessibility Advisory Committee:

d) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix ‘E’ BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the London Plan:

i) change Policy 1719_11 FROM Medway Valley Heritage Forest Site Planning Study TO Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan;

ii) change the Green Space Place Type and Neighbourhoods Place Type on Map 1 – Place Types in conformity with the Medway Valley Heritage Forest ESA (South) Conservation Master Plan adopted above; and,

iii) change the Medway Valley Heritage Forest Environmentally Significant Area on Map 5 – Natural Heritage, in conformity with the Medway Valley Heritage Forest ESA (South) Conservation Master Plan adopted above:

it being noted that The London Plan Map 1 will come into full force and effect concurrent with Map 1 of the London Plan;

e) the proposed by-law appended to the staff report dated July 26, 2021 as Appendix ‘F’ BE INTRODUCED at the Municipal Council meeting to be held on August 10, 2021 to amend the 1989 Official Plan to:

i) change the Low Density Residential, Multi-family Medium Density Residential, Regional Facility, and Open Space land use designations on Schedule “A”, Land Use in conformity with the Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan adopted above; and,

ii) change the Medway Valley Heritage Forest Environmentally Significant Area on Schedule “B1”, Natural Heritage Features, in conformity with the Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan adopted above; and,

iii) change Policy 19.2.2. ii) to add the Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan to the list of guideline documents; and,

f) the members of Accessibility Advisory Committee, Environmental Ecological Planning Advisory Committee, UTRCA and local First Nations Communities BE THANKED for their work in the review and comments on the Sustainable Trail Concept Plan;

it being pointed out that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:

- a communication dated July 26, 2021 from G. and S. Sinker, 1597 Gloucester Road;
- the staff presentation; and,
- revised pages of the maps included in the staff report;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2021-E18/E20)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: S. Lehman

Motion to approve a new part b), which reads as follows:

b) that NO ACTION BE TAKEN with respect to implementing the Green Acres Drive connection to the Medway Valley trail and pathway system at this time;

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

4. Items for Direction

4.1 5th Report of the Trees and Forests Advisory Committee

Moved by: A. Hopkins
Seconded by: S. Lewis

That the 5th Report of the Trees and Forests Advisory Committee, from its meeting held on June 23, 2021 BE RECEIVED for information.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

4.2 7th Report of the London Advisory Committee on Heritage

Moved by: A. Hopkins

Seconded by: S. Lewis

That, the following actions be taken with respect to the 7th Report of the London Advisory Committee on Heritage, from its meeting held on July 14, 2021:

a) the following actions be taken with respect to the Notice of Planning Application, dated June 16, 2021, from C. Maton, Senior Planner, with respect to a Zoning By-law Amendment for the properties located at 551-555 Waterloo Street:

i) C. Maton, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage is satisfied with the research, assessment and conclusions of the Heritage Impact Assessment (HIA) included with the above-noted Notice of Planning Application and is in support of this development; and,

ii) the above-noted Notice of Planning Application BE RECEIVED;

b) on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the following actions be taken with respect to the staff report dated July 14, 2021, related to an application under Section 42 of the *Ontario Heritage Act* seeking approval to alter the heritage designated property located at 329-331 Richmond Street, located within the Downtown Heritage Conservation District:

i) the alterations BE PERMITTED, as submitted, with the following terms and conditions:

- the cast iron columns be braced and protected in situ, as described in the Conservation Plan (Cornerstone Architecture and VanBoxmeer & Stranges, dated June 1, 2021), as appended to the above-noted staff report; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

ii) direction BE GIVEN to the Site Plan Approval Authority to include a clause regarding the following within the Development Agreement (DA) For the Site Plan Approval:

- alterations to the property shall conform to the Heritage Alteration Permit (HAP21-049-L); and,
- the approach, methods, and process of the in situ conservation of the cast iron columns and arched entryway feature of the property at 329 Richmond Street, before, during, and after construction, shall conform to the Conservation Plan (Cornerstone Architecture and VanBoxmeer & Stranges, dated June 1, 2021), appended to the Heritage Alteration Permit; and,

c) clauses 1.1, 2.1 to 2.5, inclusive, 2.7, 3.2, 4.1 and 4.2 BE RECEIVED for information.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and E. Holder

Motion Passed (6 to 0)

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 10:03 PM.

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – 450 Wharnccliffe Road South

- Councillor Squire: I understand that there is no report from staff on this matter so we can so we can deal with anything from the staff in terms of questions. I'm going to go straight to members of the public and I will ask first, is the applicant present? It does not appear so. Any other members of the public wishing to speak? Before we get to that point, I just want to remind people that if you're in one of the rooms in the building that you're going to speak, where you're going to speak, you will require, it is required that you wear a mask so please keep that in mind. Any public input on this matter? Alright.
- Oz Kemal, MHBC Planning: Apologies. Can you guys hear me now?
- Councillor Squire: Yeah. Who is this?
- Sorry. This is the applicant, Oz Kemal from MHBC Planning.
- Councillor Squire: Oh, okay.
- Oz Kemal, MHBC Planning: I apologize. I had unmuted on the screen but I didn't press the unmute button on my computer itself so I was still muted.
- Councillor Squire: That's fine.
- Oz Kemal, MHBC Planning: I'm, I'm just here to answer any questions of Council along with staff if, if there are any.
- Councillor Squire: Thank you very much.
- Oz Kemal, MHBC Planning: Moving this matter forward.
- Councillor Squire: Thank you. Is there supposed to be someone else with comments? Is that person on the line?
- Mayor Holder: You are the most patient Chair in the world Chair.
- Councillor Squire: I've learned that by being a politician.
- Ira: Am I supposed to be speaking at this point?
- Councillor Squire: Yes. Can I just get your name sir?
- Ira: Hi. My name is Ira. I live right next door to the development and I was hoping to hear some information about it and possibly give you input on it.
- Councillor Squire: Okay. There is no current official presentation. If you have questions that you have you can let us know and we'll, will seek to have your questions answered but this is your opportunity to, to provide your input into, into how you feel about this application.
- Ira: Okay. The application is fine. I hope that I would, we would, the public would be provided with information on what specifically is going to be built before it's simply approved.

- Councillor Squire: Okay. That's in the application which is available in the material that we have for the meeting. We don't always get a presentation from staff so that's, that is where we are so you could get that information from, from staff if you wanted. You could follow up but most people come on and give us their position on the application, what they think of it. You seem to be okay with it but I'm not sure what else can I can provide you with.
- Ira: Okay. I will keep listening and hope to get more info. Thank you.
- Councillor Squire: Okay. Thank you. Any other members of the public? There being no one else speaking then I'm going to ask someone to move closing the public participation meeting.

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 PUBLIC PARTICIPATION MEETING – 360 Callaway Road - Draft Plan of Vacant Land Condominium (39CD-21504)

- Councillor Squire: Is the applicant here or a representative?
- Jay McGuffin, Monteith Brown Planning Consultants, representing Wastell, the owner of the property.
- Councillor Squire: Okay.
- Sorry. This is the applicant, Oz Kemal from MHBC Planning.
- Councillor Squire: Oh, okay. Did you want to make a presentation or say anything?
- Jay McGuffin, Monteith Brown Planning Consultants: I'd just like to say we have had the opportunity to review the staff reporting and recommendations. We're in concurrence with the conclusions and the recommendations of the staff report and we're here to answer any questions of the Committee or of the public.
- Councillor Squire: Thank you. Members of the public? There are no, I understand, no members of the public waiting to speak so I will as for a motion to close the public participation meeting.

There were no public comments for 355 Middleton Avenue; these comments relate to 915 Upperpoint Avenue but were inadvertently discussed until Item 3.3

PUBLIC PARTICIPATION MEETING COMMENTS

3.3 PUBLIC PARTICIPATION MEETING – 355 Middleton Avenue – Draft Plan of Vacant Land Condominium (39CD-21509)

- Councillor Squire: Alright. There is no staff presentation, so I am going to see if the applicant is here and wishes to make any comments.
- Yes it's Lindsay Clark here from Sifton Properties. I just would like to make a note that we are in agreement with staff's recommendation today and I'm also available if Committee has any questions. Thank you.
- Councillor Squire: Thank you very much. Members of the public? There are no members of the public I understand making presentations. Oops.
- I'm here. It's Natalie Craig.
- Councillor Squire: Okay and you are, you're address, please if that's okay.
- Natalie Craig: Certainly. It's 1453 Westdel Bourne.
- Councillor Squire: Alright. Sorry I didn't mean to skip you but I didn't know you were here on this one so have five minutes so you can make any comments you like to the Committee during that time period so go ahead.
- Natalie Craig: Okay. Thank you so much. We reside directly across from this area and we have some concerns with regards to this development as far as will there be any sort of barrier planned on that side of the road blocking the view or the noise, any of that, what is the plans?
- Councillor Squire: Okay. Other issues? I'll, I'll try to get your questions answered so that if you have other questions. Sure.
- Natalie Craig: We were concerned about the barrier whether there is going to be one.
- Councillor Squire: Yeah.
- Natalie Craig: If not we're wondering because we will be impacted by this if there is any sort of provision made so that you could perhaps help us with up some sort of barrier whether it's a wall of some sort, vegetation, something. Right now we're finding it's extremely busy already even before this part of the excavation commences. My husband was almost hit on our driveway by someone who chose to, I guess, want to turn around and didn't realize that my husband was at the end of the laneway and just about hit him. The traffic is horrendous, the speed, although the speed has been reduced, people are still driving thirty, forty kilometers faster than the speed. Our house has been so dirty from the construction and that's even further north and we're just wondering again is there anything that we, as homeowners, whether you're willing to perhaps clean our siding, windows, whatever every single day I have to go out and clean so much dirt and dust off of our windows and our front porch and they haven't even started to dig in front of our house. Also the vibration and when the excavation was taking place there's so much vibration and noise and again that's not even directly across from us, that's down the road so we're a little concerned what's going to happen when they do start to do all the construction right in front. Also what the time line is when you're intending on starting this and we're finding it very difficult to even get out of

our driveway at this point and are concerned about the safety aspect. Also we'd like to know who the contact person is at Sifton's that we would speak to if, you know, if we have any further questions or concerns. There's an awful lot of garbage that's being dumped in front of our home that's another thing that every day we have to go out and clean up garbage that people just, I don't know what has happened with society, but they love to throw out there Tim Horton's and McDonald's and Tim Horton's cups and, and such so yeah that's, that's about it at this point.

- Councillor Squire: Great. Thank you very much. What I will do is when we're finished with the public participation I'll ask the staff and the applicant to answer your concerns all right.
- Natalie Craig: Thank you so much.
- Councillor Squire: Thank you. Thanks very much for calling and we really appreciate it. Any other public comments? Nope so that is it for public participation so just need a motion to close the public participation meeting.
- Matt Feldberg, Manager, Development Planning: To you Mr. Chair, it's Matt Feldberg speaking. Just a clarification. Is this Item 3.3 or 3.4 that we're talking about?
- Councillor Squire: This is 3.4 that we are on. Are you thinking that the comments are on a different matter?
- Matt Feldberg, Manager, Development Planning: No, no the comments are certainly appropriate to Upperpoint, it's just I feel like we may have missed 3.3 public meeting.
- Councillor Squire: Yeah. I'm sorry totally wrong, we're on 3.3.
- Matt Feldberg, Manager, Development Planning: These comments are certainly appropriate for Upperpoint and we can take those under advice and deal with 3.4 when it comes up.
- Councillor Squire: Okay. Why don't we do that then. We'll deal with, we'll save those questions for Upperpoint. I apologize for confusing you.

*The public comments for this matter were inadvertently discussed until Item 3.3 - 355
Middleton Avenue*

PUBLIC PARTICIPATION MEETING COMMENTS

3.4 PUBLIC PARTICIPATION MEETING – 915 Upperpoint Avenue – Draft Plan of Vacant Land Condominium (39CD-21508)

- Councillor Squire: All right. Just to clarify we had some comments earlier, we will just apply those comments to this and I will ask those questions in that way. Have we heard from the applicant yet on this matter? Is the applicant present?
- Lindsay Clark, Sifton Properties Limited: Yes. It is Lindsay Clark from Sifton Properties, I am present, I'm not sure if you guys want me to.
- Councillor Squire: I'd like you to try to answer the questions if we.
- Lindsay Clark, Sifton Properties Limited: Sure.
- Councillor Squire: Let's go through them. The first question is whether there's any barrier plan for blocking the view or noise and if not is there any provision for any thing like green cover or anything like that.
- Lindsay Clark, Sifton Properties Limited: We do currently have a little bit of a berm along there that is currently present; however, that's just the temporary location right now, that will be removed moving forward to allow connectivity to the existing path that's on Westdel Bourne. There isn't any barrier or noise walls anticipated. We do include a noise study that is a part of the site plan approval process and is also required as part of removing holding so that has been included as a part of that there isn't any actual barriers or noise walls required along Westdel Bourne. In terms of vegetation there will be a landscape plan and, on that basis, obviously there will be some vegetation planted as per the City requirement but not in terms of an actual formal wall or barrier of vegetation, it would be individual trees and/or shrubs that would be planted. In terms of the, I guess I kind of made an opener.
- Councillor Squire: Okay.
- Lindsay Clark, Sifton Properties Limited: The issues if you want me to continue.
- Councillor Squire: Yeah. If you can continue that would be great.
- Lindsay Clark, Sifton Properties Limited: Sure. The next one was with regard to speed issues and, and along there. Unfortunately, I can't really speak to the speed issues because that's unrelated to our site. It is related to more so to capacity on our roadways so that's really unrelated to this development. In terms of dirt that comes off, unfortunately living next to developing subdivisions, is one of the issues that arises throughout the city so it's not specific to this development. As well, we try to minimize that in terms of dust that comes off the site but obviously we can't control that a hundred percent of the time. Again, with the vibrations as well and noise coming from the site it is a construction site within an approved subdivision plan so in terms of that it is the kind of part and parcel with a construction site so again that's something that is out of our control, you know, being on a construction site and a developing neighbourhood and then in terms of timeline so we would be looking hopefully to start construction on the new portion here that we're looking for approval for this evening so we're looking for Fall construction and, but the houses wouldn't actually be built most likely until Spring of next year and then I think the last question was about safety, sorry, not the last one, one of the last questions was about safety again, I mean, the

safety issue is not related to this development site specifically. It is more of a generalized comment so I can't really provide any additional feedback on that and then I think there was a question about garbage, again, that is not specific to this development. It is unfortunately our society as a whole that is being impacted at this residence, so I think that's all the questions or concerns here. If there are any other I'd be happy to answer.

- Councillor Squire: If they wanted to contact Sifton's, who do they contact for questions?
- Lindsay Clark, Sifton Properties Limited: Yes. I can provide that. I don't know who to provide that to but I can even be the main contact and then and if I need to direct internally I can do that but I think I can be the main point.
- Councillor Squire: Okay. Your name again?
- Lindsay Clark, Sifton Properties Limited: Yep. Lindsay.
- Councillor Squire: Yep.
- Lindsay Clark, Sifton Properties Limited: Clark.
- Councillor Squire: Okay.
- Lindsay Clark, Sifton Properties Limited: Lindsay, L I N D S A Y dot Clark C L A R K @ Sifton.com.
- Councillor Squire: Great. Thank you. So they can follow up on any of these questions if they want with you.
- Lindsay Clark, Sifton Properties Limited: Yes. Exactly and then I can put them through to the appropriate person internally if it's not myself directly.
- Councillor Squire: Thank you and I just wonder if staff could comment then on the traffic issue and the effect of the development on traffic in the area, if there was a traffic study or anything like that and the issue of garbage that's, that's around the area. Thank you.
- Matt Feldberg, Manager, Subdivisions and Condominiums: Thank you Mr Chair, it's Matt Feldberg speaking. As Ms. Clark noted, this is a condominium block within an approved plan of subdivision so we would have done a traffic impact study when the plan of subdivision was approved but we do, when new applications come in, we do check those and provide those revised assumptions that were made so we'll go back and take a look through the site plan process and ensure that it's reasonable for the amount of traffic on Westdel Bourne is reasonable. That said, it is, Westdel Bourne is currently a rural cross section, if I recall correctly, and over time, through the DC there will likely be an upgrade to that, an urban cross section with sidewalks, curbs and whatnot and then the second question was garbage, correct?
- Councillor Squire: Yes.
- Matt Feldberg, Manager, Subdivisions and Condominiums: With garbage, I mean we work, we try to work with the developers, the individual developers and the subdivision developers to go around and clean that up as much as possible. If it does stray off the site we're a little bit more challenged but the developers in this area have been very easy to work with and do try to make right the impacts of the development to local residents.

- Councillor Squire: All right and I'll just let my colleagues follow-up and any other questions they have at this point in time so Committee questions/comments?
Councillor Hopkins.
- Councillor Hopkins: Thank you Mr. Chair and thank you to the public for coming out. I've heard quite a few concerns on this development comes forward along Westdel Bourne and we've seen it to the north of this development; it was also approved it to the south a few months ago at, at PEC. The concerns of Westdel is continuous challenge as this area is developed and I appreciate Mr. Feldberg's comments around development charges updates to that road. Is there any, I don't want to put you on the spot here but when can the community see some, some upgrades? I know staff have reduced the, the speed limit which has been helpful but when can we expect some updates to this rural road which is really no longer a rural road coming forward? Question number one.
- Matt Feldberg, Manager, Subdivisions and Condominiums: Certainly. Through you, Mr. Chair, at this point I don't see anything particular for Westdel Bourne but I can go back and check the DC study and bring that information to you ahead of Council. We do have the upgrades planned along Oxford Street in 2025 and then the results of the roundabout planned for 2024 on Oxford and Gideon so that should help with some of the traffic volume in the area but obviously doesn't deal with Westdel Bourne.
- Councillor Hopkins: Thank you for that Mr. Feldberg. It would be good information that I could share with the community as they deal with the challenges of getting in and out on onto Westdel. I also, since the applicant is here, just want to make a quick comment on other concerns I've heard with construction vehicles in particular with all this development, the speed of the construction vehicles is becoming quite a challenge and, and I know seeing all this development is a good thing but as the community deals with not only the changes but has to sort of move along on this road I, I would caution the construction vehicles to sort of pay attention to that reduced speed limit. I want to just also mentions that the development that we have here, I'll be supporting this recommendation because it really is a continuation of what's already happening to the north but also what's happening to the south and I'm glad the resident has the information to get in touch with Sifton for further information as well. Thank you.
- Councillor Squire: Thank you. Any further questions or comments. Alright, is someone prepared to move the recommendation? We need to close the PPM so we'll do that.

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 414-418 Old Wonderland Road.

WHEREAS Four Fourteen Inc. has applied to rezone an area of land located at 414-418 Old Wonderland Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms 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 414-418 Old Wonderland Road, as shown on the attached map comprising part of Key Map No. A106, from a Residential R1 (R1-10) Zone and an Urban Reserve (UR1) Zone, to a holding Residential R5 Special Provision (h-5*R5-7(_)) Zone and an Open Space (OS5) Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provision:
 -) R5-7() 414-418 Old Wonderland Road
 - a) Regulations
 - i) Interior Yard Depth for decks (Minimum) 3.0 metres
 - ii) Rear Yard Depth for decks (Minimum) 3.0 metres
 - iii) Parking Rate for Stacked Townhouses 1.0 space per unit
 - iv) Setback to the Open Space (OS5) Zone 0.0 metres
- 3) Section Number 36.4 of the Open Space (OS5) Zone is amended by adding the following Special Provision:
 - a) Regulations
 - i) Lot Area (Minimum) 764.0 m²

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 August 10, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – August 10, 2021
Second Reading – August 10, 2021
Third Reading – August 10, 2021

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



File Number: Z-9293
Planner: AR
Date Prepared: 2021/07/07
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,250

0 5 10 20 30 40 Meters



PUBLIC PARTICIPATION MEETING COMMENTS

3.5 PUBLIC PARTICIPATION MEETING – 414-418 Old Wonderland Road (Z-9293)

- Councillor Squire: All right and there is a staff presentation so go-ahead staff. I'm sorry, are the slides somewhere in the documents that we have?
- Alanna Riley, Senior Planner: I believe they are in the Added Agenda.
- Councillor Squire: Alright and do you have a page?
- Alanna Riley, Senior Planner: I do not. I believe Heather Lysynski will have that page number.
- Councillor Squire: Okay. I just want to make sure the Committee, before you start. 280.
- Mayor Holder: Page 280 Chair.
- Councillor Squire: Thank you very much. We're all in the same area. Go ahead. Thank you. If the applicant is here we'll hear from the applicant and then we'll do technical questions. Is the applicant present?
- Hello? Can you hear me?
- Councillor Squire: Yes. I can hear you.
- Hi. This is Colin McClure from 414 Inc. I just first want to say thank you to staff for working through this process with us and we agree with the report. Here to answer any questions that Committee or, or the public might have. I'm also joined by Harry Goossens from Dillon Consulting, our Consulting Engineers so if there any technical questions come up, I'll defer to him but I'll just go back to you from now. Happy to speak where I can.
- Councillor Squire: Thank you. Just going to Committee then. Are there any technical questions for either the staff or the applicant? Councillor Hopkins. Go ahead.
- Councillor Hopkins: Yes I was just wondering what the units per hectare are on this?
- Alanna Riley, Senior Planner: Through you, Mr. Chair, I believe the units per hectare are forty-four.
- Councillor Squire: Is that fine, Councillor? Yep. Any other questions? Technical questions only. There being none we will then to go the public for public participation. I don't know if we are going to start with the overflow rooms or yes, sir.
- Good afternoon. Can you hear me?
- Councillor Squire: I can hear you and just to be clear, you'll be allowed up to five minutes to speak to the Committee and yeah, I just need your name and your address if you would like.
- Colin Rogers, 864 Berkshire Drive.
- Councillor Squire: Okay. Go ahead.

- Colin Rogers: I would just like to comment, I believe it was Councillor Hopkins advising us all to contact staff. I've been trying to contact staff for three weeks, Alanna Riley, she doesn't answer the phone so I am not as well prepared as I would like to have been but I'm prepared to start now.

- Councillor Squire: Go ahead.

- Colin Rogers: Thank you. I have here the report which I just picked up today. It is a flawed report, it doesn't seem to have been made with a site visit and the officer seems to have dismissed all the significant complaints of the residents. The London Plan, as I understand it, is to provide for vibrant, healthy and fulfilling neighborhoods, whereas if this zoning application is put through it will turn Old Wonderland Road into an overcrowded moribund street where you're likely to get runover because of the cars having to park on the road due to lack of car parking spaces. Particularly the overall design is out of keeping with the purpose of the street. Is there to be rental units where the rest of the street is owner occupied and the rest of the street are single dwellings, single family dwellings. The appearance, as well, is out of keeping. We will have a row of very tightly close to the road of single houses and stacked units. The seven is discordant with the existing streets scene, the outlook will be blighted and it is overbearing we've already seen the garden space has been halved. The parking, well the changes are just unrealistic. Keeping in mind these are rental properties. Changing stacked unit particularly is just absurd. The housing, the stacked housing doesn't seem to conform with The London Plan but I haven't been able to check that yet due to lack of resources and staff not coming back to me. The tree loss when I first contacted the developers was twenty-two, I believe it's up to thirty-three but in this flawed report the officer suggests that the recommendations to build fences and berms, etc., will help to ease the overlook that has now been ruined of the existing properties by the new properties. I would have to say that on the report the lack of a site visit is clearer when the officer says that this is keeping the density and height compatible with the area; it is not. You just have to walk up and down the street to see it. So, in conclusion, I would like to say that this plan is unrealistic, it's cynical, we've already seen the number of changes the developers have made and this will probably just be the start and it's opportunistic to the point of license. People are anticipating a London Plan which hasn't been approved yet and they're stacking it to the nines, the massing is just inappropriate for the street, it's incompatible and it's ill-fitting as a site demonstrate, a site visit rather, will demonstrate. Thank you for your time.

- Councillor Squire: Thank you, sir. Thank you for coming this evening. Any other members of the public who wish to speak? Are they in the overflow rooms? On Zoom. Alright. Who is next?

- Good afternoon everybody. My name is Maureen Tucker. Can you hear me?

- Councillor Squire: I can hear you.

- Maureen Tucker: I live at number 410 Old Wonderland Road.

- Councillor Squire: Okay.

- Maureen Tucker: The proposed development will wrap around me like a letter "L" if you can picture that so along beside me and at the back and will loom over me. I don't really have any questions per se. I went to the open house that 414 put on. My questions have been answered but I, I just want to share my concerns and my feelings about it if I may. Of course, our number one concern is we really don't want this, we live in a single-family home, we live on a street with twenty-one other single-family homes. To add another twenty-nine families in a shoe-horned into a, you know, one

point five whatever it is hectare, two acres, whatever, right next door to us. They will literally have to be shoe-horned, will drastically affect our street and our enjoyment of our home. Other concerns, the loss of the trees, the loss of privacy. Our retaining wall between us and 414 has already been damaged. I don't know what damage could be ahead with all the digging and possible damage to our foundation. The noise, the commotion of construction, we will lose access to our backyard. Our concern that they are rentals which will destabilize the streets, twenty-nine units turning over and over and over. We're concerned about the street parking that I know darn well will happen and I know this because I walk past Trowbridge every day. I feel it's too much on too little lands. I'm not looking to the construction chaos, not looking forward to having twenty-nine families just on the other side of whatever trees are left but mostly what I want to say to you is the type of street that Old Wonderland Road is and I agree with the past, the previous speaker, I wonder if anyone proposing this has walked down the street and looked at it as a residential neighborhood. This has been the type of street for seventy-five years or more that single families have lived on. We have big lots, people come here and they stay, there are, I would guess, I'm guessing, a third of the people on our block have been here more than twenty years and they chose Old Wonderland Road for a reason. It's quiet, it's peaceful, it's, it's a friendly neighborhood of people who are here to stay and improve their properties. Old Wonderland Road, in the last five years has become very destabilized as a result of the uncertainty of 414. Also, Teeple Terrace is less than five hundred meters from my house, that development out there and if I look out my dining room window I can see the new development at Springbank and Wonderland. They are, the developers have been circling our neighborhood for many years and it is destabilized and added concern to our residents and it's as simple as well should we get a roof or do you think we'll be moving in the next few years? You know, it's things like that. We haven't felt at home here because of the uncertainty of next door and it won't just be next door, it will be next door and behind and looming over us, these are all uphill units. We will be completely, what's the word I want to use, they will cover us, that we'll feel very covered, I think. Mostly of what I want to say to you is I believe this development should not happen because it will change the DNA of the street. With the street now, our long-time homeowners who live here and love here and have put their time and energy and hearts into the street you drop twenty-nine rentals right next to me and all of those cars and that's going to change my experience of Old Wonderland Road and the experience of my neighbors. I understand The London Plan and I understand infill and I understand development and progress but frankly I don't want it and I don't know anyone that does so I appreciate you listening to me. All I can say to you is drive down on Old Wonderland Road and look at this place and decide if you think twenty-nine new rentals need to be dropped in and if you lived at 410 Old Wonderland Road I think you'd feel the same that I do. I really appreciate the opportunity to speak today and I thank all of you for your time and attention.

- Councillor Squire: Thank you very much for coming and expressing your views, we do appreciate it. Do we have another submission? We have one more person I believe to speak. Hello? Is the person muted perhaps? Alright.
- Barb Westlake-Power, Deputy City Clerk: Mr. Chair, they have been asked to unmute and haven't so perhaps they're just observing the meeting.
- Councillor Squire: I'm sorry, they're what?
- Barb Westlake-Power, Deputy City Clerk: They have been asked to unmute.
- Councillor Squire: Right.
- Barb Westlake-Power, Deputy City Clerk: They have not.
- Councillor Squire: Then you said something.

- Barb Westlake-Power, Deputy City Clerk: They may just be observing the meeting.
- Councillor Squire: Alright. I'm going to ask whoever that is that's on mute if you want to make comments on this particular development which is for 414-418 Old Wonderland Road that you have your chance to do that now and then I'll, we'll be closing the public participation meeting so I'll call once, twice and I'll ask for a motion to close the public participation meeting.

Appendix C Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21 _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 400
Southdale Road East.

WHEREAS LJM Developments has applied to rezone an area of land located at 400 Southdale 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 400 Southdale Road East, as shown on the attached map comprising part of Key Map No. A107, from a Service Station (SS2) Zone to a holding Residential R9 (h-5*R9-1*B-) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-__ 400 Southdale Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 7-storeys plus mechanical (29.2m) and a maximum density of 462 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, and provides for affordable housing in return for the following facilities, services and matters:

1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design.

- The building oriented to the corner of Southdale Road East and Dundalk Street providing a well-defined built edge and creating a positive public interface and human scale at street level;
- The inclusion of building step backs, from 7-storeys to 6-storeys and 5-storeys with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the 7-storey apartment building and parking structure;

2. Underground parking

3. Provision of Affordable Housing by requiring that LJM Developments enter into an agreement with the Corporation of the City of London (“the City”) to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City.

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City’s satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit.
- A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City.
- Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City’s Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details. The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Permitted Uses

- i) Apartment building

b) Regulations

- | | |
|---|-----------------------|
| i) Height (Maximum) | 29.2 metres |
| ii) Density (Maximum) | 462 units per hectare |
| iii) Front Yard Setback (Minimum) | 1.0 metres |
| iv) Exterior Side Yard Setback (Minimum) | 1.0 metres |
| v) Interior Side Yard Setback (Minimum) | 9.84 metres |
| vi) Rear Yard Setback (Minimum) | 0.65 metres |
| vii) Landscaped Open Space (Minimum) | 15% |
| viii) Aisle Width for Access and Driveway | 6.5 metres |

- (Minimum)
- ix) Parking (Minimum) 1.06 spaces per unit
 - x) Accessible Parking (Minimum) 7 spaces
 - xi) Bicycle Parking 0.45m(width) x 1.1m (height) x 1.85m(length) where as 06.m (width) x 1.5m (height) x 1.9m(length) is required
 - xii) Balcony yard encroachment of 1.8m in all yards, no closer than 1.05m to the lot line whereas 1.5m balcony yard encroachment in all yards, no closer than 3.0m to the lot line is required

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 August 10, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – August 10, 2021
Second Reading – August 10, 2021
Third Reading – August 10, 2021

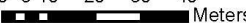
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-9261
Planner: AR
Date Prepared: 2021/07/15
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,250

0 5 10 20 30 40
 Meters



PUBLIC PARTICIPATION MEETING COMMENTS

3.6 PUBLIC PARTICIPATION MEETING – 400 Southdale Road East (OZ-9261)

- Councillor Squire: A staff presentation please. Is someone.
- Alanna Riley, Senior Planner: My apologies. Sorry. My apologies. I was trying to unmute.
- Councillor Squire: Thank you. We'll hear from the applicant if they are present and then we will have technical questions. Is the applicant or representative present?
- Good afternoon Mr. Chairman. Can you hear me okay?
- Councillor Squire: I can hear, yes.
- Thank you. My, my name is John Ariens, I'm a Registered Professional Planner with the IBI Group. With me is Julia Redfearn. Between Julia and myself we do have a brief presentation to make. As you're aware, IBI has an office in London. Julia and I both work out of our Hamilton office because the developer and owner of this property is a Burlington based mid-rise and high-rise developer, LJM Developments is their name. They specialize in apartments, mixed use, they have a number of projects in Burlington, Hamilton and Niagara and we're very pleased to now have a project before you in the City of London. I understand our power point presentation is part of your agenda, it began at the original agenda on page 333 and we'd just like to refer to that as we make our presentation. If I could ask you to please go to the second slide which is an air photo of the subject property and just to put it in context, this is a corner property on two major roadways. Southdale Road is also a transit corridor of abutting land uses as you can see on this slide we have commercial to the east, commercial and institutional to the south, kitty corner we have the Shoppers Drug Mart, the medical clinic, the dental office and across the street on Dundalk we have an eight storey rental apartment building. You can see immediately to the north there is a large, treed buffer area and then we have the low-density semi-detached homes on Stockton Street so that kind of provides the neighbourhood context. I would point out that transit is readily available on Southdale Road and the site is within walking distance to many commercial uses, services, medical and dental offices. On slide three of our presentation we just provided an overview of the technical reports and studies that were included with our submission. These dealt with servicing, transportation, parking, tree preservation and as you can appreciate this being a former gas station, a brown field site. Environmental and soil testing was also conducted. I would like to stress that all of the study's support the proposed mid-rise residential use there really are no technical issues, no technical concerns that would not cause this to be an appropriate form of development. Members of Committee on slide four it just provides a summary of the application process. I would like to commend planning staff, the application was deemed complete in middle of September last year, here it is in the middle of a pandemic and it's only ten months and we have a positive staff report and it's gone through a number of revisions and all of the revisions I should stress were meant to address public concerns and public issues. When the matter was before your Urban Design Peer Review Panel I can also point out that this Panel was extremely excited about this project, they liked the design, they liked the placement on the site. As Ms. Riley pointed out, the main mass is focused at the corner, we have a very strong street edge, it's a very exciting design. Two revisions have been made from ten storeys to eight storeys. Working with Councillor Peloza, we entertained a developers open house meeting. A number of residents attended and, as a result of that meeting, the original proposal was actually mixed use with commercial on the ground floor and that has been removed and

another floor has been removed so we're now at a seven-storey step design and I will turn over to Julia to just give you a brief description of the project.

- Julia Redfearn, IBI Group: Can you hear me alright?
- Councillor Squire: Yes.
- Julia Redfearn, IBI Group: The proposed site plan and building elevation can be found on slide five and six. LJM Development is proposing a seven storey apartment building that steps down to six and four as it approaches the north and east property boundaries. The development comprises one hundred eighty-one dwelling units, two levels of underground parking one hundred ninety-three parking spaces and two hundred six bicycle parking spaces. Vehicular access and the building lobby entrance are proposed off the Dundalk Drive whereas ground floor patios and residential amenity space primarily front on to Southdale Road East. We received public concern forwarded by the City and during our open house pertaining to height, parking, density, massing, sun shadow, traffic and zoning non-compliance. The presentation in the agenda goes through each of these concerns to explain how we have addressed them.
- John Ariens, IBI Group: If we look at slide number eight this is an example of a very important planning tool that we use as a guideline. This is called angular plane analysis and I'm sure most members of Planning Committee are familiar with this and, and as Planners we use this as a guideline to reduce privacy and overview issues and when we apply angular plane analysis on to this project as shown on slide number nine you'll see that there is a minor encroachments within the angular plane for the upper floors of the building and this really is supportable for a number of reasons. First and foremost is the existing treed buffer that we have along our residential interface with the low-density area and that tree planting buffer will be enhanced through the site plan process with additional plantings. There are existing homes to the north also enjoy a significant setback of over twenty meters from the property line so there is a substantial separation distance that isn't really captured or reflected in the angular plane analysis and because of the encroachment that that is proposed the minor encroachment at the public information meeting that we hosted we made a commitment to the residents that through the site plan process those upper balconies that encroach would be treated with opaque or frosted glass and then that will further enhance the compatibility and together with the shadow analysis which Julia will explain we believe we have a compatible interface.
- Julia Redfearn, IBI Group: Sun shadow studies were completed for March, June, September and December to ensure there are no significant adverse impacts on adjacent properties throughout the year. The dark blue outline on slide ten and eleven show the as of right six storey building permission shadow versus the proposed seven storey building shadow. Evidently, they are comparable and there are negligible shadows cast on the adjacent property. Slide twelve, slide twelve shows the preliminary landscape plan. There's also a three-meter-wide landscape strip filled with trees to provide privacy purposes and the one point eight-meter-high wood fence between the proposed apartment building and existing dwelling to the north. There is also an approximately ten-meter yard setback proposed from the new building to the northerly property line. Currently there are several low-quality shrubs within the boulevard, soft landscaping that directly interacts with the street is proposed to create a enhance view streetscape at the intersection.
- John Ariens, IBI Group: On slide thirteen we deal with one of the other key issues that was raised at our open house and that of course is transportation and parking supply and the studies that were prepared with the original submission and following the public open house clearly demonstrated that sufficient parking is going to be provided and on top of that alternative transportation would reduce the demand for

automobiles. We have transit right on Southdale, we have biking, we have bike parking, we have walking, all these forms of active transportation would reduce the use of automobiles and also help us address climate change. Our transportation consultants looked at the level of service on neighboring intersections, they looked at the driveway locations, they analyzed and got all accident records over a five and ten year period and they concluded that no remedial measures were necessary the intersections are operating at a safe level of service and the driveway does not create.

- Councillor Squire: If I could just stop, I've been sort of indulging you've gone about eight minutes now and that's a little longer than we normally allow so I'm hoping you can wrap up fairly soon.

- John Ariens, IBI Group: I'll go right to my conclusion. How is that Mr. Chair?

- Councillor Squire: That would be great. Thank you.

- John Ariens, IBI Group: I, I appreciate your indulgence. The last slide more or less summarizes the development and staff have, have included a lot of these comments in there's. It's, it's more compact, it's more efficient, addresses climate change, it deals with alternate forms of traffic but I think one of the most important components is the density bonusing. The fact that this developer will be donating four dwelling units either to the City or to another non-profit affordable housing group I think is a significant contribution to affordable housing and I can honestly tell you as the former chair of the Hamilton affiliate of Habitat for Humanity I've been suggesting this type of density bonusing throughout Hamilton, Halton and Niagara for many, many years and now finally I have an example that I can use for other municipalities to follow. This is a great project in a great location, it's contributing to affordable housing and it's providing additional housing in, in a part of London that that really hasn't experienced the same development pressures but clearly this is an appropriate site. Those are comments and we'd be pleased to answer any questions.

- Councillor Squire: Thank you. Technical questions from the Committee?
Councillor Hopkins.

- Councillor Hopkins: Yes. Thank you and thank you to the applicant and to City staff. The technical question I have is around the affordable housing. My first thought was what is the percentage below market value and how long but as I continue to read the letter from HDC and maybe that's a question to HDC. If you could expand a little bit more as to how this affordable, or how these affordable housing units will operate moving forward as we approve the bonusing given that we really don't know how that looks like but I would like HDC to expand on that a little bit more.

- Councillor Squire: Go ahead staff.

- Steven Giustizia, HDC: Through you Mr. Chair it's Steven Giustizia speaking. I'm guessing that City staff will direct us over to myself but I just want to confirm that first. Okay. Through you Mr. Chair I understand the question was how will this work. Normally Council has seen affordable housing units that are negotiated through bonusing at a percentage of average market rent and for a certain number of years. Although the conveyance or transfer of ownership was certainly a potential and is certainly something that is doable within Section 37 so the normal process that we took was, of course, to confirm the lift we do not get involved or, or get involved in any judgments or merit related to the are proposed bonus or the proposed development at all but specific to this case as we were looking at the other bonusable elements and, and the focus on affordable housing it was through the open conversation with the developer that the option of a potential ownership would come up. What we also do is we make sure that the units and as you've seen with the other hundred and fifty plus units that we have negotiated through bonusing we always try to make sure that this

will fit directly with the people who are in greatest need in accordance with our Housing Stability Action Plan so in that respect I spoke to the Housing Stability Office of the City and confirmed that this was actually a, a very advantageous option for certain populations so I think it's important for Council to understand that we always try to align the bonus units with priority populations and that includes in these ownership ones. The mechanism then is that rather than getting units at a percentage of average market rent for a period of time you are getting a fewer number of units albeit but you're getting out of them at a much more tangible value for the proposed bonus first of all, secondly we would be using these as rental units but because there is no transfer costs then the rent would be established at a rate based on the needs of the population. What we did in our own modeling was we factored that the, the units would rent at a rate suitable for a population that would mix into the building of course and into the community because we always want that within our name list and our, our approaches there but more importantly that each unit would also provide the potential to subsidize a second unit so in that respect we did modeling, we ran that modeling by the City and then to the Councillors. I think final question within our recommendations and within our letter and then the recommendations before you the bonus would then be activated through a, what would be a purchase and sale agreement inclusive of all the security so standard purchase and sale agreement that would transfer the four units and that that would be done to the satisfaction of the City with legal noting that the rents for those units would still need to cover the costs that would be incurred by those units and including capital repair costs and then as a final comment the management of those units would be done in the same way as the City manages units that they have under supplement agreements so we already have the mechanism within the Housing Stability Office to do exactly that kind of work.

- Councillor Squire: Councillor?
- Councillor Hopkins: Thank you for that. Is it fair to say, just to follow up with that, is it fair to say that this is a new way of bonusing now? That we can see more of this kind, these kind of agreements coming forward and I guess some of the other part to that is I know the applicant said that the ownership could go to the City Of London or to a not for profit group but I just want to confirm it is to the City of London.
- Steven Giustizia, HDC: Through you Mr. Chair, it is to the City of London. The, the I will say this that the industry I believe, Council has asked us to look at innovation. Council has asked us to look at three thousand units. We know very well that bonusing has a significant benefit in its ability to integrate affordable housing across the community and secures a commitment very early on in the development cycle. When you're looking at options that are available within those parameters then yes, you will see this come forward but noting that bonusing has a potential limited lifespan this can also inform other planning tools that we will see as we move away from bonusing so the notion of a conveyance is not something that is unfamiliar to Council, not unfamiliar to the, to the industry and I think what we've seen here already, we have heard from other bonuses that we are negotiating interest in looking at this tool so I realize this is a new door that's open and I also greatly respect Council for having been with us as we've opened these doors and as we keep turning those dials. As you all know all units that we negotiate now are minimum fifty years, all units that we negotiate now are directly attached to the, the population in greatest need through the binding list and through the Housing Stability Office. We had to get to that point. To answer Councillors question I think this will actually encourage more innovation.
- Councillor Hopkins: Thank you for that and thank you for turning that dial.
- Councillor Squire: Are you finished Councillor?
- Councillor Hopkins: Yes.

- Councillor Squire: Okay. Any other comments or questions technical in nature? Alright. We'll go to the public at this point in time. Is somebody in the overflow room or we online? All online. Okay.
- Can everyone hear me?
- Councillor Squire: Yes. Can I get your name please?
- Absolutely. My name is Allison Zietsma and I live at 441 Stockton Street.
- Councillor Squire: Great. You have, despite the time that has been spent recently, you have five minutes so I will be timing you, I should have timed some other people but I didn't so you're going to be the first recipient of my stopwatch unfortunately. Go ahead.
- Allison Zietsma: I'll do my best. Good afternoon Mr Mayor, Members of Planning and Environment Committee, I'm speaking on behalf of myself, my husband and a group of concerned neighbors and residents living near the proposed development site. After reading the recommendations of the City Planning staff we're really frustrated to see that the plans they are planning to endorse this development as proposed and I'm appealing to the PEC to consider otherwise. While our concerns have been minimized both by IBI Group and the City Planning staff, these are legitimate concerns that deserve consideration and they are coming from lived experience. The amendments to the original proposal we don't feel sufficiently addressed the concerns submitted to the City since it was primarily just the removal of the commercial portion of the proposal along with some height and overall there's just too many amendments the Official Plan being requested by IBI and LJM. The prime concern for most of the residents the area is really the density proposed increase of which sets a dangerous precedent in the city and future proposed development. The increased density has a direct impact on the concerns brought up such as traffic, safety, noise, shape, parking and even privacy. If the proposed development is approved as planned safety becomes a very valid concern, in particular the Stockton Street corridor experiences heavy pedestrian traffic during rush hour when children are walking to and from nearby Cleardale school. Within about a hundred and fifty meters of the busy Southdale/Dundalk intersection there is the potential for nearly two hundred vehicles to be leaving this single proposed driveway at this development as well as the parking lot for the apartment building on the northwest corner, the townhouse development just north of that building, Stockton Street as well as bus stops for the LTC route that receives at Dundalk. Traffic at that intersection, the Dundalk/Southdale intersection is already a concern without this increase despite what the studies say both in speed and quantity. The reports presented to you today acknowledge that our neighborhood is already of mixed density housing but the difference the proposed development in existing multi density housing nearby is that the existing structures are set back from other residential homes, townhouses, etc., and they don't pose the same negative impact to its neighbors. Specifically, this project contains very little outdoor amenity space which is in direct contrast to the building mentioned on the northwest corner which has green space and parking lots surrounding it. IBI and LJM are asking for amendments to remove yard setbacks and therefore will not include that same space and this project is completely out of scale for the property size and compared with what's been approved to date. I'm also encouraging the PEC to consider that this developers not from the city and therefore does not have our city or residents best interest in mind with their proposal. This isn't exciting as has been suggested by our Councillor but demonstrates that they have no vested interest in the wellness of those directly affected by the project, in fact, the public meeting held with IBI Group they expressed disdain for our existing by-laws and Official Plan and they demonstrated a lack of knowledge in our neighborhood in response to our questions. We're well aware of the developer fees that are paid to the City for such projects and we're concerned that this is informing the Planning

department's endorsement since the number of amendments being requested is unusually large for such a project. Finally, according to our own inquiries, the shade studies included do not accurately reflect what might impact the semi-detached housing to the north on Stockton Street and some houses will find themselves in shade the majority of the day for three to four months of the year and will only experience full sunshine for seven months the year. In closing I just want to clarify we are not asking the PEC not to approve any development but to approve a development that is within the existing neighborhoods zoning of four storeys or up to six with bonusing. This proposal constitutes not only excessive requests for amendments but changes to the Official Plan as well. I'm hoping the PEC will consider this project is not consistent with positive development for the city and will have a negative impact on existing residents based on our concerns. Thank you very much.

- Councillor Squire: Thank you very much and you're, you're well ahead of schedule and, and staying within the five minutes which the Committee very much appreciates.
- Allison Zietsma: Excellent.
- Councillor Squire: Thank you very much.
- Allison Zietsma: Thank you.
- Councillor Squire: Next? Is the next person on the line?
- I can speak next.
- Councillor Squire: Okay.
- My name is Caroline McWhinney. I live at 442 Stockton Street.
- Councillor Squire: Great. You have five minutes and I will start the time right now.
- Caroline McWhinney: Okay. I previously had sent in in writing my concerns and commented that the file OZ-9261 is aptly named as only in the land of OZ would this be considered an acceptable application. In my world as a Nurse I wouldn't expect any of you today in this meeting to be able to care for my patients in ICU without extensive years of training so in return since I'm not an Architect or an Engineer I need help in understanding this proposal so please answer my questions. The conceptual rendering photo is a lovely picture of an apartment building but does state it may change. Help me understand what the special provisions mean for a minimum front yard set back of zero point zero meters whereas eleven meters is required, exterior side yard setback of zero point zero meters whereas nine meters is required, minimum landscaped open space fifteen percent where's twenty percent is required. Tell me how these requests that the drawing that shows a tree lined walkway. If I am correct does this mean the actual building is built right to the lot line? I question who would want to live in an apartment that it is just a few feet from a busy main thoroughfare with cars and motorcycles racing up and down the road day and night. Look around and show me any apartments that are built sitting on top of the busy streets. Neighboring apartments at 380 Southdale have berms or hills as sound buffers and they have been built years before the street became as busy as it is. Going along Southdale and Commissioners, I can't find any apartments that are so close to the road. Maybe those grand old apartments will be the free ones to the City for housing. That's sad to think that. The news reporter mentioned Councillor Pelozo stated that neighbours fretted about traffic privacy and hated the building. Wouldn't you too fret if you had concerns for safety in your neighborhood, having people on balconies now

peer into your backyard. An initial plan of a ten foot building on a lot made for a gas station and not one like Flying J, but a corner lot gas station. I spoke with the Principal at the school in the neighborhood and it's at max enrollment so it took many years to get a permanent addition to replace the many portables. Will it mean we're back to needing portables at Cleardale school? These presentations likely won't make a difference based on, we believe this is a done deal, but rest assured that we as a neighbourhood will voice our complaints to the City if issues present re noise, safety, traffic, etc. arise. Thank you.

- Councillor Squire: Thank you very much. Thanks for coming and thanks for staying well within the time parameters. Next person? We have two people. Could the gentleman go ahead and then we'll.

- Hi. It's Bruno DeSando.

- Councillor Squire: Okay.

- Bruno DeSando: I live at 9 Crawford Green.

- Councillor Squire: Alright.

- Bruno DeSando: Sorry. Go ahead.

- Councillor Squire: You have five minutes as I indicated and I will start your time now.

- Bruno DeSando: Just wanted to share with everybody where I live is closer to the intersection of Homeview Road and Crawford which is right adjacent to Nichols Arena. I've lived in this area for 31 years and am very familiar with that parcel of land including when it was a Petro Canada gas station. Although I appreciate the City of London's push for infill development I disagree with this particular choice of development for this parcel of land. Although there has been the amendments made and, and what have you, I still don't think that a seven storey hundred and eighty unit apartment building makes sense for that size of parcel of land. I know John shared about transit on Southdale, he failed to mention that Dundalk is a major transit line both on the east and west sides of the road, in fact, both bus stops at those locations on the northeast and the northwest corners are staging lanes where the buses wait when they're ahead of schedule. Now we have buses that are being staged, we have a new lane way for an apartment building with approximately a hundred and eighty units and this, this thought that, you know, with all the transit nearby that people aren't going to be driving vehicles isn't the reality that I know. Like I said I wanted to share with you as a thirty-one year resident of this neighborhood and probably about a two block radius from where this development occurs or is planned for, sorry. I disagree with the planned apartment building, I would have preferred to see some sort of stacked townhouse or additional semi-detached units or something low-rise. Those are my comments and I hope Committee takes not only mine but everyone else who's spoken previous to me and after me and consider our concerns with this application. Thank you.

- Councillor Squire: Thank you very much. Okay. Next speaker.

- Hi. I'm Claire Bertram. I live at 443 Stockton Street.

- Councillor Squire: Okay. Go ahead.

- Claire Bertram: Hi. I've been here since 1980 and I knew it when there was a Petro Canada station there and no other building. My main concerns have been voiced with everybody else, is the size of the building on the size of the lot. It's just too big for that size of a lot. I can't even imagine even though I keep looking at the diagram it doesn't make sense and I know one of the comments made to us in our community meeting was this is the new thing urban scape landscaping that's going to go right up to the sidewalk. There will be no green area well it doesn't fit in with anything else that's here already so I think my main concern is the size of the building and the size of the lot and the number of units and then how it impacts everything, not even just in the short term but infrastructure around. There's a lot of building going on in this area on Wharncliffe on Bradley on White Oaks Road, all these new housing developments. Do we have the infrastructure to even support them and then add another building and the buildings going up at Bradley and Wellington supposedly and that's what my concern is - it changes the whole thing and do we have all the infrastructure to support schools, roads and the comment about Southdale I can't even keep my window open anymore because of the amount of traffic on Southdale You add another hundred fifty car going up and down. Anyway that's my concerns along with both Allison and Caroline, the gentleman said along with those. Thank you .

- Councillor Squire: Thank you very much. Next please.

- Hello?

- Councillor Squire: Yes.

- Yes. My name is Joe DeSando. I'm representing the owner adjacent to the development at 456 Southdale Road East.

- Councillor Squire: Okay. Go ahead.

- Joe DeSando: Thank you Mr. Chair for letting me voice my concerns and the first concern I have was the sanitary sewer line which has been addressed and I thank you for that. You're all aware of what's going on over there. The second concern which is a major concern is the parking, okay, now we already have an issue with parking there for our tenants and the concern I see in the future there is a) with the construction vehicles parking and b) once this development is there with tenants and visitors parking over there as well. I mean, how do we police that? Like I can't be chasing people all the time not to be parking there. That, that is a major concern for myself okay and also thirdly I am, I would like to talk with regard to the dust and debris from the construction. Is the developer going to address that for all the neighbours and all the neighbouring properties because I mean that will be a messy project to do. Okay and lastly I just want to echo with every, what all the neighbours have said, I fully support them and I totally agree with all their concerns and I fully stand behind them. Those are basically the concerns I have.

- Councillor Squire: Thank you very much. Next please. Hello?

- Good evening everyone. My name is Dave Thompson. Sorry, can you hear me?

- Councillor Squire: I can. I can hear you, yes.

- Dave Thompson: I am not an immediate resident but I am a long-time resident of the Cleardale area and most of the concerns you've heard from the previous speakers I will echo, the, the density of this property or the units on the property is, is so inappropriate for this scale, for the size of the lot. The scale of the building and the size of the lot are just completely out of texture with the, with the neighborhood. The neighborhood does not have anything like this in it and, in fact, if you drive the Southdale corridor from one end to the other you will not find another property

designed in this manner and even developments that are currently in the application process are being under construction. Those are some issues that should be addressed. Some of the other things that I'd like to echo was well is and the previous, there was a gentleman on one of the previous items saying about the lack of communication with city staff and I also find the same thing, city staff not returning calls, they had to be coerced by former Council members to get back to me and also direct to me to, attempting to, they told me that information wasn't available when in fact it was and also, I'd also like to comment on the fact that whenever we had the meeting with, with IBM Group, sorry, we haven't got that right but the developer he, we had that meeting and none of this, none of this, the individuals there knew each other at all and over that time numerous other people have made comments on their concerns but they didn't get notification of this meeting, myself included. The only individuals that got notification of this meeting were the people within the hundred and twenty meter buffer and that to me is, is inappropriate when we had concerns and we were not told of this meeting, we had to be told by others. The City had our information and they didn't supply us with the meeting information so that is, is a major concern. As far as, as far as things go that one of the other things is that the, the people immediately to the north of this property are going to, are going to be really impacted way more than, than myself but the fact that they're going to have to live with this building looming over top of them for as long as they live there and the information provided to you by the, by the developer as far as a shadow impact studies, if you look back at that they strategically picked dates and times where the shadows minimized the effect that is happening there and if you were to do a study, I received information from someone who did a study to say as someone else mentioned there that these people are going to be in the shadow of this building three to four months of the year and that is inappropriate in my view and, and the other thing is the developer is going to gain from this, you've allowed him to go from to increase the number of units and it increases his profits. The City gets money for the units that they're going to inherit and I would estimate four units at the current market value is a million dollars. You're also going to get the ongoing, the increase in development fees for the extra units and the taxes for years to come and yet those residents immediately behind do not get any compensation whatsoever from this which is, it's just a travesty in my view. The other issue in my view is that during the construction phase there's going to be construction equipment here. They have to.

- Councillor Squire: You have about thirty seconds left, sir.
- Dave Thompson: They have to remove at least thirty feet of earth over the entire site and that's going to cause major issues with construction, they have to pour concrete and there's nowhere to put any of the trades vehicles and that's going to be a major issue just during construction and not to mention the noise construction for the immediate area. Thank you for your time.
- Councillor Squire: Thank you very much. Next speaker. Is there another speaker?
- Allison Zietsma: Mr. Chair, we did have one more speaker who had to leave for an appointment and she's on her way home, she's on her way home from Ernest as of six twenty so unfortunately I think she's just going to miss her opportunity but I thought I would let you know.
- Councillor Squire: Okay. I'm sorry to hear that. Is that it then Madam Clerk or do we have more speakers? Alright. That appears that is all the speakers. I want to thank them all for a) speaking and b) nicely staying within the time that they were provided that's appreciated. I just need a motion to close the public participation meeting.

PUBLIC PARTICIPATION MEETING COMMENTS

3.7 PUBLIC PARTICIPATION MEETING – Application – 180-186 Commissioners Road West

- Councillor P. Squire: Thank you very much. Is the applicant here? Hello is the applicant online?
- Matt Campbell, Zelinka Priamo Ltd.: Mr. Chair it's Matt Campbell from Zelinka Priamo. Can you hear me?
- Councillor Squire: Yes, I can hear you now so if you'd like to go ahead that'll be great.
- Matt Campbell: Wonderful. Wonderful. Thank you very much Mr. Chair. With me tonight is Kamal Baroudi, the developer on this project. We've been working on this file for some time and thanks to staff for the verbal presentation there. Staff have been quite helpful in processing this application and I'd like to point out that staff were extremely helpful in helping us consult with the public as well as was mentioned at the end there. So, this is a development that we're quite excited about, a four-storey building at the corner of Commissioners Road and Viscount as was noted. There will be some design changes through the site plan approval process reflecting some of the comments that were received both from staff and from the Urban Design Peer Review Panel and we're working on those at this time. There is a significant road widening process that needs to be taken into account here for the widening of Commissioners Road West so that has been taken into account that's why we have the site layout that we have with you. One thing that I would like to point out for the Committee's consideration is that there is a large area around the periphery of the site, due to the odd lot lines that we have to work with the parking arrangement doesn't line up with the lot lines and that has resulted in larger than expected or larger than normal landscape setbacks that we can use to plant a significant amount of trees that would enhance the privacy for the neighbours. As staff mentioned we did consult with the neighbors in the area and that was one of the primary concerns that we heard was you know in the landscaping, fencing and how this development was going to be buffered and I believe those discussions were quite positive. We took some points away that we're going to work through the site plan approval process, and I think it was largely a positive discussion. In terms of the London plan this is right up the London Plan's alley in terms of height, scale, density that was being suggested from that plan and that's where we took our cues from in this proposal. I think staff did an excellent overview of the development. If there are any questions that Committee or public has for us, we'd be happy to answer them.
- Councillor Squire: Thank you very much. From the Committee, any technical questions for either staff or the applicant? There being none we will go to the public.
- Colin Sutton: Hello?
- Councillor Squire: Hi! You're in the meeting now. Could I have your name please?
- Colin Sutton.
- Councillor Squire: Alright Mr. Sutton you'll have five minutes and I'll start your time now and you can go ahead.

- Colin Sutton: Thank you. Just a few concerns I did address them in the email earlier today to Deb regarding what was brought up just in that conversation here that they did an assessment at the intersection that said that there wasn't any issue but that assessment have to have been done before the seven-storey building that's going there up now so we still don't know we still don't know what kind of impact at that intersection that seven-storey building is going to dump in to that intersection which is already overstressed. The other one is the parking that is being applied they don't even have enough parking spots for the tenants, or the tenants there let alone I think there's only four visitor spots so where is all the extra parking going to be done? It's going to have to be overflowed onto Viscount Road. Now Viscount Road is also a main pedestrian traffic area for all the kids going to the two schools directly up the street there is already an increase in the amount of pedestrians coming across that intersection now you start adding parked vehicles there and the way that some of these drivers in the city like to drive and that's just the that is a recipe for disaster. Personally, for our own because I'm literally on the corner of Viscount and Commissioners and we can't even get out of our driveway now as it is. I think that it would be nice if the City took into consideration or at least there to be an x-spot in the turning lane there to give us a chance to at least get out especially if they seem bound and determined to go ahead with this complex. Personally, I believe that we've already done our part in the intensification and the infill for this area there is, we've already had a couple of apartment buildings directly across the street go up right behind them, there's two more already going there. This isn't a nice quiet neighborhood or was it doesn't really need another apartment building stuck in the middle of on this site I think we've done our share for that and I guess that's it. I'll wrap up early, so you guys don't have to stay late.
- Councillor Squire: Thank you very much, we appreciate your input tonight. Next speaker?
- Hi! We're Lori and Ray Gonsalves at 549 Viscount Road across from the site proposal.
- Councillor Squire: Okay.
- Lori Gonsalves: Prior to. I'm sorry.
- Councillor Squire: Go ahead.
- Lori Gonsalves: Okay. Prior to buying our detached house we researched the by-laws for the lots in question and sought clarity from the City on future development. We understood that a multi-residential building to go on that corner, a three-storey building with green space and driveways to the municipal address at Commissioners Road and adequate parking for tenants and guests, won't reduce our access to our driveway, violate our privacy or put pedestrians at risk in our school zone. We trusted City of London would not amend those by-laws and endanger our property and our lives. Zoning laws exist for the well-being of the community and apply equally to owners, developers, and government. Yeah, if a homeowner asked to increase the size of their house and encroach on to the regulated exterior side yard depth by forty-six percent and forty-nine into the interior, City of London would say no. If they proposed to increasing the approved height adding balconies that would hang over the sidewalk, City of London would say no. If they were on a corner and wanted to pave over their entire yard and build a triple wide driveway on the adjacent street, City of London would absolutely say no so why are we here. The goals of the rapid housing and building a sustainable city aren't to squeeze people onto a tiny lot. It isn't to design oversized buildings with balcony perched a half meter from

major road. It isn't to add physical barriers at intersections that reduce driver's visibility and endanger pedestrians. It certainly isn't to make a prejudicial and elitist assumption that families, caregivers, and guests won't have cars to park, it's to provide affordable homes for people to live with dignity and safety. Intersections are where conflict occurs moving the access point to Viscount from the municipal address will escalate current dangers at that intersection. Prior to COVID restrictions we have local traffic, vehicles ushering children to school and drivers using Viscount as a shortcut. Our speed limits are seldom obeyed. The seven-storey Vida Living building on Viscount is nearing completion, its occupancy will significantly increase traffic congestion. At the intersection Viscount has a short left turn lane, a right turn lane and twice daily a school crossing guard to stop impatient drivers from turning into the crosswalk. Now the entrance to it is at the terminus before proceeding through the intersection cars and delivery vehicles will have to wait at the light on Viscount, no vehicle behind will be able to turn right onto Commissioners. Traffic will back up and prevent access to the right turn lane. If City agrees to this site concept, you'll add another access road on the southeast corner less than thirty-five meters from the intersection. Vehicles exiting Commissioners on to Viscount will have to turn left to access that site and there's no road space to add a turn lane. Visualize that during peak times when COVID restrictions end as they sit a few car lengths from the busy intersection waiting to turn left, vehicles and busses won't be able to turn off Commissioners. At peak times one car waiting to go straight into Vida Living and one car trying to turn left into this proposal will bring north and south bound traffic on Viscount to a standstill. Public transit will be immobilized. Ambulance, police, and fire trucks won't be able to navigate the congestion and vehicles won't have space to provide clearance. Lifesaving moments will be lost for people near the junction and in our school zones. Vida Living will be fully occupied this winter before adding more traffic to the intersection conduct the due diligence investigation into this statistical reality of that occupancy without COVID restrictions limiting traffic then do a traffic impact assessment. Without due process to measure defined traffic changes at the terminus on Viscount it's impossible to assure the community that a second gateway out Viscount won't increase

- Councillor Squire: You have one minute remaining.
- Lori Gonsalves: access reduction, risk road efficiency and driveway access alternatively decrease the City of London future liability and financial impact. Design a size appropriate building with access off Commissioners. Yes scaling back will cause rentable units but families gain standard of living, drivers, pedestrian, and homeowners gain safety at that intersection how much is even one life worth. Children have low impulse control and slow reactionary skills. They lack the cognitive development to recognize the pedestrian risk in time. Impatient drivers make tragic mistakes especially at intersections please public safety first. Thank you.
- Councillor Squire: Thank you. Next speaker. Next speaker, go ahead.
- Hello?
- Councillor Squire: Yes, your name please.
- Yes so, my name is Sean Collins. I'm not sure if I'm on the right spot on the line but I'm a resident at 545 Viscount right across from the proposed development.
- Councillor Squire: Okay go ahead Sir.

- Sean Collins: Thank you okay. So, I'd like I just like to, I are very much agree with the with the other residents have brought up. There seems to be very much a consistency, stern sentiments here.
- Councillor Squire: You're fading in and out Sir.
- Sean Collins: Right can you hear me now?
- Councillor Squire: I can hear you now yes.
- Sean Collins: Okay I'll try and be a little closer close to the computer. So there's a lot of consistency with what the residents have raised and I'm very much in agreement with that. Not agreeing with the height of the building, I think that it's very much too high, not very much too high but definitely too high for the area on Viscount that it will immediately impact. If you're only considering it to be a Commissioners Road address then perhaps the vision of the height would be different but as it's on the corner and the proposed entrance is on Viscount and the City's recommendation to the developer was to even move the main entrance of the building to Viscount it's very much more would be a Viscount address that it would seem to be a Commissioners address and with all of the other single family homes in the area surrounding it the height and the volume of units in my opinion seems to be excessive. If it's something of a lower unit per hectare standard I think would be it would be much more clickable I don't see why they were there would be a requirement to approve that increase when a lower unit per hectare standard was what was in the previous planner regulation whatever it was. Additionally, the parking although it can make it, in the city in their report stated that it was common to have a one for one parking required or parking allotment the size of the parking, the parking spaces and the lack the of any additional ones that it seems unnecessary I think it be much more a much nicer development much more in line with the characteristics of the neighborhood. If there was a little more ample parking and a little less units for the space. Additionally, there's a removal of the city tree on the that's proposed which is quite a large tree it would also provide quite a bit of a cover or privacy rather for the for if any development that would go up there. So I don't think that that tree should be removed and then I just may just have just a couple questions. The first question was what was planned for the actual for the units themselves are they are the plan for rental or for sale and the second question was why the why the layout of the unit seems to all only be single bedroom suites for the and for the entire development. So those are two questions and then those are all of my points as well thank you very much.
- Councillor Squire: Thank you very much. Next speaker?
- Hi! Can you hear me?
- Councillor Squire: I can hear you yep and your name?
- My name is Carol Stewart. And I'm taking the spot.
- Councillor Squire: Okay go ahead.
- Carol Stewart: Thank you and through you Mr. Chair I'm Carol Stewart and I'm calling on behalf of my family at 223 High View Avenue West. Our property, the back of our property line boundaries the new development or the proposed development. I'd like to start by acknowledging our neighbors who have put a lot of thought through their communications with you previously and here today and who also want to share as part of that community. Many of them who have been watching since 5PM so God Bless you all for the time put into the committee.

Thank you also to Barb Debbert, City Planner who helped to I think re-establish some of the lines of communication with the planners and contractors, Mike and Kamal who are representing them here today and Barb particularly listened to our concerns that I think some of the were cited on the updated reports. So, my primary reason for calling in is to read, reiterate the concerns and issues of my neighbors some of whom you've heard from already but also their submissions are contained within your package and also to see if you have any questions for us. In short, we believe that most of these concerns would be at least partially resolved by reducing the scale of this development by reducing the number of units and to build an apartment building that's more aligned with all of the other sort of two to three storey apartments along the south side of Commissioners between Viscount and Andover. There are a lot of tall buildings going up on the north side but that at least there should have been a consistency in character to which we obviously have become accustomed. A couple of points, from my own experience I would speak again to the traffic at the intersection of Viscount and Commissioners. It's already terrifying as somebody who drives my car through there and as somebody who walks an eight-year-old child to school a block away we avoid that intersection as much as possible we'll take the back roads. You've seen and heard of the evidence or the anecdotal evidence that neighbors have communicated around that please be very careful as the City how you manage this new driveway and what it means for how traffic is controlled because it feels dangerous now and I only see it getting worse. The second point that I would speak to in terms of our own family experience with this development is that from the start this had felt very heavy handed and non-transparent. Last year in June 2020 the new property owner clear cut all of the that the urban forest corridor that was along the back of our backyard without an honest or transparent tree assessment or preservation plan. For me there's no consultation for more than a year our home and my neighbor's home have you know many of them, I'm sorry several of them who lived there for you know thirty forty years have been subjected to scorching sun and heat, increased flooding from the deforestation of these many mature trees along the corridor, the loss of privacy and significant increases in noise, light, and dust pollution. As other callers have mentioned there are other construction major construction apartment buildings going up in near vicinity. I appeal to you as also being the Forest City's environment committee and this being the planning committee please do not ignore deliberate efforts to obfuscate poor tree check and I appreciate Matt chiming in earlier recognizing that there's going to be significant efforts to replace the tree corridor however I think it's worth saying that this feels like we were it feels like a bit of a scam no offense. We understand that the City directive to staff

- Councillor Squire: You have one minute left.
- Carol Stewart: Thank you. We understand City directive to undertake to establish more housing options in turn we want you and the developers and the rest the council to understand and respect the character and concerns of our neighborhoods particularly the ones we share for our neighbors and their family's safety. We want our new neighbors who move into this development or other development in our neighborhood to inherit a neighbourhood which prioritize the safety and character so they too can enjoy it as much as we do. We appreciate you taking the time to listen to us and of course as I think of the comedian responding to participants, we're happy to answer any questions that you might have.
- Councillor Squire: Thank you very much. Next speaker.
- Hello?
- Councillor Squire: Yes, can I have your name please?

- Yes, my name is Marty Peterson.
- Councillor Squire: Okay you have five minutes. You're in front of the committee so go ahead.
- Marty Peterson: Yes, I live at 552 Viscount Road almost abutting to the property line sort of a small green space between mine and their fence. There are a few issues that I'd like to raise in regards to this building. For one you did not at all take into consideration when you did your assessment of traffic flow the 75-unit building going up directly across from the intersection at Commissioners and Viscount. You also did your assessment during a pandemic when we were in lockdown therefore skewing the numbers horrendously. The sightline was done in the middle of winter when there was no foliage on the street which greatly obscures your sightlines. A removal of a very well-established tree is lacking for the Forest City. The light and noise that will be created from the backyard overseeing us and the neighbors on High View will be horrendous. The tree removal as already mentioned was done without any consultation or I would put that the fact that it was probably done illegally. The infrastructure itself you're wanting to change from twelve metres to fourteen metres, you're wanting to change to one parking spot instead of a one point two five, all these things nothing would indicate that there is a necessity in this area a three or four building would be more than sufficient for this neighborhood as is already seen in Commissioners on our side south side already with many of them there that have no problem. The application to put in a wooden fence around the property has no validity toward sound abatement, the property values will drastically drop right away entering on to Viscount would be totally ridiculous for the traffic flow. You have a street address of Commissioners and now you want to change it over to Viscount entry it makes no sense at all. The parking structure itself only allows for forty units and forty parking space there is no parking allowed anywhere else you're not allowed overnight parking during the winter on our street you're directly across from the bus stop so then you'll have people coming and going the in and out from a bus stop and trying to traverse across an area where there's traffic coming out first thing in the morning. These are just some of the things that we've mentioned in letters that haven't really been addressed and I'll end it there. Thank you.
- Councillor Squire: Thank you. Next speaker. Hello? Can I get the next speaker?
- Clerk: Mr. Chair I believe that's all of the remote participants that we had for this item.
- Councillor Squire: Right. And there are none in the overflow room? Nope. That appears to be the public submissions so I'll need a motion to close the public participation meeting.

PUBLIC PARTICIPATION MEETING COMMENTS

3.8 PUBLIC PARTICIPATION MEETING – 1047-1055 Dearness Drive

- Councillor Squire: We will go to the staff presentation.
- Councillor Squire: Thank you very much. Is the applicant present?
- Laverne Kirkness: Yes, I am Mr. Chair, it's Laverne Kirkness of SBM Planning.
- Councillor Squire: All right, go ahead.
- Laverne Kirkness: Thank you very much, Mr. Chair, Committee members and members of the public that are attending. I should tell you that Leo Viglianti and his daughter, Maria, who have been the primary applicants, are attending, along with Max Sim, representing Zed Architecture, should you have any questions of them, but I'll be quick. I know we're way behind on the schedule, but we thank Planning staff for their thorough report and one that is supportive of our proposal. We agree with it and have no changes to add, and we would therefore hope the Planning Committee may be of the same mind and support, adopt the recommendation and take it on to council for August 10th. I'd like to just point out a couple of things, this is kind of a unique application, maybe unique compared to the other ones you've heard tonight. Leo and the Viglianti's are basically residents, and have been for fifty years, of the property at 1047 and 1055 Dearness in two different, single detached homes. Leo's mother lives in one and he lives in the other. The two properties make up about one acre: they're part of an old subdivision and the neighbourhood known as Dearness Drive. They're located on the very edge of the neighborhood, between the Wellington Road corridor and White Oaks Regional Mall to the west and Fanshawe College in the old Westervelt building to the east, which is Dearness Drive, and to the east of that is of course the Dearness neighbourhood, which is primarily a single detached residential neighborhood. The other unique aspect of this is that the apartment building that the Viglianti's propose is one where they would like to reside, so they want to stay in the neighborhood, and they'll be basically an owner / occupant of this rental apartment building. That's a bit different, they're not developers, they're basically citizens of London and hardworking citizens of London, but they, I guess, in a sense, are developers as soon as they start developing this site should they get the approval. I should say that the Viglianti's have been great to work with, it's been a few months getting through the City's zoning process, but we've done a Functional Servicing Study to show that there's adequate municipal services, we've done an Archaeology Study, we've done a Planning Justification Report to show conformity with the Land Use Planning policy framework in the Urban Design Guidelines, we have spent substantial money on the architecture, which you do with Bonus Zoning so you know basically the building you will get when you grant the Bonus Zone and we've done an urban design, recently appeared before the Panel and, all the while we have been responding, you're looking at about the fifth set of revisions here tonight, with basically two major changes, but the changes have

come about mainly because of the Urban Design Panel, mainly because of neighbourhood concerns, because we had our own community meeting back on April 14th, and about 18 households appeared. It was, of course, online and for an hour and a half we did exchange thoughts about the pros and cons of this development. I think one of the most significant things that came out of the meeting was the traffic problems on Dearness Drive, which we've been trying to work with the City on to see what we can do to contribute, but basically, we have one access to Dearness and it's close to Bradley. We're providing a Road Dedication to widen Bradley. We removed the commercial component, we've certainly made the building so it's narrow and is facing the residential neighborhood, we've enhanced the architecture of that end as well. We tried to be sensitive to the trees along Dearness Drive and along the east side of the property, and there would be Site Plan approval and through a tree inventory that's being required of us, so in the end Mr. Chair and Committee members, this is basically what the London Plan envisages and certainly it's a great transitional use, we think, between the very high-rise development that you know is proposed at Bradley and Wellington on the very northwest corner and the residential neighborhood to the east, and so we're hoping that that you see fit to support the Planning staff report, which is basically comprising our application. We would like to respond to any residential concerns perhaps, but we'll wait and see what they might be. Thank you very much.

- Councillor Squire: Thank you, does the committee have any technical questions for the applicant or for staff? There being none we will go to the public. First speaker?

- McLennan: Hello?

- Councillor Squire: Hello, how are you?

- Keely McLennan: Very Good. This is Keely McLennan from 914 Dearness Drive.

- Councillor Squire: Okay, go ahead sir.

- Keely McLennan: I was listening to the conversation and my biggest concern would be this traffic study that was done in 2018. I believe I kind of initiated that, I spoke with a Mr. Mark Ridley, and at that time I was told it could not be done until the Spring. Well, they set up a wire across the road and I do believe that's how they did their study. The problem was where they put the wire across the road is north of Wellingsboro, where the traffic is maybe a third of what it is going on to the south of Wellingsboro. I moved here approximately 10 years ago, and I live directly across from this intersection, and in the time that I have been here the traffic has tripled, at least. On Wellingsboro, we have the Islamic Youth Center, we have a Jehovah Witness Temple, plus they have also added a strip mall on the corner that faces Wellington, but all of the services and customers come out through the rear of the building, especially if they wish to go south on Wellington, because you can't, there's a Starbucks, there's Popeye's Chicken, Kentucky Fried Chicken, Jersey Mike's, Pizza Nova, Roy Inch, all of these businesses are emptying onto Wellingsboro, they come down that road to a stop

sign. I contacted the London Police because, as far as I'm concerned, people are breaking the law by running that stop sign, and it's also no trucks on that road, but once again, it's a service road and it's not enforced. I was told they would put it on a list, and like I say, I'm retired, and I live right across from that, and I have never seen an officer. I offered to put them in my driveway so they could watch it. Other concerns, the crosswalk that is at Dearness and Willow Lane, it empties on the west side of the road into somebody's driveway, there's no overhead markings, the bus comes down as far as from Bradley to Willow Lane and it goes east from there, it has to go over the curb in order to make the turn, which is also the crosswalk; they are extremely dangerous. We have lower income housing down at the end of the street, which is semi's. I know of two home daycares, from there there's 12 kids every day going four times a day, crossing in there. I can't do anything more; I've contacted people and it seems to be ignored. They have a three-way stop with crosswalks at Willow Lane and Osgoode, they also have a three-way stop crosswalk at Willow Lane and Willow Drive. Nothing on Dearness, there's no sidewalks on the east side of the road, so they have to cross the road. Anyways, those are just a few of the things.

- Councillor Squire: You have one minute left sire.
- Keely McLennan: Yes, I see that. The other thing, this is a residential area, the properties are large. I wonder what kind of precedent we are going to set with this. The reason they want to put this building in, because yes there is the area, but that is the reason I moved here, I like my own big lot. Is that what I'm going to do? Am I going to go to my neighbor and say "Gee, we could make a pile of money here, let's do what they did." You know, it's zoned Residential, I guess that is residential, I don't know. Anyway, that's about all I have to say, thank you.
- Councillor Squire: Thank you. Next speaker?
- Nicole Burke: Good evening everyone, first I want to take a moment to say thank you to Barb Debbert for taking my many calls and emails. My name is Nicole Burke and my husband, Trenton, and I, along with our girls, who are 2 and 4, live at 1039 Dearness Drive, which is the home next door to the proposed development. For context, we have eleven windows, those, our deck, and our front and back yards all will face the proposed site. There are currently no buildings in our community of Westminster that are of this height and scale. The Shadow Study that was conducted shows that for the entire winter months the homes to the north will have all sunlight blocked by this building. We are part of the group of neighbors who created a petition against this zoning application, as of today our petition has 198 signatures. The petition was distributed to only four neighbouring streets, including Dearness Drive, Willow Drive, Glenbanner Drive and Dunelm Lane. The number of 198 represents only 5.5 blocks of homes; therefore, the large majority of the neighbourhood are against this proposed rezoning application. Since December of last year, 11 neighbouring houses that are all located within 120m of 1047 and 1055 Dearness Drive, have joined together to oppose this rezoning application. We have secured counsel, Paula Lombardi, a Partner at Siskins, as our legal representation; she will be helping us appeal any approval of this application. I along with more than 37 other neighbors have already

submitted an email outlining the many reasons we're all against this application. I am speaking tonight to add additional concerns that have come up through speaking with neighbors, many of whom are over 70 years old and the original homeowners on the street. I have reviewed the original application and recent amendments and I wanted to outline specific areas that are attempting to address any concerns that came up in the community meeting earlier this year. We believe these areas are manipulative and intentionally misleading to look as if changes were made to the betterment of the neighboring homes. One example is on tonight's agenda, page 439; you will see that item 10 through 12 speak to protecting the privacy of the neighboring homes to the north, the misleading part is when you look at the details which are said to include an "enhanced landscape buffer" to mitigate privacy concerns. The applicants are proposing a 1.8m, or 5.6', wooden fence along the property line; our current fence is 6.4' high, the proposed fence doesn't address any privacy concerns. In addition, a line of trees will be planted along the property line, but that won't be relevant until if, and when, those trees grow over 6' in 20 to 25 years. Another part of the amendment that doesn't fit into the current neighbourhood is the additional Bonus Zone considerations, which propose moving the standard spacing for R9 Zoning; the applicants have asked for the current front yard depth of 8m to be changed to 1m; additionally, the side yard depth is proposed at 2m, rather than the standard 11m. Both of these changes negatively impact the landscape of the neighborhood, as well as the homes both across the street and to the north. The bonusing increasing the height to six storeys, rather than four, completely goes against the standard of this community, which is entirely one to two storey homes. There are many homes in in this area that have had second or third storey addition applications denied by the City due to privacy concerns; yet this application has been allowed to get this far. One of my final comments has to do with the proposed driveway and the traffic it will generate, not only is it located within 30' of my property, but there is no plan to include a driveway to the Bradley side of the property. With only one driveway the additional traffic will cause a lot of problems on an already busy road with existing traffic concerns. Since 2014, we have been contacting two City Councillor's, as well as the Traffic Division, regarding traffic concerns on Dearness Drive, specifically requesting a stop sign at Dearness and Willow Lane. We have a long trail of over 30 emails and 10 phone calls requesting a Traffic Assessment to address the current issues of speeding and an existing illegal, which I've confirmed with the Traffic Division, an illegal School Crossing sign at that intersection. A Traffic Study was conducted in 2018, but it failed by a small margin, 20 cars to be exact, to be considered for a three-way stop. A traffic calming crosswalk was approved, despite the fact that there is a sidewalk on only one side of the street and the current spot for the proposed crosswalk has a driveway in the way.

- Councillor Squire: One minute remaining.
- Nicole Burke: Thank you. I mention this backstory, as to date nothing has changed, despite many neighbors contacting the City about traffic for the past 20 years. The 2018 traffic study is being used with this application despite that it is not sufficient nor applicable to this application. The traffic at Bradley and Dearness was not looked at in 2018, as they would have seen that upwards of 10 to 20 cars an hour can be found using the driveways near Bradley to turn around and go west on Bradley. Surely the

addition of 55 units would make an existing problem exorbitantly worse. In closing, we as a community are opposing this application and currently feel disregarded. At this time, we request that the Viglianti family voluntarily withdraw their application to protect and preserve this cherished neighborhood. Thank you everyone for your time consideration.

- Councillor Squire: Thank you very much. Next speaker?
- Barbara Fisher: Hello? It's Barbara Fisher.
- Councillor Squire: Hello Barbara Fisher?
- Barbara Fisher: I'm Barbara Fisher, I did send out some emails and one of the questions, I'm going to address four issues, one of the questions I had is, do we know the outcome of the zoning bylaw that was proposed for file O-9263...
- Councillor Squire: I'm sorry, perhaps it's me, but I'm having trouble hearing you, you're breaking up a little bit.
- Barbara Fisher: Okay, I'll try and sit forward, that might help, okay I'm just asking whether we know the results of the proposal for the three 18-22 storey building units that are supposed to be on the northwest corner two blocks from where this proposed site is, and whether we've got the outcome of that, because an additional 1,239 residential dwelling places brings to question whether we really do need these additional living spaces. My second one is with regard to the traffic, I believe you do you need a traffic engineer analysis report, not only for the present situation, because when I first saw your sign saying about this proposal, the first thing I said to my husband is "there will be blood on their hands". The next couple days, that's when they took out the traffic light and I saw the car going backwards in front of McDonald's, this is not a good functioning traffic intersection, and that's prior to this proposal, that's prior to the proposal of 1,239 residences two blocks away. You need to take a look at the fact that they're coming from a left-hand turn, which again decreases the capacity for that intersection. I'm telling you the only reason I'm speaking today....
- Councillor Squire: Okay, you're speaking quickly, but you're also breaking up, I don't know about my colleagues, but I'm having trouble following what you're saying.
- Barbara Fisher: What I'm saying is, it's probably because I'm not inclined to speak like this, it's not something I do naturally.
- Councillor Squire: I understand.
- Barbara Fisher: The only reason I'm talking to you is that I'll be able to sleep at night if somebody is dead, because what's being proposed is a death sentence for someone.

- Councillor Squire: No, I'm not complaining, I mean, you are starting to say things that are little bit inflammatory, but it's the technology, we're having trouble hearing you properly on the technology that you're using.

- Barbara Fisher: What I'm saying is it is not functioning. 2018 is not an acceptable time frame. I've lived here 10 years. I almost had my husband run over at Wellingsboro; I cried for about a half hour after I pulled him back from the guy who tried to hit him. I'm telling you, the functioning in this area with the infiltration of commercial and then adding apartments, and then monster apartments two blocks away, the movement on that intersection will be deadly. Okay, that's my second point. If we are going with in and up, let's take a look at the building in the area between Commissioner and Bradley, there is one token apartment that's going to be built, it hasn't been built yet at Highbury, that area is almost the same as the area between White Oaks and Dearness Drive, and I can tell you straight out on Bradley there is one 6-storey, eight 7-storey, two 8-storey, two 9-storey, two 15-storey; there are 15 mid and high-rise buildings on Bradley. You've got one token one in the new build, if you want in and up to be a part of your building requirements, then do it from the beginning, do it as you're developing a neighbourhood, and don't use that as leverage to come into single family dwellings, because we came here under the guise that this is what the community was going to be and you're changing it. You are supposed to be our protection, the by-laws are supposed to be protecting us as citizens and that's what we depend on you to do. Finally, my last comment is if this is passed it's a slippery slope, as another gentleman said, will we not have an apartment on the other side of the road as Bradley goes? Will we have one going on Southdale at the end of the road, or two at the end of the road? Will we have on Willow Drive one on each side? Will we have them on Southdale on each side too? Because it's possible doesn't mean it should be. And what protects us from changes from senior apartment building? Maybe could be all ages start to become included, including the students from Fanshawe? And the question about that comes as a result of the bicycle storage area. I haven't seen a lot of senior citizens jumping on bicycles and...

- Councillor Squire: You just passed five minutes, so I'll just give you a few seconds to wrap up if that's okay.

- Barbara Fisher: The impact of this proposal is of paramount importance to me; I do not want to see somebody injured. You need a more updated traffic analysis to understand the risk to life, and if we're going to do in and up, it should be in the earlier development of a subdivision. How exactly are we improving this community? I believe this approach or proposal amendment to the bylaws do not help us in any positive way especially if we have...

- Councillor Squire: Okay, you're going have to, you've gone well over your time.

- Barbara Fisher: Thank you for your listening.

- Councillor Squire: Thank you. Next speaker?

- Pat McCarty: I'm Pat, Pat and Garry McCarty, we live at 1035 Dearness Drive, we are right beside Nicole Burke and her husband. So, we are the second house from the proposed project. We bought a house and land, and we sold the house, we built this house we're living in now ourselves, with the idea that it was a beautiful neighborhood with mature trees, there was a park behind us and that we would be living here until we have to go to a senior citizen home. We felt that this area is well developed, there's a mixture of different houses, which makes our street unique and this whole area unique. One of my concerns is Dearness Drive, the road itself is considerably narrower than most of the other roads; when you're going down the street from Southdale, if there's cars parked along one side, and even on the other side where they're not supposed to be, you have to stop and wait for oncoming traffic and, even then, cars are over more in your lane, you have to pull off almost onto the gravel area, right on the shoulder. The traffic has been horrible since we moved here, we've been here over 25 years and the increase in traffic every year has been just horrendous. And with this project going in the corner, 55 units means perhaps 55+ cars going in and out at all hours. The noise, the disturbance, coming in and out the lights flashing on our windows are from headlights of the cars. And also, the security lights that are going to have to be placed on this building will be shining directly in our homes and in our backyards. As well as the balconies overlooking our backyard, we will have lost any privacy we had. My other concern with this project; I really feel that you're not taking into consideration the established neighbourhoods that have been here for years and you're just shoving apartment buildings wherever you can to get people in them because of their inability to afford homes, and I understand that, but there are many other apartment buildings that could be built specifically to that, this one on the corner is not necessary because of the ones going in on Wellington Road, and I'm sure that will be accepted, there is supposed to be five towers, and all these extra people in this area, the crime, the inability to feel safe in your own backyard is going to be exponential. I just feel this area is not made for an apartment building, it was built for veterans, a lot of the veterans, some still live here or their children even, and they feel that this was their home, this street was beautiful, and this is going to be spoiled by an apartment building. And I really think that Leo and his family, and his mother, Maria, I know she wouldn't want this, I know she loves the area and wants to stay here, but I'm sure she wouldn't love an apartment building to live in with no backyard, I see her in the backyard all the time, doing the plants and looking around, she loves it back there, and then she's going to be stuck in an apartment building because her son wants this to happen and that's about all I have to say. Thanks for listening.

- Councillor Squire: Thank you. Next speaker?

- Connie Lorch: Yes.

- Councillor Squire: Hello. Your name?

- Connie Lorch: It's Connie Lorch, my husband, Brian and I, live right across from the proposed site and, of course, we have a lot of reasons we don't want it, just like everybody else in this subdivision. According to the 1989 Official Plan, the subject site

is designated Low Density Residential, within this designation developments shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. That's what we've all been talking about. The requested density of the development exceeds that permitted by both the Low-Density Residential designation and the Multi-family Medium Density Residential designation of the 1989 Official Plan. Most of the people in our area bought here because there weren't any apartment buildings, in fact, there aren't many two-story homes in this area either. When you go to a new subdivision that's being built, you can look at the plans for that subdivision and see where there's going to be townhouses, semi's and an apartment building and then you have the choice of buying a house near it or not near it. In this situation, we don't have a choice and the decision is being made for us. There is no need for this proposed apartment building since there are multiple high-rise buildings proposed for Wellington and Bradley, which is one block away, why do we need another one here in this area with lower buildings? Traffic, as you've heard over and over, is already a huge concern for our area and by adding the proposed apartment building it's only going to get worse. Now Dearness Drive has apparently 2,500 vehicles per day, backing out of our driveway will be even more difficult than it already is. Parking during construction, if it's passed, will hinder traffic greatly on Dearness and visitor parking after it's built is also a major concern. If this proposed apartment building is built, we will have a lovely view of some balconies and a six-storey wall from our front porch, not to mention no privacy when we're on the porch; definitely not why we bought our house. Living across from this proposed building will definitely affect our property value, it will be hard to sell a house across from an apartment building. The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to, and a good fit with, the existing neighbourhood. This apartment building doesn't fit with this neighbourhood and doesn't follow the Plan on either of the specifications. Needless to say, we're not in favor of having a six-storey apartment building built in our neighborhood for these reasons they've given you, and many more. We want our area to stay the same friendly neighborhood it is now. I have a few questions for you about this proposed project, first one is, who is the main developer? Does the developer have to post a bond with the City? What guarantee does our neighborhood have that if the project starts it will be completed? If the zoning gets changed, is it possible for the developer to slip it to another developer and, if so, can the plans change, or will they have to use the same plan? These are just a few of the concerns, we could probably go on all night, but you've been here long enough. We appreciate you listening and giving us a chance to tell you how much we do not want, and do not need, this apartment building in our neighborhood. Thank you.

- Councillor Squire: Thank you very much. That is the last member of the public to speak, so I would need a motion to close the public participation meeting.

PUBLIC PARTICIPATION MEETING COMMENTS

3.9 PUBLIC PARTICIPATION MEETING – Medway Valley Heritage Forest Environmentally Significant Area (OZ-9367)

- Councillor Squire: We will go to the staff report, which I think was contained in the Added Agenda.
- Councillor Squire: I will turn it over to the Committee for technical questions, please. All right, I have one question and that is Green Acres Drive, I'm just understanding, I know you've made comments about the Elsie Perrin Williams Estate area and Gloucester Drive, what's happening with Green Acres Drive in terms of there seemed to be some belief that there was going to be access there. Somebody can answer that?
- Gregg Barrett: The Green Acres Drive access is still identified within the Conservation Master Plan, on the trail mapping that was done the link and, I apologize, the Green Acres access is to remain, what is before you, I believe in Clause B, is the deferral of the completion of that link pending some further study. The Conservation Master Plan still identifies a pathway linkage there, but the actual location of that and the level of that pathway would be deferred subject to some further consultation with the Advisory Committees and with neighbours, as Ms. Williams indicated in her presentation.
- Councillor Squire: Thank you, anything else? All right we will go to the public then, I know there is a list, am I to follow that list at this point, should I start there? All right, let's do that then, go ahead, you're in the Committee Room, so go ahead.
- George Sinker: Thank you, Mr. Chair, my name is George Sinker and I reside at 1597 Gloucester Road with my wife Sydney, and myself, Tom Tillmann and Holden Rhodes have been involved in an ad hoc committee to represent the Medway Heights ratepayer's with respect to this matter and we've had email chains keeping them up to date with what's been going on so, I would tell you that I believe we have substantial concurrence with my remarks from the majority of residents in Medway Heights. Firstly, I would like to thank our Ward Councillor, Josh Morgan, Deputy Mayor, for the assistance that he's provided throughout and his liaising with the staff, it's been very helpful. In addition, we've had yourself, Councillor Squire, and Councillor Lehman, who have actually walked the area to get a better handle on what is going on there, so we are very thankful for the collaborative approach that staff have taken on this, and I think that this is going to lead to making a good plan great. By way of background, my family has had the privilege of living adjacent to the Medway Valley for 36 years, we did see degradation of the Valley when the trunk sewers were installed in the early 1980's, and the creation of the utility quarter. Those affected areas have never fully recovered, despite tree planting and other attempts at remedial measures. Hopefully, time and good management will bring these areas back. As you know, the Provincial Policy Statement, as it relates to natural heritage areas, states that natural heritage areas will be protected for the long term and that they should be maintained and restored, and, where possible, improved. Those policies are carried forward in the London Plan, and as you know, Council is required to make decisions consistent with those policies; accordingly, where there's a conflict, natural heritage trumps access. It is with that backdrop that we suggest certain amendments to the CMP, and we would like to laser focus on those amendments. I believe when staff was asked about Green Acres, respectfully, when that question was raised, they didn't get it correct. They were mixing and matching with Gloucester. With respect to Green Acres access, public use of that Green Acres access is problematic; for fifty years there have been two paved driveways sitting on that unopened lane and, in addition, there's a brick wall that crosses the entire width of that proposed access. In addition, there is a pool house that is located on that access, so we suggest that it wouldn't be equitable at this time, although perhaps legal, it wouldn't be equitable at this point in time to open that access point. As you may know, due to the advent of title insurance, it's quite probable that the owners who purchased those properties did so innocently without having an up-to-date

survey showing those encroachments. So, we suggest that this access not be opened and that it be deleted from the CMP, and that discussion of that access in Emily's paper, staff's paper, was not a request for a deferral, it was a request that that access be opened, so I'm stating just the opposite, that it be left, that it be closed due to those encroachments, and if the adjoining owners wish to apply for encroachment agreements, that's really up to them, not up to the city. With respect to the Gloucester Road access, that is the access that is being deferred this evening, as appendix B to your proposed motion, there is a map of the Gloucester access, and the request is that it be deferred this evening. I'd just like to tell you a little bit about that Gloucester access, because it is adjacent to me, immediately to the west, and I knew that when I purchased the property; it's a Level One access and a beautiful hiking trail. I recommend that it not be increased to a Level Two access, because that trail is a looped trail; in essence it is a trail to nowhere at the bottom of the valley. In addition, access to the valley floor at my location is very steep, and in my conversations and our committees' conversations with our professional advisors and the representative from Upper Thames who sat on the committee, we were advised by UTRCA that if that trail were to be improved with gravel or...

- Councillor Squire: You are at your five minutes, I know what you're saying is coming from your neighborhood, it's important, so I'm prepared to go a little while, but I just want you to understand that we have parameters and it's usually five minutes.
- George Sinker: I will be brief. We've had an architect look at that path and we've been advised that if wooden switchbacks were constructed, based on AODA requirements, the minimum length of the ramp that would be required would be 770 feet at a 10% slope and it would require handrails and guardrails, and at a slope of 20%, it would require a 1,300-foot ramp to get down into that valley. We realize that these decisions on access have been deferred; however, if those switchbacks were to be installed in the valley, they would do severe damage to the natural heritage there and none of us want that. We're trying to preserve this valley; it's a good Master Plan, but with the Green Acres access deleted and with this access left at a Level One, it will be a great Master Plan. The only technical correction I saw in the report is that the implementation date in the report talks about 2018-2028, when in fact it should probably now be 2021-2031, so I'd ask that you consider making that update as well. I thank you for your time, thank you, sorry for going over a little bit, I know it's late, but it's quite important to us and we have been patient this evening. Thank you.
- Councillor Squire: Thank you very much. Is there anyone else in the Committee Room who is going to speak? If you are, you will want to come to the microphone.
- Jerri Bunn: There are no more speakers in the room.
- Councillor Squire: All right, so we'll go to the those who are online.
- Sandy Levin: It's Sandy Levin, I was hoping that perhaps Jackie or Susan and Michael would speak first as part of our delegation.
- Councillor Squire: Go ahead.
- Michael Dawthorne: Sure, I am happy to Sandy. It's Michael Dawthorne. Jackie Madden and myself represented ACCAC throughout this process, actually, I've been involved in this process for well over a decade I think since I first became involved. This round we worked collaboratively with some of the members from EEPAC and tried to find solutions that we thought everyone benefited from that protected the environment and protected the entire valley. It has never been anyone's intention to do damage to the valley, what we have sought is an ability to have as many people safely and responsibly as possible enjoy the valley and I really do believe that we've come to a plan that actually does accomplish that. I'd like to thank everybody who's been involved, City staff, the EEPAC members, as well as Jackie on this, and as well as everybody here tonight for sitting through a very long meeting. Sandy, I'll turn it over to you for your comments as well.

- Sandy Levin: Thank you Michael, I share a lot of Michael's compliments to City staff and staff from the Upper Thames. This was an excellent process, and as has been mentioned, we have a very good plan here and I appreciate Mr. Sinker's comments, but I want to call to the Committee's attention the challenge that we faced with the east side of the Medway is and, I'm afraid I don't have it, I believe it's page 943 of your agenda, which is Figure 4B, and if you look at the map just to the west of A12, there is an informal trail, an unmanaged trail that was recommended for closure 25 years ago and it goes through an environmentally significant part of the valley, as well as across private property, and we're challenged to find an alternative so that people no longer do that and that's the idea behind the deferral, to try and find a way to get there. If you close, as an option, the unopen road allowance, I'm going to be challenged to figure out how do we provide that opportunity for an alternative. We've done very good work collaboratively and cooperatively during Covid and I'd like to think that this recommendation that's before you can go forward. If you want to look at the Green Acres access as part of the deferral, sure, but to totally eliminate it at this stage would be premature. Thank you, Mr. Chair.

- Councillor Squire: Thank you very much. Other members of the public? Is somebody on the line?

- Heather Davis: Heather Davis...hello?

- Councillor Squire: Heather Davis, I'm sorry, I didn't hear that clearly. Go ahead, you have five minutes to speak.

- Heather Davis: Thank you. I'm on 1500 Ryersie Road, been here for 56 years, so I've gone through a whole lot with the Elsie Perrin Estate and the trails and Medway creek. My understanding now is that the City has hired, or whatever, the Thames valley is in charge of, they've hired them to look after the Medway Valley and I spoke to someone there that was parked in the, in what we call "the blind" at the end of, the west end of Windermere, that goes down into the valley, it used to be called "dead horse canyon"; horses went through on the horse trails and so on. We had safe trails down there and they were marked accordingly by, "simple" and "more advanced", there were three divisions. My concern is safety issues at Windermere and Ryersie, because the so-called area that is covered by the City takes in the that blind area that was for emergency vehicles only, and the signage was put up as such. It's now become a parking in that area, the signage is gone as far as no parking there, the parking is unsafe, there's a bit of a ditch there, they block and come out onto Windermere facing west, excuse me facing east, as well as coming up Ryersie, blocking the visibility of that corner. Now a number of years ago, Bill Watkins, because of the safety and unsafety of it, I mean the cars were whistling right into the bank of Windermere Estate or coming up Windermere, they were ending up on the fire hydrant. And certainly living through that and helping them with changing ropes and getting their vehicles back on the road, as I say I see a safety issue there for sure and the pedestrian, there's no sidewalks, which is what the people want, but Bill Watkins at that time he, I don't know what you call it, but he curved the road in such a way that it was rounded, and because of the wet pavement in snow and ice and so on, the drainage he has going down to the ditch, and, ultimately through the estate, as well under Windermere Road, and I too have a ditch at the back of my property in the protected area, but it seems as though there's a whole lot more traffic in the area both car traffic, pedestrian traffic and a lot of pedestrian, being that the University teams are up here with their bicycling teams, whatever, conditioning, and the runners are up here and, whatever, as well as in the estate, parking is definitely a problem here for getting into the trail on the west end of Windermere and they are parking on the street. I cannot get out of my driveway when they are parking on Ryersie, in front of my property, I can't get out, I can't see, the visibility is just not there and having the cars, the zoom, zoom, zoom, cars go flying around that corner, it is unsafe.

- Councillor Squire: You have one minute left.

- Heather Davis: And, indeed, I informed and sent the incident report of a very horrific accident that happened; it took out twelve feet of a cedar hedge, as well as went

through three properties, two across the road from me and a bit on my property, as well as almost taking out two adults. So, safety, I'm a nurse, I see the possibility of serious accidents unless we have better signage and the fellow from the Thames Valley was in the park, he mentioned a couple of things that could be done, one of which was very clever I thought, was the speed bumps and putting in those and putting back signage of no parking. I did have a sign to the north of me on the telephone pole and that was there for years and years, but Hydro, Rogers and Bell did some something with the transformer, that sign came off...

- Councillor Squire: Your time is up so if you could just wrap up that would be great.
- Heather Davis: Yes, so again I just want to point out the extreme safety that is in this area, and particularly on the curve that comes around Windermere onto Ryersie. Thank you so much.
- Councillor Squire: Thank you very much. Next speaker? Do we have anyone? Okay, that's the public participation, so I need a motion to close the public participation meeting.