

March 18, 2022

## Analytical Report Regarding File: O-9426/Z-9427

Applicant: The Corporation of the City of London and 242593 Ontario Inc. (Royal Premier Homes)  
517-525 Fanshawe Park Road East

### Preface

The “[no2gearystoneybrookdev@gmail.com](mailto:no2gearystoneybrookdev@gmail.com)” are an organized group of Stoneybrook area residents. Our group consists of concerned neighbourhood / community property owners that have come together to present our case in opposition of the proposed development. The group consists of not only property owners north and south of Fanshawe Park Road that abutt the current R2-4 Zone, in which the subject properties are located in, but our group also consists of property owners on: Jeffreybrook Close, Bobbybrook Drive, Stoneybrook Crescent north and south of Fanshawe Park Road East, Geary Avenue, Roland Crescent, Roland Lane, Kendall Court, Meridene Crescent East and West, Ridge Road, and others that are more distant, but wish to support the opposition to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99 unit apartment building.

The information presented in this Analytical Report has been researched and assembled from various sources, publications, web content, and other. This Analytical Report is unfortunately a superficial presentation of our opposition as the notification of meetings by the city does not provide adequate preparation time. It is extremely disrespectful that the City of London feels it acceptable to only allow the public 2 WEEKS from the time that we received our letter of notification in the mail to develop and finalize our report for this meeting, and flex our work, life, and family schedules all within the restraints put upon us by COVID 19. The public process of presentation to the Planning and Environment Committee is an integral right of citizens / taxpayers, and we feel that the quick turnaround timeline limitation being imposed on us is unfair relative to the weeks / months the developer and his consultant team, and the City of London Planning Department, and others have had to review the proposed development, and the subsequent recent revision.

### Statement of Position

This report is to form part of the Public Record with regards to the City of London Official Plan and Zoning By-Law Amendments, Application File: O-9426/Z-9427, by the City of London and 242593 Ontario Inc., for a 6-Storey, 99 Unit Apartment Building at 517-525 Fanshawe Park Road East.

We are an organized group of Stoneybrook area residents and we are vehemently opposed to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99-unit apartment building at 517-525 Fanshawe Park Road East.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.

This Analytical Report will present arguments opposing the proposed redevelopment of 517-525 Fanshawe Park Road East, including references to sections of both the 1989 Official Plan, and The London Plan (*with policies remaining under appeal*) as per our Councillor Maureen Cassidy’s, February 1, 2022, email:

*“The London Plan is the Official Plan within the City of London, apart from a few policies that remain under appeal by local developers. The policies that will apply to this section of Fanshawe Park Road are some of the policies under appeal. It is for this reason that the city planners consult both the 1989 Official Plan together with the London Plan when considering a planning application such as this one. Both plans support infill and intensification projects in principle as a more efficient use of city infrastructure.”*

Critical aspects of the proposed development and surrounding community that have not been presented and assumed not to have been vetted; provide points of argument with reference to other similar developments; provide

commentary from our Group's perspective on the city planning and development process, and provide alternatives for the subject properties.

## **Report Contents:**

- Part 1           Current & Proposed Zoning; Bonus Zoning**  
*(review of current Zoning of subject properties & surrounding community; proposed Zoning)*
  
- Part 2           1989 Official Plan and The London Plan**  
*(review of parts relative to the subject development; including perspective on "infill" versus "intensification")*
  
- Part 3           Critique of the Proposed Development**  
*(design; siting; aspects of concern; address misinformation)*
  
- Part 4           Community Concerns**  
*(traffic; school zone; impact on public services and amenities; environmental impact)*
  
- Part 5           North London Development**  
*(review of recent development & redevelopment in North London; including references to other areas in London to draw comparison and provide additional context)*
  
- Part 6           Summary & Position**

In response to this submission by "[no2gearystoneybrookdev@gmail.com](mailto:no2gearystoneybrookdev@gmail.com)", it is expected the Developer / City Planning / City Councillors to address all the concerns, item by item, with a written response to justify the proposed application.

# Part 1 Current & Proposed Zoning; Bonus Zoning

Item	Current Zoning	Requested Zoning	Comments
Zone	<b>Residential R2 (R2-4) Zoning Data Sheet is incorrect See (A) below</b> per Section 6, R2 Zone & Table 6.3	Residential R9 Special Provision Bonus (R9-7( )*B- ) Zone	
Permitted Uses	Single detached dwelling units; semi detached dwellings; duplex dwellings; and converted dwellings (maximum 2 dwelling units)	Apartment Buildings; lodging house class 2; senior citizen apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities	
Special Provisions	None per Application	see below	
Front Yard Depth / Setback (min.)	3.0 m (main dwelling) & 5.5m (garage) per link below; <b>8.0 m per Application; 10.0 m</b>	1.0 m	<b>-90% reduction</b>
Exterior Side Yard (min.)	8.0 m to Arterial Road & 7.0 m to Primary Collector per link below; <b>10.0 m per Application?</b>	1.0 m	<b>90% reduction</b>
Rear Yard Depth (min.)	7.5 m per link below; <b>20.3 m per Application?</b>	8.1 m	<b>60% reduction</b>
Interior Side Yard (min.)	1.2 m or 3.0 m per link below	<b>Not specified on Zoning Data Sheet? Consultant's drawing identifies 8.1 m maximum at northeast corner, and reducing towards south property limit</b>	<b>East limit is assumed to be an interior side yard abutting adjacent properties; consultant drawings indicate 8.1 m</b>
Lot Coverage	45% per link below; <b>30% per Zoning Data Sheet</b>	33.4% per Zoning Data Sheet	
Landscaped Open Space (min.)	30-35% per link below	48% per Zoning Data Sheet	
Building Height	10.5 m per link below	21.0 m (6 storeys on Bonus Zoning)	<b>200% increase permitted under Bonus Zoning</b>
Parking Requirements	124 spaces (1.25 / unit)	118 spaces (1.19 / unit)	<b>5% reduction</b>
Barrier Free Parking	5 spaces	4 spaces	<b>20% reduction</b>
Maximum Density	2 units per link below; <b>150 units per hectare? per Application &amp; Zoning Data Sheet? See (B) below</b>	175 units per hectare per Application & Zoning Data Sheet	<b>16% increase from 150 &amp;</b>

Relative Information per Zoning Bylaw Section 6, Residential R2-4 Zone sourced from <https://london.ca/by-laws/section-6-residential-r2-zone/>

The source for the statistics above highlighted in Yellow are not per the current R2-4 Zoning that which currently applies to the subject properties. Further investigation is required to determine from where these statistics are referenced.

See page 6 of this Part 1 for Section 6 - Residential R2 Zone - Table 6.3 (page 17)

**(A) Zelinka Priamo Zoning Data Sheet cites "Existing Zone(s) in Z-1 Zoning By-law: R9-7( ) incorrect information, current Zoning is R2 (R2-4)**

**(B) Cannot verify from where the 150 units / hectare density is sourced. Other resources of similar Zoning specify a maximum of 45 units per hectare. Neighbourhood Transition Policies establish requirements to ensure development is an appropriate fit to existing low-rise residential uses**

The requested Zoning Amendment is extreme, and illustrates no respect or regard of the existing abutting properties (one storey, single family ranch style houses), and the other surrounding built environment, property owners, and "Zone R1-10 Estate Size Lots". The request for Rezoning is solely based on, and positioned for the relationship of the development to Fanshawe Park Road East / an arterial road. The immense reduction in setbacks, and doubling of the permitted maximum building height further illustrate the gross over-reaching request for this oversized / incompatible scale of development to fit the collective parcels of land that the developer was able to acquire.

As referenced in the Application, the increase in maximum building height and maximum units per hectare are being permitted “in return for eligible facilities, services, and matters outlined in **Section 19.4.4 of the 1989 Official Plan and Sections 1638 to 1655 of The London Plan**. The proposed facilities, services, and matters to support Bonus Zoning include: “**enhanced urban design; underground parking; roof-top amenity, and affordable housing.**”

### **1989 Official Plan 19.4.4. Bonus Zoning**

*Principle* i) The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable**, in terms of their cost/benefit implications, for both the City and the developer and **must result in a benefit to the general public** and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received **should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.**

“Height or Density bonus should be reasonable”. The consensus is that which is being proposed is not reasonable, and the scale of development being proposed is incompatible with the adjacent uses, even though both are Residential Zones.

Siting a 6 storey, 99-unit apartment building (high density residential) immediately adjacent to single family, one storey ranch style residential housing (low density residential) in a “Zone R1-10 Estate Size Lots” is not acceptable, and contradicts long standing urban design and planning standards, that facilitate compatible transitions in the built environment (as also referenced in The Masonville Secondary Plan – Draft). There is no graduated transition / buffer zone that which would permit the graduated scaling down of building heights, reduction in building massing, and gradual decrease in densities which enables residences in neighbouring / abutting built environment to enjoy their place in the community, their individual residence of choice, the amenities those residences provide, and good neighbour / community relationships.

### **The London Plan 1638 to 1655 Bonus Zoning (still under Appeal)**

1638\_ City Council may pass a by-law, known as a bonus zone, to authorize increases in the height and density of development beyond what is otherwise permitted by the Zoning By-Law, in return for the provision of such facilities, services, or matters as are set out in the bonus zone.

What “in return” is being provided, and for provision of what “facilities, services, or matters”?

1639\_ Where an owner of land elects to provide facilities, services, or matters in return for an increase in the height or density of development, the municipality will require the owner to enter into one or more agreements with the City dealing with the facilities, services, or matters. This agreement may include such things as drawings, elevations and site plans. The agreement may be registered against the land to which it applies and the City will be entitled to enforce the agreement against the owner and, subject to the provisions of the Registry Act and the Land Titles Act, against any and all subsequent owners of the land.

Agreement(s) with the City should also be part of the public record for review during this process of Amendment to the Zoning Bylaw. Full disclosure of the parameters of this / these Agreement(s) are for the life of the development and should be known by the community residents for consideration, and to know the parameters to that which the City will govern, and enforce. This information should be available for reference by property owners in the community at the time of future property transactions under the guise of “full disclosure” in agreements of sale.

1640\_ Each proposal for bonus zoning will be considered on its own merits. The allowance for greater height and density on one site in return for certain facilities, services and matters will not be considered to establish a precedent for similar height and density on any other site.

*1641\_ The facilities, services and matters to be provided in return for greater height or density do not necessarily have to be provided on the same site as the proposed development. City Council may want to have such benefits directed to a property in the applicable neighbourhood or to lands within the wider city.*

(1640) Simply noted and highlighted for information. (1641) Facilities, services, and matters that are not directly related to this development, and the surrounding neighbourhood, and that do not provide a direct benefit to this development and surrounding neighbourhood will not be acceptable, and will not be given consideration.

*1642 Where an application has been made for a Type 1 or Type 2 Bonus Zone, the applicant shall submit a Justification Report that identifies the facilities, services or matters that are to be provided and how their public benefit is commensurate with the extent of the greater height and density that is being requested.*

It is requested that the Justification Report to be entered into the Public Record for review. The Amendment Application only lists the inclusion of “enhanced urban design, underground parking, roof-top amenity, and affordable housing.”

The “enhanced urban design” is subjective, and a consensus cannot necessarily be established; especially with respect to the surrounding built environment.

“Underground Parking” is not a Bonus Zoning aspect for this site. Underground parking is a necessity on the proposed over developed site, and is the only reason the proposed number of units can be considered.

“Roof-top Amenity” also is a design element in response to the recognition of the shortfall of on-site green / open space for leisure activities.

*1650\_ Type 2 Bonus Zoning may permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals of this Plan. However, an applicant must demonstrate that this greater height or density represents good planning.*

“Significant public benefit” is assumed to mean an increase in residential apartment unit inventory for a growing London, and shortage of affordable housing. However, this is at a cost of “good planning”.

*1652\_ Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as: Points 1 – 17,*

Note: Points omitted are deemed as not applicable to this development.

*1. Exceptional site and building design.*

The design of the building is grossly over scaled and too massive as compared to the abutting existing single family, single storey residential dwellings, neighborhood, and greater community. The building area and other amenities over-densify the assembled undersized property. The exterior façade design boasts a collage of finish materials that do not blend with, nor compliment the surrounding neighbourhood and built environment. While sometimes dramatically opposing building designs can compliment each other in a close setting, that proposed is not one.

*3. Dedication of public open space.*

None indicated per review.

*4. Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.*

None indicated per review.

*5. Community garden facilities that are available to the broader neighbourhood.*

None indicated per review.

*8. Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.*

Building identified not to be LEED, or any other energy efficient designations.

*9. Contribution to the development of transit amenities, features and facilities.*

Some residents may utilize the LTC bus service, by means of the existing nearby bus stops both east and west bound along Fanshawe Park Road East.

Unfortunately, there is no front yard or space within the road allowance to facilitate a bus lay by space (*recently removed along this stretch of Fanshawe*). A bus lay by space would have permitted the 2 traffic lanes along Fanshawe in both directions to continue to flow uninterrupted while the residents / students onboard and disembark the bus.

*10. Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.*

Adequate secure bicycle parking seems to be incorporated within the lower level / underground parking level. The on-surface bike racks will only provide opportunity for theft, and increased presence of thieves in the area. A CPTED review, should be completed to identify the problem and recommend solutions.

*12. Affordable housing.*

2 Units of 99 were identified in the Application. Clearly this is a token offering to check a box for Bonus Zoning.

*15. Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.*

The proposed development per the Draft Tree Preservation Plan T-1 (*Revision 3, Issued for Review, 2021.08.13*) illustrates an annihilation of all mature trees across the site, with the exception of a some along a portion of the south and east property limits. New plantings proposed appear sparse, and of calibers requiring years to mature and refill the void in the tree canopy left from the annihilation of the existing trees.

*17. Other facilities, services, or matters that provide substantive public benefit.*

None noted.

*1653\_ Type 2 Bonus Zoning will only be permitted where it is demonstrated that the resulting intensity and form of the proposed development represents good planning within its context.*

The proposed development does NOT represent “good planning within its context” and does not align with long standing, accepted, and proven municipal planning guidelines and standards, to permit a 6-storey massive building immediately abutting single family single storey ranch style residential houses in a “Zone R1-10 Estate Size Lots” with no buffer, or transitioning zoning between to permit the stepping down of building height, lessening of building mass, and the decrease in density?

*1654\_ Greater height or density offered through Type 2 Bonus Zoning will be commensurate with the public value of the facility, service or matter that is provided.*

The proposed immense height, scale, and mass of the proposed 6 storey apartment building does not correspond in size nor proportion of the immediately abutting and neighbouring single family, single storey ranch style residential houses. An example of similar per proportions can be illustrated by the image to the right from the movie "Up".



*1655\_ Where cash is received by the municipality in favour of greater height or density through bonus zoning, all money received shall be paid into a special account and spent only for the facilities, services or matters specified in the implementing by-law.*

The "facilities, services, and matters" specific to the "Bonus Zoning" granted for this Application, the Justification Report required for a Type 2 Bonus Zone Application, and any Agreements with the City should be made part of the Public Record for a full understanding of the parameters of this development for its life, and the informed governance of these parameters by the City, reinforced by the community. Again, this information may also have to be referenced by property owners in the community at the time of future property transactions under the guise of "full disclosure" in agreements of sale.

**Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)**

**Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.**

If these sections are still under appeal how can these Policies govern?

We will diligently review decisions made around existing and future Zoning changes.

Section 6 - Residential R2 Zone - Table 6.3 (page 17)

COLUMN	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
1	RESIDENTIAL TYPE	Single Detached				Semi-Detached					Duplex			Converted			Single Detached	Semi-Detached	Duplex	Converted	
2	ZONE VARIATIONS	R2-1	R2-2	R2-3	R2-4 R2-5	R2-1	R2-2	R2-3	R2-4	R2-5	R2-1	R2-2 R2-3	R2-4 R2-5	R2-1	R2-2 R2-3	R2-4 R2-5	R2-6				
3	PERMITTED USES	See Section 6.2																			
4	LOT AREA (m <sup>2</sup> ) MINIMUM	250	360	370	450	430 240	600 280	550 260	600 280	650 310	430	550	600	430	430	600	200	350 175	350	350	
5	LOT FRONTAGE (m) MINIMUM	9.0	9.0	12.0	15.0	18.0 8.5	18.0 8.5	18.0 8.5	18.0 8.5	20.0 9.5	12.0	12.0	15.0	10.5	12.0	15.0	9	18.0 8.5	11.3	11.3	
6	FRONT AND EXTERIOR SIDE YARD DEPTH (m) MINIMUM	LOCAL STREET MAIN BUILDING 4.5																			
7		LOCAL STREET GARAGE 6.0																			
8		ARTERIAL 6.0																			
9	REAR YARD DEPTH (m) MINIMUM	PRIMARY COLLECTOR 6.0 6.0 6.0 7.0 6.0 6.0 6.0 7.0 7.0 6.0 6.0 7.0 6.0 6.0 7.0																			
10		SECONDARY COLLECTOR 6.0																			
11	REAR YARD DEPTH (m) MINIMUM	6.0	7.0	7.0	7.5	6.0	7.0	7.0	7.5	7.5	6.0	7.0	7.5	6.0	7.0	7.5	6.0	7.0	7.5		
12	INTERIOR SIDE YARD DEPTH (m) MINIMUM	See Section 6.3(2)(a) or 6.3(2)(e)				See Section 6.3(2)(b) Or 6.3(2)(e)				See Section 6.3(2)(b)			See Section 6.3(2)(c)			See Section 6.3(2)(d)			12		
13	LANDSCAPED OPEN SPACE (%) MINIMUM **	30			35	25	30			35	20	25	30	20		30	30	25	30		
14	LOT COVERAGE (%) MAXIMUM	45	45	45	40	45	40	40	40	35	45	40	35	45	45	35	45		40		
15	HEIGHT (M) MAXIMUM	9.0	9.0	9.0	10.5																
16	PARKING AREA COVERAGE (%) MAXIMUM **	25				30					35						25	30			
17	NUMBER OF UNITS PER LOT MAXIMUM	1				2											1	2			

COLUMNS Q, R, S and T of this table were approved by OMB Order R910387 dated June 4, 1993 (Appeal #9008)

\* Z-1-00819

\*\* Z-122125 (OMB Order PL121003, July 22, 2013)

Explanation of two numbers in Columns F to J and in Column R:

Minimum Lot Area for Semi-Detached

Minimum Lot Area for One Unit of Semi Detached

Explanation of two numbers in Columns F to J and in Column R:

Lot Area or Frontage for Semi-Detached

Lot Area or Frontage for One Unit of Semi-Detached



## Part 2 1989 Official Plan and The London Plan

### 1989 Official Plan Excerpts

#### Comments / Feedback:

The information below are direct excerpts from the 1989 Official Plan, and the highlighted and underlined portions of the excerpts are in opposition to the proposed development.

#### 2.2.1. Official Plan Vision Statement

vi) apply urban design objectives and guidelines to assist in the protection and enhancement of neighbourhood and streetscape character.

The proposed 6-storey monstrosity does not assist in the protection and enhancement of neighbourhood and streetscape character. It does the opposite by creating drastic contrast in scale, and place type.

vii) utilize planning processes that are responsive to neighbourhood and community needs, provide meaningful opportunities for public participation and recognize that neighbourhoods are the strength of the community and the foundation for achieving London's vision of the future.

No meaningful opportunities for public participation have been provided to date. Only opportunities to provide written input for the file, with no evidence that any neighbourhood concerns have been taken under advisement by the City Planning Department, or the Developer and the Consultants.

#### 2.3. PLANNING PRINCIPLES

ii) Land use planning should promote compatibility among land uses in terms of scale, intensity of use and potentially related impacts.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

vi) An Official Plan should enhance the character of residential areas and direct redevelopment and intensification activities to locations where existing land uses are not adversely affected.

Increased traffic on a deteriorating neighbourhood road that is not even identified as a "Neighbourhood Collector" according to Map 3 of The London Plan. A loss of privacy of neighbourhood "R1-10 Large Estate Lots".

vii) Land use planning should promote attractive, functional, and accessible site and building design which is sensitive to the scale and character of surrounding uses.

The 6-storey monstrosity is not sensitive to the scale, and the modern appearance with a patchwork of various façade finishes does not demonstrate sensitivity to the surrounding neighbourhood / uses.

#### 2.4. CITY STRUCTURE POLICIES

##### High and Medium Density Residential Development

vi) High and medium density residential development shall be directed to appropriate areas within and adjacent to the Downtown, near the periphery of Regional and Community Shopping Areas

This should be areas near the periphery of commercial areas like the intersections of Adelaide and Fanshawe, and Richmond and Fanshawe, and not in areas along Fanshawe Park Road where the built environment buffering the properties fronting Fanshawe Park Road provide no area of transition in building height, mass, and other. Such redevelopment should be scaled / massed in better proportion to the single and two storey residential dwellings with space to buffer the transition.

### Neighbourhood Protection

ix) While it is recognized that there may be redevelopment, infill, and intensification in some established residential neighbourhoods, higher intensity land uses will be directed to locations where the character of the residential area is enhanced, and existing land uses are not adversely affected.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

### 2.5.5. Land Requirements

ii) through the development of vacant, designated Residential or Industrial lands within the general limits of the existing urban areas. It is assumed that all such lands will be developed over the planning period.

Not administered, not acted upon, nor accomplished. Why is the focus on demolition of existing built environment when other vacant lands sit idle?

### 2.13.2. Housing and Community Development Strategies

Council will consider the following strategies in the pursuit of the Housing and Community Development Goals:

i) Land use intensification within existing communities will be controlled so that it contributes to the efficient use of existing services and infrastructure while maintaining compatibility with streetscapes and other aspects of neighbourhood character;

iv) neighbourhoods and communities will be actively consulted in the review of planning applications or studies that may affect their area.

There has been no active consultation of the community with regards to the rash of redevelopments along this section of Fanshawe Park Road. Developer driven, City of London expediting the rubber stamping, and community property owners are limited to 5 minutes to present their perspectives, seems to be method of operation for this process.

### 2.15.2. Creative City Strategies

iv) support the retention of London's unique neighbourhoods;

A unique neighbourhood with "R1-10 Large Estate Lots" immediately south, and north across Fanshawe Park Road will be violated by the 6 -storey monstrosity.

### 3.1.1. GENERAL OBJECTIVES FOR ALL RESIDENTIAL DESIGNATIONS

v) Direct the expansion of residential development into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints; and in a form which can be integrated with established land use patterns.

A 6-storey monstrosity immediately neighbouring "R1-10 Large Estate Lots", without adequate spatial separation, or gradual scaling of the built environment, does not integrate well with established land use patterns.

vi) Encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities.

Adverse affects include loss of privacy in the large lots from an over-towering 6-storey monstrosity; loss of sunlight with new mass shadowing engulfing the entire neighbouring properties.

vii) Minimize the potential for land use compatibility problems which may result from an inappropriate mix of: low, medium and high-density housing; higher intensity residential uses with other residential housing; or residential and non-residential uses.

The statement does not align with medium to high density residential 6 -storey monstrosity immediately adjacent to / on top of single storey, single family ranch style homes

### 3.2. LOW DENSITY RESIDENTIAL

#### 3.2.2. Scale of Development

Development within areas designated **Low Density Residential** shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy

The current proposed 6-storey monstrosity **IS NOT** low-rise, it **DOES NOT** have low coverage, it **DOES NOT** minimize problems from shadowing (*The Shadow study in the Consultant's Report contains errors on the titles, and the times of day provided do not illustrate the full extent of shadowing following sunrise, and approaching sunset*); it obstructs views, and privacy is lost for the existing community large open properties.

#### 3.2.3.2.

##### Density and Form

Within the Low-Density Residential designation, Residential Intensification, with the exception of dwelling conversions, will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments. Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area.

Residential Intensification within Low-Density Residential designation will be considered in the range of up to 75 units per hectare. Rezoning of land immediately adjacent for a 6-storey monstrosity with 175 units per hectare is intensification, but it **DOES NOT** "recognize the scale of adjacent land uses and reflect the character of the area".

#### 3.2.3.3. Neighbourhood Character Statement

*An inventory of the urban design characteristics of the structures and the natural environment within a neighbourhood shall be undertaken by the applicant, as outlined in section 3.7.3.1. of the plan. The physical environment of the neighbourhood, composed of its lots, buildings, streetscapes, topography, street patterns and natural environment are some of the elements that collectively determine much of the character of a neighbourhood and its streetscape. A well organized and documented understanding of a neighbourhood's character is an effective tool in assessing the appropriateness of a proposed change and the implications the change may have on the character of a neighbourhood. (Section 3.2.3.3. added by OPA 438 Dec. 1709)*

**How else can it be said that clearly the Developer and the Consultants did NOT do this as the character of the 6-storey does not remotely fit the character of the Stoneybrook Community**

#### 3.2.3.4. Compatibility of Proposed Residential Intensification Development

*As part of an application for residential intensification, the applicant shall be required to provide an adequately detailed statement of the compatibility, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments as outlined in section 3.7.3.1. of the plan. (Section 3.2.3.4. added by OPA 438 Dec. 17/09)*

**How else can it be said that clearly the Developer and the Consultants did NOT do this as the character of the 6-storey does not remotely fit the character of the Stoneybrook Community**

#### 3.2.3.5. Public Site Plan Review and Urban Design

*i. Residential intensification proposals will be subject to a public site plan process to address the matters identified in Section*

This development should not proceed to the public site plan process based on non-compliance stated previously with regards to 1989 Official Plan and the proposed "The London Plan".

#### 3.2.3.7. Supporting Infrastructure

*Residential Intensification will only be permitted where adequate infrastructure exists to support the proposed development, including:*

*i) Off-street parking supply and buffering;*

Off-street underground parking for the residents has been reduced from that which is required, and includes inadequate on-site visitor parking.

#### 3.4. MULTI-FAMILY, HIGH DENSITY RESIDENTIAL

The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development. The preferred locations for this designation are lands adjacent to major employment centres, shopping areas, major public open space, transportation routes, and where high-density development will not adversely affect surrounding land uses

This development is immediately neighbouring “R1-10 Large Estate Lots” which will be adversely affected as referenced above.

##### 3.4.2. Locations

In addition to areas predominantly composed of existing or planned high density residential development, the preferred locations for the Multi-Family, High Density Residential designation shall include areas near the periphery of the Downtown that are appropriate for redevelopment; lands in close proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road. Other locations which have highly desirable site features and where surrounding land uses are not adversely affected may also be considered for high density residential development. Consideration will be given to the following criteria in designating lands for Multi-Family, High Density Residential use: (Section 3.4.2. amended by OPA 438 Dec. 17/09)

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

##### Compatibility

i) Development of the site or area for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area.

##### Traffic

iii) Traffic to and from the location should not have a significant impact on stable low density residential areas

##### Buffering

iv) The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses.

The highlighted and underlined points above are copied directly from the 1989 Official Plan and speak to the defence of our position, and the protection of our “unique neighbourhood”.

##### 3.4.3. Scale of Development

Net residential densities in the Multi-Family, High Density Residential designation will vary by location and will be directed by the policies in this Plan. Excluding provisions for bonusing, net residential densities will normally be less than 350 units per hectare (140 units per acre)

Height and density limitations that are specified in the Zoning By-law will be guided by the following policies:

Height and Density outside of the Downtown and Central London Areas

i) Outside of the Downtown and Central London areas it is

Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

(a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;

(b) all areas shall include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;

(c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;

#### Criteria for Increasing Density

ii) Notwithstanding Section i) above, on any lands designated Multi-Family High Density Residential, Council may consider proposals to allow higher densities than would normally be permitted. Zoning to permit higher densities will only be approved where a development will satisfy all of the following criteria:

(b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;

#### Site Specific Height

iii) On individual sites within the Multi-Family, High Density Residential designation, Council may require lower height and/or density limits than would normally be permitted, on the basis of any one of the following criteria:

(c) traffic, vehicular access, parking constraints and/or inadequate transit service in the area;

(d) to minimize the impact of high density residential development on significant natural features; and/or

(e) where the amenity of adjacent residential areas may be adversely affected in terms of traffic, access to sunlight and privacy.

#### Density Bonusing

iv) Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning By-law. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land. (Clause iv) amended by OPA 438 Dec. 17/09)

Current R2.4 Zoning is 2 units per hectare? (150 per Application? source undetermined), and 175 units per hectare requested. Is a 98% increase for current 2 units per hectare. The discrepancy between the 2 and 150 units per hectare requires clarification.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

3.4.4. The determination of appropriate height and density limitations for areas designated Multi-Family, High Density Residential, may be based on a secondary plan, in accordance with Section 19.2 of the Plan. Alternatively, for individual sites the determination of appropriate height and density limitations may be based on a concept plan showing how the area will be developed and integrated with surrounding uses.

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

## **11. URBAN DESIGN PRINCIPLES INTRODUCTION**

The land use policies contained in Chapters 3 to 9 of this Plan provide direction for the allocation and control of land use according to function, size, location and other objective criteria. The urban design principles listed in this Chapter address more subjective matters related to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Consideration of the urban design principles will supplement the policies applicable to each of the land use designations as well as to those matters which fall within the scope of the Zoning, Site Plan Control, Subdivision Control and Sign Control By-laws. The urban design principles will be used primarily for guideline purposes, and their implementation will be less oriented to a regulatory approach than it will be to co-operation among developers, landowners, residents and the City in the preparation and review of development proposals and community improvement plans.

## 11.1. URBAN DESIGN POLICIES

### 11.1.1. Design Principles

Council shall promote the use of the following urban design principles in the preparation and review of development proposals and community improvement plan and programs.

#### Architectural Continuity

#### Access to Sunlight

ix) **The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets.** In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and open space areas, such as parkettes and outdoor plazas. (Clause ix) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)

#### Shadowing previously referenced

#### Parking and Loading

xiii) **Parking and loading facilities and driveways should be located and designed to facilitate maneuverability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.**

#### Parking previously referenced

#### Privacy

xiv) **To the extent feasible, the design and positioning of new buildings should minimize the loss of privacy for adjacent residential properties.**

#### Privacy previously referenced.

#### Waste Management

xix) **In order to encourage the reduction, re-use and recycling of waste, new development should incorporate waste handling, composting and recycling facilities into their site design.** (Clause xix) added by OPA No. 88 - OMP Order No. 2314 - approved 99/12/23)

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

## **The London Plan Excerpts**

### **Comments / Feedback:**

The information below are direct excerpts from The London Plan, and the highlighted and underlined portions of the excerpts are in opposition to the proposed development.

## **1 - OUR CHALLENGE**

### **MANAGING THE COSTS OF GROWTH**

*7\_ A very compact form of growth could save billions of dollars in infrastructure costs and tens of millions of dollars in annual operating costs compared with a highly spread-out form of the same growth over the next 50 years. Meanwhile, a compact city would reduce energy consumption, decrease air emissions, allow for quality mobility choices and significantly reduce our consumption of prime agricultural lands. While neither of these models reflect London's recent growth pattern, they emphasize that there's a lot at stake in the way we plan for growth over the next 20 years.*

Understandable, commendable & respected objective. However, increased urban sprawl, and the consumption of fringe lands is rampant in the north, northwest, west, southwest, and southeast areas of the city. While vacant, brownfield, and other undeveloped land within the city remain abandoned, vacant, or under-utilized. This includes some parcels of land being tied up in the planning process currently. The downtown area displays a high level of vacancy in certain areas and sectors that is under-utilizing existing infrastructure.

### **NEW DEMANDS FOR URBAN LIVING**

*13\_ We know that public attitudes and expectations are evolving in favour of cities that offer quality urban neighbourhoods and business areas. A study by the Urban Land Institute and PricewaterhouseCoopers entitled, Canadian Edition: Emerging Trends in Real Estate 2014 stated that "...the population has clearly shown a desire to move back to the urban core". How can we best continue to regenerate our urban areas and build residential environments within our downtown and its surrounding urban neighbourhoods?*

Agree, many families would be pleased to see an intensification development that fits current zoning, and neighbourhood character.

### **AFFORDABILITY CHALLENGES**

*16\_ London is one of Canada's most affordable mid-sized cities. However, housing prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance. Forty-five percent of tenant households spend 30% or more of their gross monthly income on rent. In 2013, the average rent for a bachelor apartment in London was \$582, which is equal to 96% of the Ontario Works cheque for a single adult. Low income and poverty, often affecting children, is a problem that London must face as we build our city of 2035. How will we ensure that housing is affordable for all Londoners and how will we build a city that provides everyone the opportunity to experience prosperity and wellness on their own terms?*

Development is not geared to affordable housing.

### **PROTECTING OUR FARMLAND**

*17\_ London has some of Canada's best farmland within its municipal boundary. Only 5% of the Canadian land mass is classified as prime agricultural land. Almost 80% of the land outside of our Urban Growth Boundary is rated as prime agricultural land. It is a precious commodity that may become even more critical in the future if energy prices rise dramatically and the cost of importing food goes up. How can we protect our agricultural resources for the long term, and build on our strength as an agricultural hub and agri-food industrial hub?*

Not currently being considered with rapid urban sprawl in north, northwest, southwest, and southeast.

## 2 - OUR STRATEGY

### VALUES

52\_ *The following values will guide how we undertake our planning processes as a municipality:*

2. *Be collaborative – To achieve our goals, City Council will take a collaborative approach to planning, working with stakeholders such as neighbourhoods, developers, government agencies, and members of the general public.*

Not evident in the process to this point. Communication is solely between the City and the Developer for the proposed development and a decision is pending that will change the Zoning drastically to open the door for this or other developments with no respect to the neighbouring community and property owners.

59\_ *Direction #5 Build a mixed-use compact city*

1. *Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.*

2. *Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.*

3. *Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.*

4. *Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*

5. *Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*

8. *Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.*

1, 2, 3, 4, 8 understandable and with well implemented planning so not to permit a 6-storey apartment, immediately adjacent to single family, single floor residential houses with large lots, and occupied by person attracted to such properties for the private large yards.

5 Is a nice sentiment, but reality is as the residents of this neighbourhood age they either move the next generation into the house and transition the property within the family, or residents retire, sell the large property, and downsize elsewhere, and not into an apartment building at the top of the street, which may be geared for student housing.

62 *Direction #8 MONITORING PROGRAM Make wise planning decisions*

9. *Ensure new development is a good fit within the context of an existing neighbourhood.*

A 6-storey monstrosity placed IMMEDIATELY adjacent to single storey ranch homes is not promoting compatibility of land use in terms of relationship in scale, intensity, and respecting the impacts on the existing neighbourhood character.

12. *Genuinely engage stakeholders and the general public in all planning processes and meaningfully use that input to inform planning decisions. Explore new ways to inform the public and make their participation in the planning process easier.*

It is felt that the Developer has advanced his proposed development that it is an essential enhancement of this community. This is solely the Developer's and the Consultants' opinion. Please reference the audio recording of the Consultant's Open House Zoom Meeting, November 20, 2021.

## 3 - OUR CITY

### INTENSIFICATION

80\_ *Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:*

1. *Addition of a secondary dwelling unit.*

2. *Expansion of existing buildings to accommodate greater residential intensity.*

3. *Adaptive re-use of existing, non-residential buildings, for residential use.*

4. *Infill development of vacant and underutilized lots.*

5. *Severance of existing lots.*

6. *Redevelopment, at a higher than existing density, on developed lands.*



Agree, many families would be pleased to see an intensification development that fits current zoning, and neighbourhood character.

83 As directed by the policies of this Plan, **intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit.** Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms of intensification.

"Appropriate locations; sensitive to existing; represents a good fit".

**A 6-storey monstrosity, 99 unit apartment building, high density residential, immediately adjacent to "Zone R1-10 Large Estate Lots; the most restrictive of all residential zones", DOES NOT represent a good fit, nor is it sensitive to the existing Stoneybrook neighbourhood.**

## 4 - CITY BUILDING POLICIES

WHAT ARE WE TRYING TO ACHIEVE?

193\_ *In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:*

*2.Development that is designed to be a good fit and compatible within its context.*

CHARACTER

197\_ *The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.*

199\_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

**A 6-storey monstrosity, 99 unit apartment building, high density residential, immediately adjacent to "Zone R1-10 Large Estate Lots; the most restrictive of all residential zones", DOES NOT represent a good fit, nor is it sensitive to the existing Stoneybrook neighbourhood.**

202\_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.

It was said on numerous occasions by a former elderly neighbour / longtime resident, that the original name for the Geary and Stoneybrook Avenue area, when originally constructed, was Stoneybrook Acres. The name was a play-on the large estate size lots being 1/2 acre or larger in size. What would we call our beautiful neighbourhood behind such a monstrosity?

216\_ *Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.*

It is assumed this does not apply to existing residential dwellings east and west of the proposed 6-storey building that will now be completely in the shadow of the proposed building either during periods of sunrise, or sunset pending their location.

It is at this point, we must direct the Consultant to correct the incorrectly labeled "Shadow" images on sheet #SD7.2, revised 2022-01-25. Summer Solstice is on or around June 21<sup>st</sup>, and not March 21 as labeled on 2 of the 3 images. In addition, it would be prudent to see images of the shadows produced by the proposed building at the Summer and Winter Solstices within 30 minutes after sunrise, and 30 minutes before sunset. The images provided at 9:00 am and 3:00 PM do not illustrate the full extent of shadowing that will be experienced.

*270\_ The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.*

There is insufficient on grade visitor parking spaces for a 99 unit apartment building (*It is the assumption that the underground parking will be controlled / secured, and designated for building residents*). Six standard parking spaces and four barrier free parking spaces are illustrated on the revised site plan (SD1.1, 2022-01-25). The 6 standard parking spaces works out to 1 space per **16.5** apartment units. It is probable that the visitor parking will not be sufficient at most times. This will result in overflow visitor parking along Geary Avenue. While on-street parking is legal on both sides of Geary, it will produce a choked down thoroughfare for 2-way traffic. Experience has also shown that backing out of your driveway at times with parking on both sides of the street, with limited lines of sight, tight area for maneuvering, and sometimes excessive travel speeds by vehicles on Geary, has proven to be dangerous. In addition, with no curbs on Geary, persons tend to drive up on the grass boulevards when parallel parking, causing damage to lawns and properties. Regulating parking on Geary with permits or other like that is similarly done on Trowbridge Avenue, off Springbank Drive, as result of patients attending the medical center, and not wishing to pay for parking, will not be tolerated by Geary Avenue property owners.

*279\_ Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.*

Any site lighting whether shielded, or directed will produce some form of light pollution onto adjacent properties that is undesirable.

## **BUILDINGS**

*284\_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.*

*292\_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.*

*293\_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.*

*298\_ Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.*

*335\_ A Transportation Impact Assessment (TIA) may be required for planning and development applications to identify, evaluate and mitigate transportation impacts. City Council may adopt Transportation Impact Assessment Guidelines to assist in the preparation of a transportation impact assessment.*

Based on experience from Geary Avenue and other area residents, the addition of 118 parking spaces / vehicles being introduced into the neighbourhood will impact the already existing traffic problems. New residents will learn that to go westbound on Fanshawe Park Road from Geary most times of the day is safer and easier to execute by going south on Geary and west on Stoneybrook to exit at the traffic signal lights at Stoneybrook Crescent (west), and Fanshawe Park Road. This will require travel through the school zone at Stoneybrook Public School, with a reduced posted speed limit of 40 km/h. The reduced school zone speed limit is seldom abided by, and it appears that it has never been monitored nor enforced by the number of vehicles observed speeding through the subdivision. In addition, the congestion in front of the school and extending far east and west along Stoneybrook after school, and somewhat before school, and over lunch, is extensive. This congestion extends onto Meridene Crescent east and west, Roland Crescent, and Hastings Gate with students and parent crossing everywhere. These concerns

were expressed at the December 20, 2021 meeting with the Planning Consultant, and they were repeatedly dismissed. It is believed that there has been no traffic study completed to date. It is unacceptable that objective comments concerning traffic intensification and safety were presented by community residents who drive, walk, and bike in the area, were dismissed by the Consultant.

*336\_ Access management will be applied with the objective of limiting driveways onto major streets. Where appropriate, Neighbourhood Connectors and Neighbourhood Streets intersecting with major streets may be used to access sites fronting onto Civic Boulevards, Urban Thoroughfares and Rapid Transit Corridors. City Council may adopt Access Management Guidelines to provide further details on appropriate access design for sites.*

Fully agree with the concept. Since the proposed development fronts Fanshawe, and it is understood that the 118 vehicles will connect with Fanshawe Park Road at some point when leaving from and returning to the site. A private driveway directly accessing Fanshawe Park Road will not negate, nor compound the volume of traffic into or off Fanshawe Park Road. Reworking the site layout and building to position a private driveway along the east limit of the property, and reverse the on grade parking and underground parking access will facilitate a separate access to and from Fanshawe. Positioning of the driveway at the east limit of the property will place it mid-block between Geary Avenue, and Stoneybrook Crescent (east), and it will have minimal impact on the center left turning lane. A driveway onto Geary Avenue is not acceptable for the reasons cited previously.

## **5 - PLACE TYPE POLICIES**

### *Part 5 – Place Types Policies*

*748\_ Traditionally, Planners have focused on land use when setting plans for geographic areas within a city – often referred to as a “land use designation”. The London Plan takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly-functional, connected, and desirable places.*

Included for information only.

### **PLACE TYPES THAT APPLY TO URBAN LONDON**

*751\_ Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:*

- 1. Downtown*
- 2. Transit Village*
- 3. Rapid Transit Corridors*
- 4. Urban Corridors*
- 5. Shopping Area*
- 6. Main Street*
- 7. Neighbourhoods*
- 8. Institutional*
- 9. Industrial*
- 10. Future Growth*

While the purpose and importance of Urban Corridors are recognized as important moving forward, their over redevelopment and new zoning permissions, including Bonus Zoning, cannot disrespect their relationship with existing zoning and built environment abutting behind them.

### **ZONING ON INDIVIDUAL SITES**

*754\_ Each place type identifies the range of uses, intensity of development, and the form of development that may be permitted. It is important to understand that this full range may not be permitted on all sites. The Zoning By-law will determine what, within this broader range, is permitted and required, based on the policies of this Plan.*

Included for information only.

## GENERAL FRAMEWORK

789\_ The Urban Place Types implement the policies of the Our City, Our Strategy, and City Building parts of this Plan. They shape the use, intensity and form of development to manage growth and change in pursuit of our vision and key directions. The policies of each place type must be consulted to fully understand them and what may be permitted in each. However, at a very general level, the assignment of place types can be described as follows:

2. The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes. The range of uses and the intensity and form of development varies by segment.

3. Urban Corridors are similar to Rapid Transit Corridors, with the primary difference being that they are not located along rapid transit routes. They also offer slightly less intensity. Like Rapid Transit Corridors, permitted uses, built form and intensity policies vary by segment.

4. Shopping Areas are distributed throughout the city to offer a relatively broad range of commercial, office, and residential uses at a moderate intensity. These centres may act as hubs for neighbourhoods.

Included for information only.

## FRAMEWORK OF HEIGHTS

790\_ It is useful to summarize the height that is permitted within each of the various Urban Place Types, to provide a general understanding of how the City Structure Plan will be implemented through the assignment and implementation of these place types. Table 8 provides this summary.

791\_ Zoning on individual sites may not allow for the full range of heights permitted within a place type. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.

**Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)**

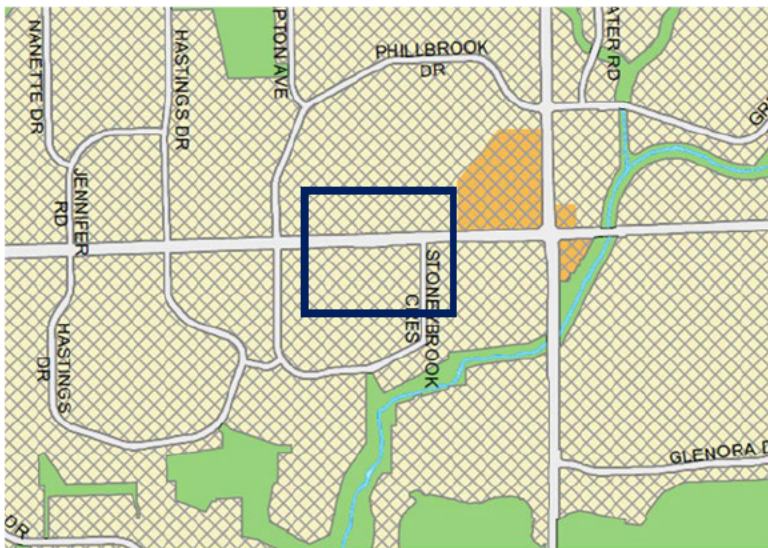
Concerning

**Remains Under appeal per Policy Status Table, May 28, 2021**

## INTERPRETATION OF CORRIDOR PLACE TYPE BOUNDARIES

831\_ Map 1 - Place Types, depicts areas that are included within the Rapid Transit and Urban Corridor Place Types. In general, these areas have been included within the Corridor Place Type because they abut one of the following street classifications.

1. Rapid Transit Boulevard
2. Civic Boulevard
3. Urban Thoroughfare



**MAP 1 - PLACE TYPES**

MAP SUBJECT TO LPAT APPEAL PL 170100

**Remains Under appeal per Policy Status Table, May 28, 2021**

*Neighbourhoods*

**OUR VISION FOR THE NEIGHBOURHOODS PLACE TYPE**

916\_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

**ROLE WITHIN THE CITY STRUCTURE**

917\_ The Neighbourhoods Place Type makes up the vast majority of our City Structure’s land area. Our city is the composite of the neighbourhoods that define where we live, work, and play and also defines our city’s identity. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

1. “Strong neighbourhood character” The character of the neighbourhood will be lost behind the mammoth apartment building that will be out of place next to the single family, single floor ranch style homes on estate size lots. The building will suffocate and encroach upon these homes, their private yards, and their sense of openness in their own environment.
2. “Attractive streetscapes” An unattractive 6-storey monstrosity does not align with the existing character of the neighbourhood.
3. “A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they



age”. With maintaining the current Zoning, appropriate family dwellings would allow young families a choice to consider moving into the area that is family orientated with a school in the neighbourhood.

918\_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.

13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

“A strong neighbour character, sense of place and identity” & “Intensification will respect existing neighbourhood character and offer a level of certainty”. There is no respect being demonstrated, no homogenous relationship between single family, single storey ranch style homes and a massive 6 storey monstrosity immediately adjacent. What “level of certainty”; the certainty that the privacy of the existing surrounding residents will be destroyed?

919\_ The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:

1. Unless otherwise identified, the policies of this chapter apply to those lands identified as Neighbourhoods Place Type on Map 1 - Place Types.

Remains Under appeal per Policy Status Table, May 28, 2021. Please refer to Map 1 – Place Types on page 13

6. In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities.

“Appropriate mix” A 6 storey monstrosity immediately abutting single family, single storey ranch style homes is not an appropriate mix, and provides no transitioning zone.

7. A guideline document for the evaluation of intensification proposals may be prepared and utilized through the planning and development application process. These guidelines are intended to establish a common understanding of what represents positive forms of intensification within various neighbourhood contexts, so that developers can confidently design such projects, individuals and communities can assess and provide important input, and City Council can evaluate the proposals consistently.

We as residents of the neighbourhood are not privy to such a “guideline document” itemizing “positive forms of intensification” that are applicable to our “neighbourhood context”.

#### **INTERPRETATION OF TABLES 10 TO 5.**

920\_ Tables 10 to 12 give important guidance to the permitted uses, intensity, and form of development that may be permitted on lands within the Neighbourhoods Place Type. The following policies provide direction for the interpretation of these tables:

**Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)**

Remains Under appeal per Policy Status Table, May 28, 2021

#### **INTENSITY FORM**

935\_ The following intensity policies will apply within the Neighbourhoods Place Type:

1. Table 11 ...

**TABLE 11 - RANGE OF PERMITTED HEIGHTS IN NEIGHBOURHOODS PLACE TYPE**

**Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)**

Remains Under appeal per Policy Status Table, May 28, 2021

## RESIDENTIAL INTENSIFICATION IN NEIGHBOURHOODS

937\_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate within their neighbourhoods.

A massive 6 storey monstrosity will detract from the existing character of the Stoneybrook neighbourhood.

## ADDITIONAL URBAN DESIGN CONSIDERATIONS FOR RESIDENTIAL INTENSIFICATION

953\_ The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply:

1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is sensitive to, compatible with, and fit within the existing and planned neighbourhood context.

The "Planning and Design Report" produced by Zelinka Priamo Ltd, and sub consultants for this proposed 6 storey apartment development does not accurately depict the existing neighbourhood and built environment, and misrepresents the setting for this proposed development.

Building elevations include the site profile with land elevations, but stop short of illustrating the single storey ranch home immediately to the south.

The computer-generated model, and produced images illustrate neighbouring properties to be 2 storey or greater residential houses; some with estimated roof pitches greater than 12/12, chimneys and building masses that when extrapolated in perspective to the proposed 6 storey apartment building are estimated to be 4 storeys in height or greater.

The creative placement, over population / densification, and height of the tree canopy does not accurately reflect the existing large open private yards with some trees along the property lines.

Some shadow study images are not correctly labeled, and while the shadows are illustrated at the Spring Equinox, and what is assumed to be the Summer Solstice (2 of 3 images are labelled incorrectly), and the Winter Solstice, the times of day do not illustrate the maximum shadowing affect the building will have on neighbouring properties.

2. Compatibility and fit, from a form perspective, will be evaluated based on such matters as:

- a. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- c. Building line and setback from the street.
- d. Character and features of the neighbourhood.
- e. Height transitions with adjacent development.
- f. Massing appropriate to the scale of the surrounding neighbourhood.

The site layout is assessed as too tight, and not remotely in context with the surrounding neighbourhood. Access onto Geary Avenue, and the restricted ability to access Fanshawe Park Road East (westbound) from Geary Avenue will increase traffic south on Geary and through the 40 km/h school zone at Stoneybrook Public School, to access westbound lanes of Fanshawe Park Road East from the traffic lights. Reposition the driveway to the east end of the property, and the residents can exit and enter whether eastbound, or westbound mid-block, and if necessary, they can turn eastbound if restricted by traffic, and then legally turn left to turn around and head westbound. This would be in the same manner as the approved development under construction at 307 Fanshawe Park Road East. The setback from Geary is much less than what the current Zoning permits. It is much less than the front yard setback of the adjacent properties along Geary Avenue, and it significantly chokes down the perspective of Geary Avenue.

There is no transition in height.

The massing is not acceptable nor appropriate to transition into the surrounding neighbourhood.

*3. The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.*

See the notes above to address the items of this section, with exception of “garbage storage areas”.

It is noted that the garbage and recycling facilities are proposed to be housed within the building’s internal service space. Management of the bins in and out of the building for routine service, and the truck service contracted to do the work, will introduce a level of service noise and disruption to the neighbourhood that will not be tolerated. There is no contingency in the building, nor the site design for future enhanced garbage, recycling, compost, or other management of refuse that may come into effect as landfill related cost increase and society must manage and redirect more refuse differently. In addition, future expansion with exterior garbage enclosures, facilities, or other not in place under the Site Plan Agreement will not be permitted, and will not be accepted by the neighbourhood residents.

HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)  
954 to 959

***Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)***

**Remains Under appeal per Policy Status Table, May 28, 2021**

## **6 – ENVIRONMENTAL POLICIES**

None

## **7 - SECONDARY PLANS**

Included for information only and when reviewing Secondary Plans like the Masonville Plan.



## Part 8 – Our Tools

### GROWTH MANAGEMENT IMPLEMENTATION STRATEGY

#### EVALUATION CRITERIA FOR PLANNING AND DEVELOPMENT APPLICATIONS

1578\_ All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed. The following criteria will be used to evaluate all planning and development applications:

6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

a. Traffic and access management.

b. Noise.

c. Parking on streets or adjacent properties.

d. Emissions generated by the use such as odour, dust, or other airborne emissions.

e. Lighting.

f. Garbage generated by the use.

g. Privacy.

h. Shadowing.

i. Visual impact.

j. Policy Deleted.

k. Trees and canopy cover.

l. Cultural heritage resources.

m. Natural heritage features and areas.

n. Natural resources.

o. Other relevant matters related to use and built form The above list is not exhaustive.

ALL high-lighted items are applicable for this Application, and are addressed elsewhere in this report.

7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:

a. Policy goals and objectives for the place type.

b. Policy goals and objectives expressed in the City Design chapter of this Plan.

c. Neighbourhood character.

d. Streetscape character.

e. Street wall.

f. Height.

g. Density.

h. Massing.

i. Scale.

j. Placement of building.

k. Setback and step-back.

l. Relationship to adjacent buildings.

m. Proposed architectural attributes such as windows, doors, and rooflines.

n. Materials.

o. Relationship to cultural heritage resources on the site and adjacent to it.

p. Landscaping and trees.

q. Coordination of access points and connections.

r. Other relevant matters related to use, intensity and form. The above list is not exhaustive.

ALL high-lighted items are applicable for this Application, and are addressed elsewhere in this report.

### PUBLIC ENGAGEMENT AND NOTICE

1615\_ It is essential that Londoners be made aware of various planning proposals and be given the opportunity to express their views on these matters. This part of the Plan focuses on the process for public participation for

applications made under the Planning Act, as well as the City Council adopted policies on community engagement to ensure a meaningful two-way dialogue and participation in forming decisions that affect the various stakeholders and the community.

1616\_ Consistent with the values in this Plan, the community engagement process will be transparent, accessible, responsive, inclusive and empowering. It is intended that the process will be based on realistic expectations, mutual respect, and trust.

Not reflected in the actual process. Numerous email requests had to be sent to the City of London to acquire additional critical details of the process. For example: Meaning of acronyms, deadline dates and times for public report submissions, registration for public meeting attendance, and details of the consent process.

1620\_ A Committee of City Council will hold one or more public meeting(s) at which time the applicant and any member of the public may express their views on a planning proposal(s).

1621\_ In addition to the statutory public meeting(s) noted above, if a comprehensive review of the Plan is being undertaken, or the Plan is being amended in relation to a community planning permit system, City Council will ensure that at least one open house is held for the purpose of giving the public an opportunity to review and ask questions on the required information and material. If required, an open house will be held no later than seven days prior to the date of the initial public meeting.

#### TIMING OF NOTICES

1622\_ Within 15 days after an affirmative notice of acceptance of a complete application is provided for applications made under the Planning Act requiring public notice, the City will provide a Notice of Application to the persons and public bodies prescribed under the Planning Act, and make the required information and material available to the public.

1623\_ In the case of an amendment to The London Plan, or the adoption or amendment of a community improvement plan or zoning by-law, Notice of Public Meeting will be given a minimum of ten days prior to the date of the public meeting. For the approval or revision of a plan of subdivision, or a vacant land or common elements condominium, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting.

For information only.

#### BONUS ZONING

1638 to 1644

Type 2 Bonus Zoning

1649 to 1655

Policies subject to LPAT Appeal PL170100 (see separate table for policies subject to site specific appeal)

See Part 1, pages 2 – 5 of this Report

**Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.**

If these sections are still under appeal, one must question how these policies can be implemented to govern and to grant Zoning Amendments.

#### MAP 1 – PLACE TYPES

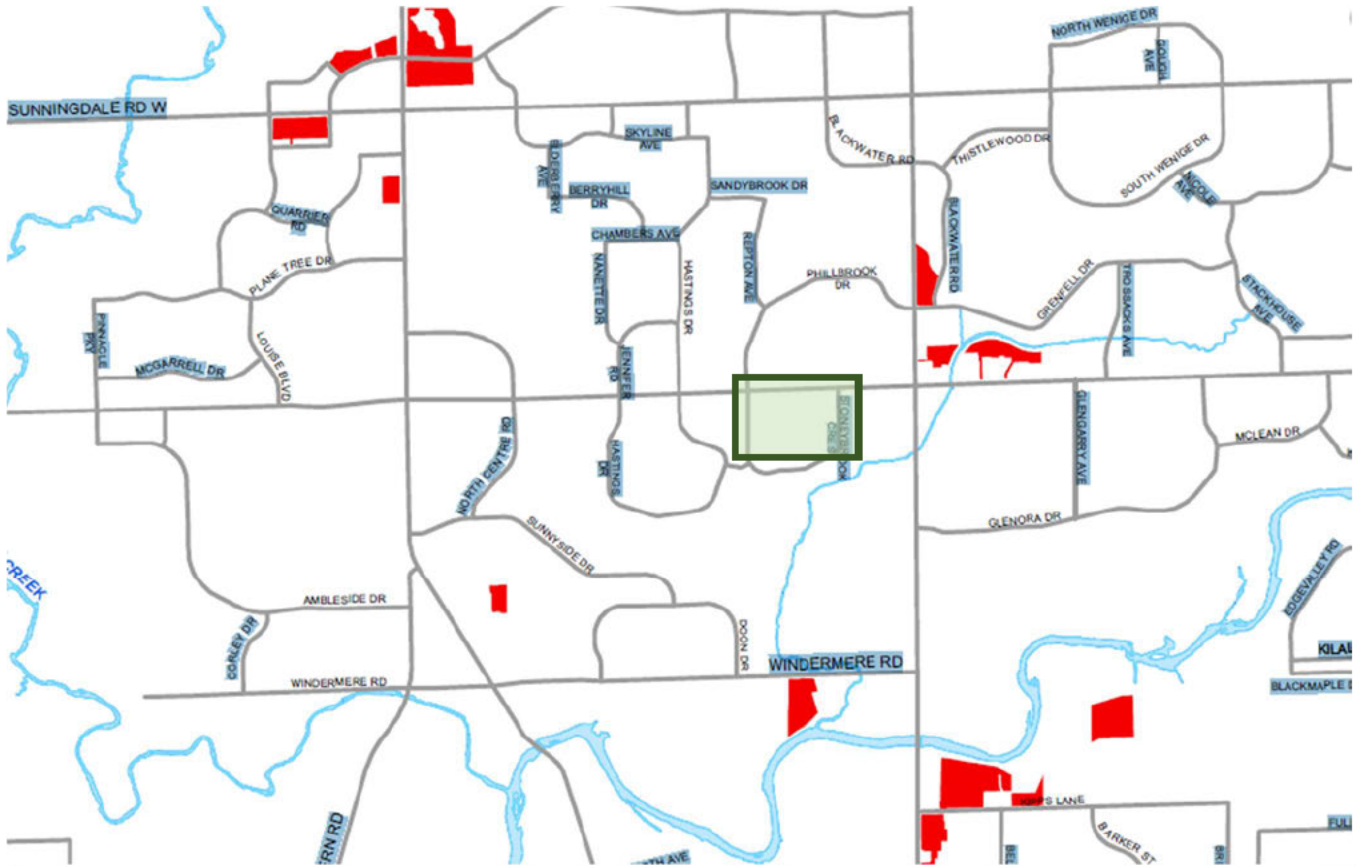
1779\_ This map shows the place types that are assigned to all lands within the city.

See page 13.

**MAP 2 – HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)**

1780\_ This map shows lands that were designated Multi-Family High Density Residential in the 1989 Official Plan that preceded The London Plan. It should be recognized that this is an “overlay” map, and the long-term vision for all lands is shown in the Place Type Map. High Density Residential lands which have been developed for lower intensity uses and are within an underlying place type consistent with this lower intensity of development are not included on this map. Furthermore, lands that have been assigned an underlying place type that would support high-rise residential development have not been included on this map.

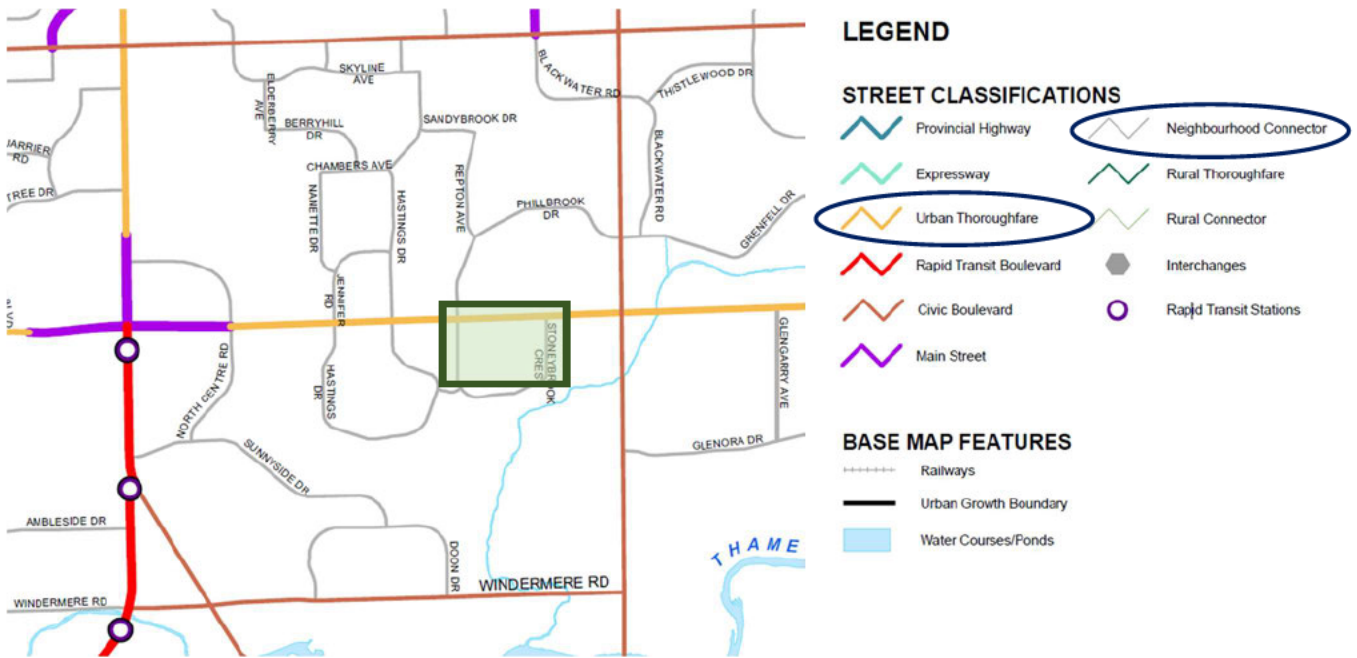
Under The London Plan these sections for Bonus Zoning are still under appeal per the Policy Status Table dated May 28, 2021.



**MAP 2 - HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)**

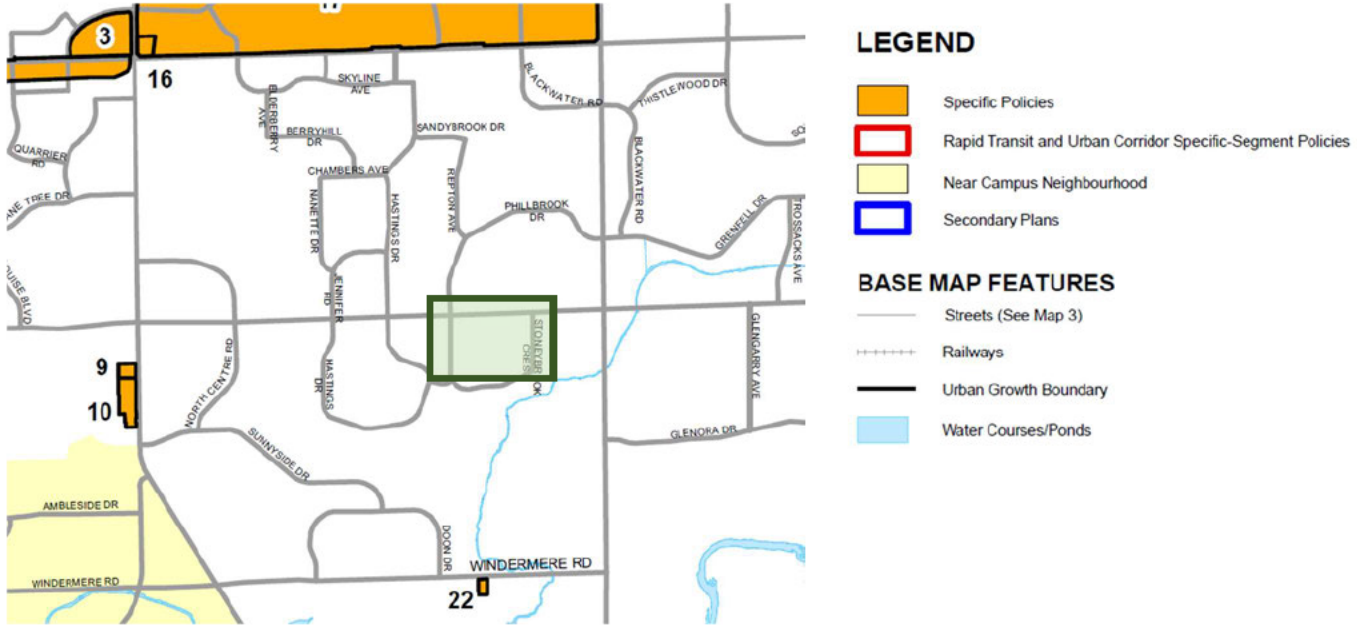
MAP SUBJECT TO LPAT APPEAL PL 170100

Map subject to LPAT Appeal PL 170100  
(portion)



**MAP 3 - STREET CLASSIFICATIONS**

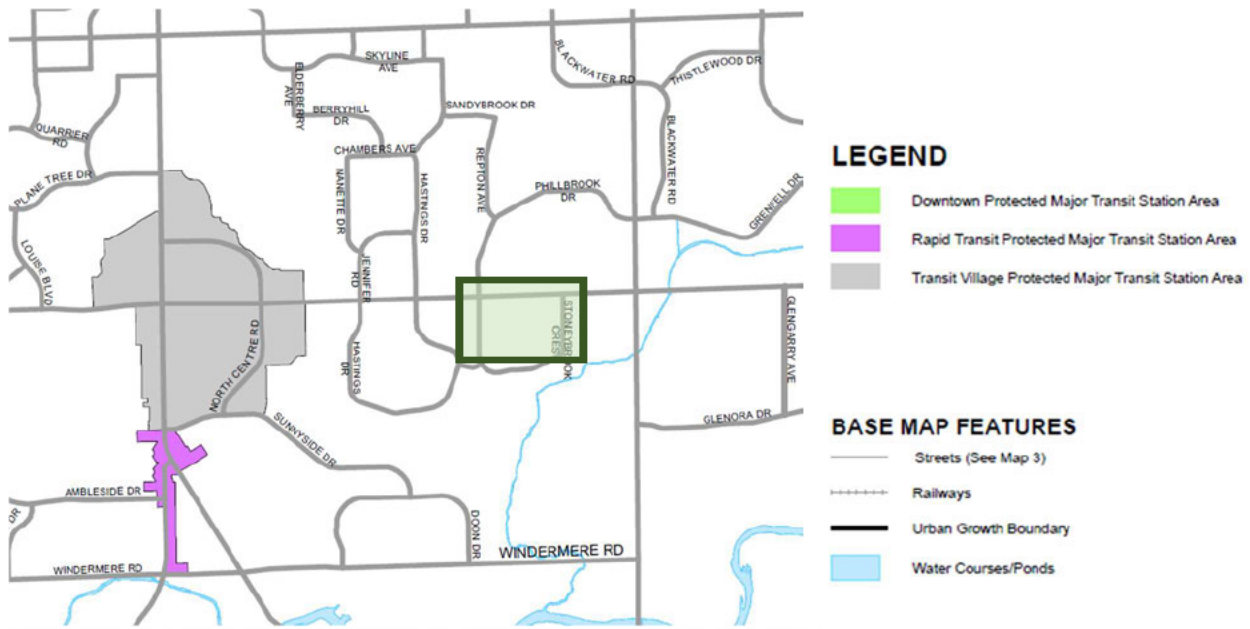
Geary Avenue is not a Neighbourhood Connector



**MAP 7 - SPECIFIC POLICY AREAS**

MAP SUBJECT TO LPAT APPEAL PL170100

Map subject to LPAT Appeal PL 170100 (portion)



**MAP 10 - PROTECTED MAJOR TRANSIT STATION AREAS**

For information only.

## Part 3 Critique of the Proposed Development

### Zelinka Priam Ltd. August 2021 Planning & Design Report

[https://london.ca/sites/default/files/2021-11/04\\_PLA~1.PDF](https://london.ca/sites/default/files/2021-11/04_PLA~1.PDF)

#### Page 4:

Photos of the streetscape along Fanshawe / **front** of the subject property are included in the report.

However similar photos that would illustrate the existing abutting neighbourhood houses and setting / “character” of the neighbourhood have not been included / omitted. Those photos would be of the neighbouring single storey ranch homes along both sides of Geary Avenue, the one 4 level side split residence and one 2 storey residence to the east of the subject property, and the continuation of single storey ranch style homes down the west side of Stoneybrook Crescent (east). With the exception of 3 houses on Stoneybrook east, the houses are single storey ranch style homes. The absence of these photos does not provide the “full picture” of the “R1-10 Large Estate Lot” Zone / setting in which a 6 Storey monstrosity is being proposed without buffer zoning, proper scaling, and respect for neighbouring Zoning as communicated in the 1989 Official Plan, and The London Plan.

#### Page 4:

The Spatial Analysis summarizes the low density residential is specified to exist south, east, and west of the subject property. That would encompass the immediately abutting properties within the existing R2-4, and R1-10 Zones. The R1-10 Zone also extends well to the north of the subject property and R2-4 Zoning.

#### Page 4:

*“Medium density in the form of a townhouse complex to the east along Fanshawe Park Road East”* per the report. This is incorrect information as the actual built environment consists of 5 duplex residential dwellings both sides of the north end of Daleview Crescent within the R2-4 Zone, and single-family residential houses extending south on Daleview in the R1-10 Zone.

Further east, single floor, bungalows (*assumed to be a Condominium development, but not substantiated at the time of this report*) in an enclave at 567 Fanshawe Park Road East are within a R6-2 Zone, Density of 23 units / hectare and fill out the land to the “commercial hub” without existing medium density townhouses as stated.

The “*commercial hub at the intersection of Adelaide Street North and Fanshawe Park Road East*” completes the transition from Low Density Residential to Commercial with applicable transition in density, and a very respectful maintenance of building height.

#### Page 6:

The “*Site Specific Spatial Analysis*” and “Figure 8” on page 6 illustrates and identify an undersized / minimal “Interface with existing Low Density Residential” to the south and east, which is grossly undersized and unacceptable.

#### Page 10:

“*Design Goals and Objectives*” identifies as part of the “key goal” as its first goal “to provide a residential apartment building that will enhance the existing streetscape along Fanshawe Park Road. The design is intended to be compatible with, and sensitive to, the surrounding mix of existing and emerging land uses.” There is no mention or apparent respect being paid to Geary Avenue and the surround neighbourhood by the 6-storey monstrosity. The opinion that this 6-storey monstrosity will “enhance the existing streetscape” is simply an opinion of the Developer and his Consultants, and not a fact.

#### Page 11:

“*Proposed Development*” again emphasizes the relationship with Fanshawe Park Road East, and not the neighbourhood community it boasts to which it is to be part. The only reference is that “*the building has been pulled towards the street and away from the adjoining residential properties to maximize separation distances*”. The separation is not adequate. This is a recognized issue by the consultant and wordsmithing does not render the inappropriate scale of intensification with minimal spatial separation within the existing built environment /

neighbourhood characterized by its scale, and spatial separation. The retention of boundary trees is minimal, and the scale of some trees being retained is small, contributing nothing to a division for privacy, sound, or other from the vehicular traffic positioned at the south extent of the property, and immediately adjacent to the side lot line and backyard of the properties at 1536 Geary Avenue and 1531 Stoneybrook, and extending to nearby adjacent open large, and private backyards of the "R1-10 Large Estate Lots" Zone. To further describe that the "development will be accessed by a replacement driveway off Geary Ave.", is absurd to compare a proposed 2-way, 2 lane driveway serving 109 parking spaces, 10 visitor and barrier free parking spaces, service vehicle, delivery vehicles, moving vans, and other vehicular traffic in comparison to the existing single family residential dwelling driveway serving one double car garage, and a driveway with parking for 2 additional cars within the limits of the property. The proposed driveway onto Geary Avenue is therefore unacceptable; the driveway must be onto Fanshawe Park Road. This is in keeping with the current developments being built at 307 Fanshawe Park Road East and 420 Fanshawe Park Road East.

**Page 12:**

*"Active ground floor use along street facing elevations", "to frame and enclose the higher order street", "staggered footprint along Fanshawe Road East", "unique-coloured roofline canopy, these elements allow the proposed building to have regard to its corner location".*

*"Articulation of each façade is present to provide depth and variation in the built form through the use of a range of materials, colours, and textures, which highlight different architectural elements and provide interest/rhythm along the building."*

*"A hardscaped streetscape treatment, with a range of landscaping and tree plantings, is proposed along the Fanshawe Park Road E."*

*"There is a prominent, well-defined principal building entrance at the corner of Fanshawe Park Road E. and Geary Avenue."*

*"There are individual entrances to all ground floor units on street facing elevations and amenity spaces designed as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape proposed. Direct walkway access from ground floor units to the public sidewalk are present." "The top of the building (5th and 6th storey) is differentiated through an articulated roof form, step-backs, cornices, material change and/or other architectural detail."*

**All these descriptors of the building are how it is perceived / envisioned to relate to Fanshawe Park Road East. There is not a single point as to how it relates to the existing neighbourhood with R1-10 Large Estate Lots".**

**Page 14:**

*"A modest and appropriate supply of 10 surface parking spaces, including four accessible spaces, and a lay-by are provided, primarily for the visitors and deliveries. The remaining 109 parking spaces are provided within an underground parking area, which is accessed via a ramp located to the rear of the property."*

10 Surface parking spaces less 4 identified as barrier free spaces for visitors, and with no access to the underground / assumed controlled access parking garage, equates to 16.5 apartment (based on 99 apartments) per non-barrier free parking space. This gross lack of visitor parking will result in on-street parking along Geary Avenue. This will result in overflow visitor parking along Geary Avenue. While on-street parking is legal on both sides of Geary, it will produce a further choked down thoroughfare for 2-way traffic. Experience has also shown that backing out of your driveway at times with parking on both sides of the street, with limited lines of sight, tight area for maneuvering, and sometimes excessive travel speeds by vehicles on Geary, has proven to be dangerous. In addition, with no curbs on Geary, persons tend to drive up on the grass boulevards when parallel parking, causing damage to lawns and properties. Regulating parking on Geary with permits or other like that is similarly done on Trowbridge Avenue, off Springbank Drive, as result of patients attending the medical center, and not wishing to pay for parking, will not be tolerated by Geary Avenue property owners.

**Page 14:**

*"Each residential unit will have a balcony to provide private, outdoor amenity area for the enjoyment of residents."*

While approximately half of the balconies on floor levels 2 to 6 will have views never existing before into the large private yards of the neighbouring "R1-10 Large Estate Lots" with single floor ranch style homes. A perspective, and invasion of privacy existing that residents have never had, nor by purchasing and residing on these properties, and that consciously played a factor when deciding to purchase these properties should have to endure. It is

unacceptable that any approval for any new build will allow blatant invasion of privacy. This has been done at 307 Fanshawe Park Road, where the Developer was permitted to build a monstrosity allowing for windows along the west side of his development to peer into the yards of homes on Hastings Drive. Those individuals had bought their properties that allowed them privacy and now this Developer was permitted to build a monstrosity that clearly violates their privacy. It is not clear who has the right to allow such invasion of privacy?

**Page 14:**

*“Garbage will be stored internally to the building and will be placed outside in the designated garbage location on collection day.”*

Garbage and recycling facilities are proposed to be housed within the building’s internal service space. Management of the bins in and out of the building for routine service, and the truck service contracted to do the work, will introduce a level of service noise and disruption to the neighbourhood that will not be tolerated. Due to the over developed / over densified site layout there is no contingency in the building, nor the site design for future expanded and enhanced garbage, recycling, compost, or other management of refuse that may come into effect as landfill related cost increase and society must manage and redirect more refuse differently. In addition, future expansion with exterior garbage enclosures, facilities, or other not in place under the Site Plan Agreement will not be permitted, and will not be accepted by the neighbourhood residents. Due to the nature of apartment buildings, and especially those housing students generally produce excessive furniture, household wares, and other at specific times of the year, and more generally throughout the year. Dump piles will NOT be tolerated being dumped at the curb, or stockpiled elsewhere on the site.

**Page 15:**

*“The location of the building allows for a large rear yard setback of 21.8m to separate the building from existing low density uses to the south.”*

The “large rear yard” is inadequate in proportion to the 6 -storey monstrosity, and introduces an unprecedented level of privacy invasion along this sector of Fanshawe Park Road East (area of R1-10 Large Estate Lots), and including the development under construction at 420 Fanshawe Park Road East. A driveway immediately bordering the north side of the property of 1536 Geary Avenue is unacceptable with respect to car pollution, noise pollution, and privacy issues.

**Page 15:**

*“For the purpose of this application, the front lot line is identified as Fanshawe Park Road East. A minimum front yard setback is proposed at 1.0m and a minimum exterior side yard setback (for Geary Ave) is proposed at 3.5m, in order to bring the building close to the street and frame the public realm.”*

The positioning of the building with minimal setbacks noted also will impact the “Transportation Master Plan, the possibility of future widening this road in the future to 6 lanes exists” (per *City of London email 2022-02-01*). The extensive reduction in the front and exterior side yard setbacks also limit the “daylight corner”, lines of sight, and safety for vehicular, cycling, and pedestrian traffic intersecting at the corner.

**Pages 15-16:**

*“The primary northern orientation of the rectangular-shaped building interfaces well with Fanshawe Park Road East. An emphasis is placed on its corner location, framing the intersection with an active ground floor, with unique-coloured pillars to enhance the aesthetic of the building when viewed from the intersection. Treatment at grade along Fanshawe Park Road East and Geary Avenue consists of a higher proportion of glazing, to clearly delineate the attractive, pedestrian-oriented public realm. The upper two storeys of the building will be architecturally different. A contemporary flat roof, with modern cornice lines and canopies for the balconies effectively announce the top of the building and help distinguish the building along the corridors.”*

The focus again remains on the front facing and relationship of the proposed development Fanshawe Park Road East, and a minimal frontage (side yard) on Geary Avenue, and with no mention or consideration of the 6 -storey monstrosity to the neighbouring “R1-10 Large Estate Lots”.



**Page 16:**

*“The proposed building incorporates a number of architectural components to break up the massing of each façade. At this conceptual stage, it is proposed that along the street-facing elevations, differing colours will vertically break up portions of the building. Portions of the building are also proposed to be recessed to provide a varying rhythm along each façade.*”

*“A variety of articulation is to be present on the proposed design of the building. Balconies extrude from the face of the building, but not beyond the minimum setbacks requested in the site-specific zone. A variety of materials, colours, and textures are to be proposed to break up the massing of the building into smaller sections to appropriately frame the street and enhance the streetscape.”*

Breaking up the massing of each façade does not diminish the mass of the building, the shadow cast by the building, the intensity of the building relative the low density, single storey residential homes immediately adjacent. The building remains a 6-storey monstrosity and behemoth structure within the established neighbourhood character, and overall setting. As the grade/elevation of the abutting homes going south on Geary Avenue slopes downward, the massing will further be accentuated!

*“Minimum setbacks requested”,* and that are greatly reduced from those setbacks set out in the current R2-4, and other specified setbacks included in the Official Plan and Zoning By-law Amendments of the Public Notice.

*“A variety of materials, colours, and textures are to be proposed to break up the massing of the building into smaller sections to appropriately frame the street and enhance the streetscape.”*

A patchwork quilt affect of the building façade finishes is nothing more than a visual affect to try to distract the eye from seeing the behemoth mass of the building. The building remains disrespectful of the existing built environment / neighbourhood character. Some current day finish selections could result in increased maintenance or premature replacement due to shorter life cycle than expected, resulting in more disruption on the property and neighbouring community. This is even more intensified because of the building’s close proximity to Fanshawe Park Road, where road salts, emissions, and other deleterious airborne pollutants are present in concentrated volumes.

*“A variety of uses and building types surround the subject lands. Two large, single family lots abut the subject lands to the south (1536 Geary Ave and 1531 Stoneybrook Crescent), two lots also abut the lands to the east (1543 Stonebrook Crescent and 1535 Stoneybrook Crescent). Further surrounding the lands to the north, south, east and west are single-family lots. A medium density residential development in the form of townhouses is located to the east at 567 Fanshawe Park Road E. and a commercial hub is located at the intersection of Fanshawe Park Road E. and Adelaide Street N.”*

Again, we repeat and **correct**, that 567 Fanshawe Park Road East are single floor, bungalows (**detached**) in an enclave (*assumed to be a Condominium development, but not substantiated at the time of this report*), and are within a R6-2 Zone, Density of 23 units / hectare and not medium density townhouses as stated in the Consultant’s Report.

**Page 19:**

*“The proposed development adds to the existing mix of uses in the immediate area, being single-detached dwellings, **with townhouses**, and shopping areas.”*

*“The mix of uses in the **immediate** area”* that are affected by this development in its physical presence and appearance, and that which this development should respect are R1-10 Large Estate Lots, and R2-4 Residential. **There are no townhouses in the Stoneybrook community as reported in the Consultant’s Report.**

*“The proposed building will fit within the existing and planned mix of residential uses, and enhance the existing character and image of the corridor by providing a modern and contemporary apartment building.”*

Again, the reference to the “corridor” / Fanshawe Park Road. The focus remains on Fanshawe Park Road and the relationship with the “Urban Thoroughfare”, and a blatant ignoring and position of disrespect to the current residential zones bounding the property on the majority of its sides (3 of 4).

*“Overall, the proposed development adds to the uniqueness of this area, providing an attractive and desirable use along transitional corridor.”*

The uniqueness of this area is the “large estate lots” that which this development does nothing to enhance its uniqueness, in fact it is destroying the area's uniqueness, and respect to be a neighbourhood to be sought out to reside.

**“The existing City storm sewer does not have capacity for the site's flows at predevelopment levels and stormwater management quantity controls will be required to mitigate the increased runoff due to site development. The Fanshawe Road Park East ROW appears to have sufficient capacity for the site's overland flows provided the flows do not exceed pre-development levels.”**

It is perceived by the proposed building size, and extent of hard surface site finishing that there must be an increase of stormwater runoff relative to the 3 existing houses, and with consideration of increased frequency of milestone yearly rainfall event(s). This does cause concern to neighbouring properties and those along Geary Avenue that are lower in elevation, and downstream along the existing 450 mm storm sewer. The same storm sewer that is being proposed to be utilized by the proposed development. Review of Strik Baldinelli Moniz Preliminary Site Servicing C3 is without further comment at this time. Overland drainage onto neighbouring properties is understood not to be permitted. The stormwater sewer draining south, and it is assumed to discharge at the built outlet into Stoney Creek. This is also in the area of Beaver Pilot Project 4, just downstream of a small wetland or natural spring area, and within a large natural area abundant with many plant species, and native wildlife. What are the criteria that which a review and study needs to be completed to evaluate the impact of the development on the area, and to protect this area as it appears currently that stormwater from the proposed site plan design connects to the existing 450 mm stormwater sewer at an existing manhole outside of the southwest corner of the subject property and is assumed to drain into Stoney Creek water course?

**Page 20:  
PUBLIC REALM**

*“The public realm is primarily defined by the existing range of large-lot, single-detached dwellings surrounding the subject lands and along the Fanshawe Park Road E streetscape and medium density and commercial uses to the east.”*

Factual.

*“There are sidewalks present on both side of Fanshawe Park Road E. and both sides of Geary Avenue making the pedestrian environment available; existing large-lot single detached dwellings are significantly set back from the street.”*

The proposed development is in contrast with the established neighbourhood houses, which “are significantly set back from the street”, and it obstructs the openness of the existing streetscape and the unique character of the existing built environment.

*“The intent of the proposed development is to enhance this unique sense of place by providing a contemporary building with a strong relationship to the public realm with direct pedestrian connections to the building. The proposed development enhances the streetscape and provides a more comfortable and diverse pedestrian experience.”*

All attributes underlined above speak directly to the relationship of the 6-storey monstrosity to Fanshawe Park Road, and not to the neighbourhood character of Geary Avenue, and Stoneybrook Crescent East. Currently the development does not even speak directly to the existing residential dwellings along the section of Fanshawe Park Road East.

**Page 20:**

*“PROPOSED PLANNING ACT APPLICATIONS”* have been addressed in other Part(s) of this Report.

**Pages 21-23:**

*“PLANNING POLICY ANALYSIS*

*The proposed development is an appropriate addition to the mix of residential uses in the surrounding area. Given that the proposed development is a compact, efficient, and cost-effective form of development that will make use of existing municipal services on an underutilized lot, servicing costs and consumption of land are minimized. The subject lands are located along an Arterial Road with access to existing public transit that provides convenient access to the downtown and surrounding areas.”*

Other developments could boast the same attributes for this parcel of property, and maintain / respect “The London Plan” and respect existing neighbourhood character, scale, etc.

*“The subject lands are within a settlement area. The proposed development promotes vitality and regeneration of the subject lands, as it is an efficient, design-focused form of development on an underutilized parcel of land that is connected to existing municipal services.”*

Turning an “underutilized parcel of land” into an over intensified parcel, destroying the essence of the abutting neighbourhood. Intensification at all costs?

*“The proposed development adds to the range of residential uses along a main corridor. The proposed density is representative of a positive addition to the housing stock in the area, providing quality housing opportunities for those who may wish to downsize in the area, as well as for the general public.”*

Similar results could be accomplished and remain respectful of the immediate abutting neighbourhood zone.

*“The subject lands are an appropriate location for the proposed development, given that they are located on an Arterial Road, have access to public transit, and are proximate to a range of commercial amenities along Fanshawe Park Road East, as well as other supportive land uses for residents (i.e., schools and open space).”*

Other more suitable development that is respectful of the immediate abutting neighbourhood zone could accomplish similar positive intensification results

*“The proposed site-specific zoning regulations applied to the subject lands permit a desirable form of housing along an Arterial Road that is compatible with surrounding uses. Appropriate setbacks, landscaping, tree planting, and/or fencing will allow for the 6-storey building to integrate appropriately into the existing context.”*

**Setbacks have been reduced far beyond reasonable limits** only to permit the 6-storey monstrosity to fit on the property with the other required amenities, and **that contributes to the inability** “of the 6-storey building to integrate appropriately into the existing context”.

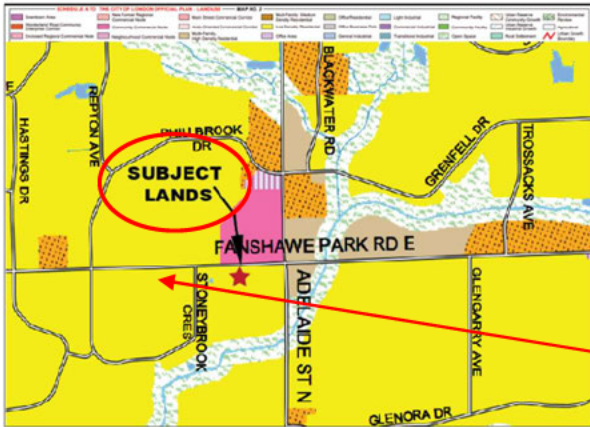
Pages 23-28:  
The 1989 City of London Official Plan  
See Part 2 of this Report

Page 24:

Planning and Design Report  
517-525 Fanshawe Park

September 17, 2021  
Zelinka Priamo Ltd.

Figure 23 - 1989 City of London Official Plan: Schedule 'A' - Land Use (Excerpt)



“Subject Lands” identified by the Red Star and label with leader are incorrectly identified on Page 24 of the Consultant’s Report

Similar references on Maps 24 and 25 are also incorrect.

Subject Lands (517-525 Fanshawe Park Road East) are situated along the south side of Fanshawe Park Road East, west of Stoneybrook Crescent (east end), and east of Geary Avenue.

Page 29 - 30:

URBAN DESIGN – RESPONSE TO CITY DOCUMENTS

“Architectural Continuity - The orientation, location, and scale of the building is appropriate for the subject lands, compatible with the surrounding context, and desirable along an arterial road. The building is located close to both streets, creating a new and desirable street wall along this portion of the corridor. There are no nearby uses that are known to have architectural or historical significance.”

A 6-storey monstrosity of massive proportions relative to immediately adjacent, and in close proximity to a single storey ranch style residential dwelling.

A 6-storey apartment building of medium density immediately adjacent to “R1-10 Large Estate Lots” with one of the lowest densities, if not the lowest in the Residential Zones, and without any buffer zone of other residential zoning to ease the transition does not exemplify “compatible with the surrounding context”.

“Redevelopment – Fanshawe Park Road is characterized by a mix of uses, and **Savoy Street** is characterized by a low-density residential land uses. The proposal would enhance an underutilized property and will architecturally improve the character of the existing area, create an attractive entrance to the existing neighbourhood, and add to the existing and planned mix of residential dwelling types.”

**Savoy Street is off Wharncliffe Road South in Lambeth, and its context / reference in this report is incorrect. Content of this report is being questioned for its accuracy, and completeness as there are numerous errors.**

“Access to Sunlight - The building has been positioned as close to Fanshawe Park Road East and Geary Ave. as much as possible to reduce potential shadowing impacts on surrounding land uses.”

Please refer to other Parts of this Report for related information and refuting of information reported.

“Privacy - The proposed building is located as close to the Fanshawe Park Road East and Geary Avenue intersection as possible, creating a significant distance between existing low density residential land uses. Boundary trees are to be retained and planted in order to help screen the proposed building from neighbouring properties.”

Positioning of the building, trees, and other features do not permit the retention privacy in the large private backyards in any way that is currently enjoyed by residents on Geary Avenue and Stoneybrook Crescent (east).

**Pages 30-43:  
The London Official Plan**

See Part 2 of this Report  
See additional comments reported below.

**Page 32:**

*“The proposed 6-storey residential apartment building is in conformity with the intent of The London Plan. As such, an Official Plan Amendment to The London Plan is not required for the proposed development.”*

Further review and substantiation of this statement will need to be proven / information provided.

*Our Vision for Neighbourhoods Place Type (Policy 916)*

*“The subject lands are part of a developing mixed community that is currently comprised of a range of low density and medium density residential uses. The proposed development is well-designed and located at a gateway to the neighbourhood, enhancing the neighbourhood character and creating a unique, attractive sense of place for the community and for those passing by.”*

Part of a developing mixed community that with the rezoning of these properties sets the precedence for the remaining R2-4 Zone along both sides of Fanshawe Park Road East, and soon there will be a Cherry Hill like cluster of mid-rise apartment buildings both sides of Fanshawe Park Road East, and “R1-10 Large Estate Lot” zones north and south of the area are so devalued that midrise and high-rise intensification consume the entire area.

**Pages 43-45:  
The City of London Zoning By-law**

See Part 1 of this Report  
See additional comments reported below.

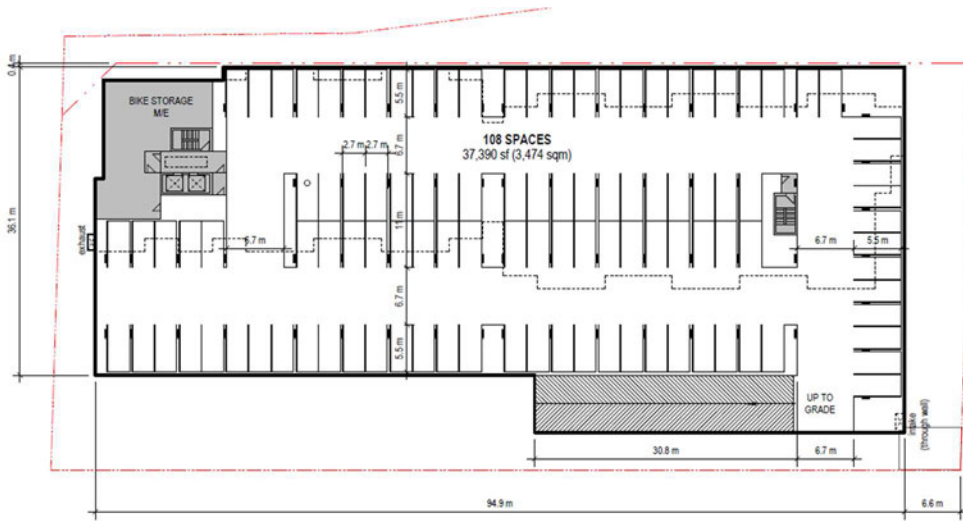
**Page 45:**

**Other Considerations – Noise Assessment**

No comments at this time.

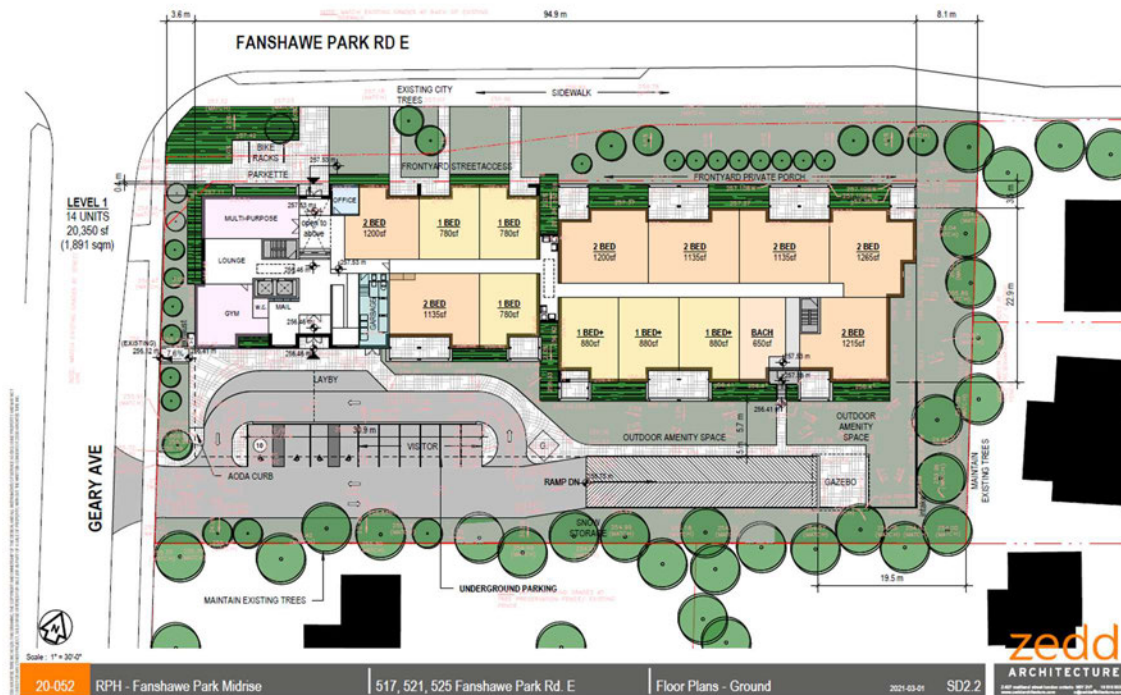
**Architectural Presentation Site Plans, Building Plans, Elevations, Renderings**

This part of the Report will address the plans, elevations, sections, and renderings included in the Consultant's Report by “Zedd Architecture.



RPH - Fanshawe Park Midrise | 517, 521, 525 Fanshawe Park Rd. E | Parking Level Floor Plan | 2021-03-01 | SD2.1

Included for Reference



20-052 RPH - Fanshawe Park Midrise | 517, 521, 525 Fanshawe Park Rd. E | Floor Plans - Ground | 2021-03-01 | SD2.2

Apartment layouts do not illustrate details of the individual apartments. The various apartment layouts have been requested for review, but to date the layouts have not been provided. It is assumed that layouts must exist in order to develop the full building plan, to provide a plumbing fixture count for servicing evaluation, etc. It is concerning that this information has not been / will not be shared. Is the issue that by providing the layouts it will be viewed that **bathrooms will be equal to the number of bedrooms proposed (i.e.: 1 Bedroom apartments will have 1 bathroom; 2 Bedroom apartments will have 2 bathrooms).** Will it be also found that the apartments have a **small common living spaces and shared kitchens?** This is the case in the recently constructed **Masonville Yards APARTMENT** development at 1635 Richmond Street North. Will it be discovered that that this **proposed development is geared to providing Student Housing?** As per the response from Ms. Nancy Pasato, Senior Planner, City Planning Department in a February 1, 2022, email:

*“As stated above, lodging house is a standard permitted use within the R9 Zone variations. From the site concept plans I see a range of 1- and 2-bedroom self-contained apartments. [https://london.ca/sites/default/files/2021-11/05\\_202~1.PDF](https://london.ca/sites/default/files/2021-11/05_202~1.PDF). **Whether those are ultimately occupied by students, I cannot confirm or deny**, as the site is in somewhat close proximity to the university and to a major transit hub (Masonville). But the submitted concepts show self-contained units i.e., with own kitchen and washrooms.”*

Noted: Singular “kitchen” and Plural “washrooms” if reference to self contained units. Per Ms. Maureen Cassidy’s Email February 1, 2022:

*“As far as I know, the developer has not stated that they plan for this to be a “student residence”. Notwithstanding that, city planning staff and City Council are obligated to decide on planning matters using specific provincial and municipal planning documents to determine if the proposed land-use meets the guidelines and requirements set out in the legislation. We cannot refuse an application based on the people who will potentially inhabit the dwelling units. For example, we must determine if an apartment building is the appropriate use for this site. We cannot insert caveats that permit an apartment building while prohibiting students from living there.”*

It is understood an application cannot be refused for certain criteria. However, the evaluation and aspects of the development to be considered, if it is purposely being developed for student housing would be expected to need review and consideration outside of the typical stream of the review process.

In addition, the perception of this further exemplifies the lack of trust the community has in the developer and city relationships. That is the developers are in control of the city affairs, and that the citizens of London are not listened to and not respected. Decisions are made well before the public is notified, and restraints of the process are used to the advantage of the developer to shutdown public input. The developer has been working with Consultants from early 2021 on this proposed development. The community first received notice for a Public Virtual Open House on December 20, 2021, only to find out how far the plans have been advanced, and the extent to that which the city has been consulted, worked with, and directed by the developer and his consultant team. Opposition to the development is already behind, and the feeling of futility abounds in the Community. This has been expressed over and over on many platforms in social media with regards to the City of London and developers, being the “tail that is wagging the dog”. Many examples city wide have been referenced, and citizens are feeling beaten down.



VIEW FROM FANSHAWE AND GEARY



Scale:

20-052 RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Perspective

2021-03-01 SD6.2

The image and area high lighted with the **Red Square** illustrate a slate like finished roof on a house with considerable roof pitch. The pitch would be estimated at greater than 12/12, and a height to the peak for approximately 3 storeys when extrapolated along the lines to the vanishing point of the perspective. In reality the house is a single storey brick ranch with asphalt shingle roof. It has a roof patch of 5/12 to 6/12 and the height from grade to the ridge of the roof will be approximately 16 to 17 feet from the finished grade at the base of the house. These specifications are based on CAD file drawings for the neighbouring house at 1532 Geary Avenue that is of similar style and construction / in keeping with the character of the neighbour / Place Type.



The house at 1536 Geary Avenue depicted here and as outlined above. The neighbouring house to the south at 1532 Geary out is creatively missing and the lot is fully treed / park like. This really emphasizes the lack of proper spatial separation, acceptable scaling, and respecting neighbourhood character.



1543 (side split), 1537 (two storey) & 1531 (single floor ranch) Stoneybrook Crescent (east) that abut the subject property. Much smaller in scale & height than that depicted.

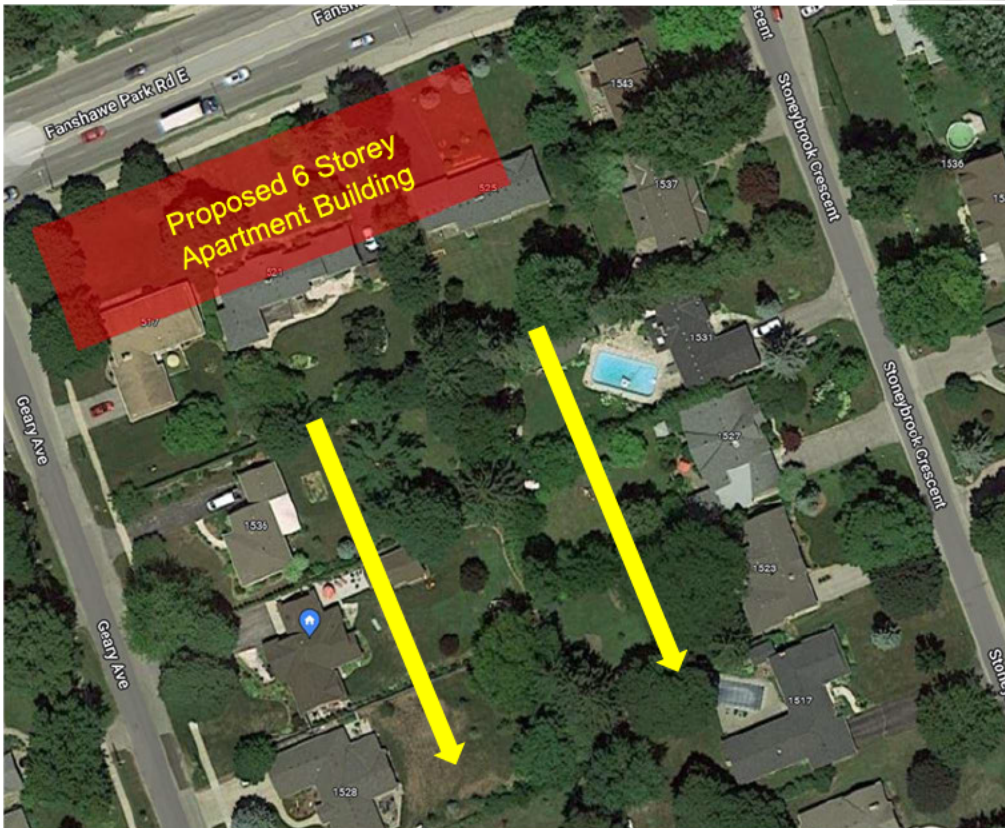


Not accurate depiction of tree canopy

509



Mis-representation of the existing built & natural environment is not respected.



Proposed 6 Storey Apartment Building

Unobstructed views for 6 storey apartment building into existing PRIVATE rear yards of R1-10 Large Estate Lots



Artist Renderings should accurately reflect the surrounding neighbourhood and “Place Type” or include a disclaimer to the contrary. [Refer to page 15 for additional information.](#)



MARCH 21 - 9 AM



MARCH 21 - 12 PM



MARCH 21 - 3 PM

Scale : 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow - March

2021-03-01

SD7.1

**zedd**  
ARCHITECTURE

2107 Woodbine Road, Suite 100, Markham, ON L3R 9W3  
905.477.1111 | www.zeddarch.com | info@zeddarch.com

What is the shadow cast at 6:00 PM (closer to sunset)?  
Are the properties at 1543 & 1537 fully in darkness / shadow?  
What is the condition 1 hour after sunrise?



JUNE 21 - 9 AM



MARCH 21 - 12 PM



MARCH 21 - 3 PM

Scale: 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow - June

2021-03-01

SD7.2

zedd  
ARCHITECTURE

Are the properties at 1543 & 1537 fully in darkness / shadow?  
 What is the condition 1 hour after sunrise and 1 hour before sunset?  
 Let's report on the maximum shadow conditions that will be experienced.  
 March dates are incorrect.



DECEMBER 21 - 9 AM



DECEMBER 21 - 12 PM



DECEMBER 21 - 3 PM

Scale: 1" = 200'-0"

20-052

RPH - Fanshawe Park Midrise

517, 521, 525 Fanshawe Park Rd. E

Shadow December

2021-03-01

SD7.3

zedd  
ARCHITECTURE

Winter Solstice or to be known as the "Dark Ages" for extensive surrounding areas not experienced anywhere else along the local stretch of Fanshawe Park Road.  
 What is the plan for managing the dramatic change in winter road conditions for the section caused by intense shadowing of Fanshawe Park Road?



Ridge of house projects in perspective to underside of fourth floor level

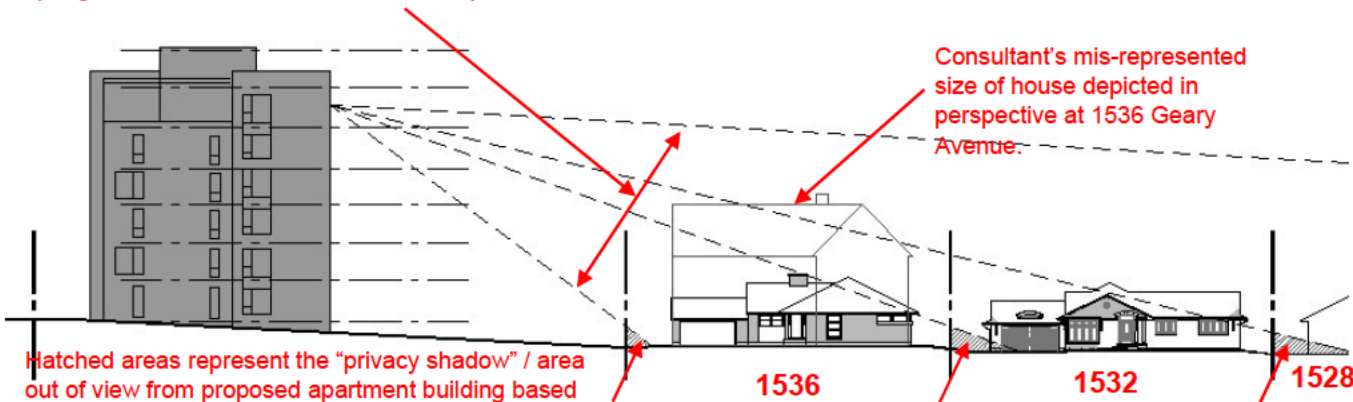
Existing single floor ranch house at 1536 Geary Avenue is misrepresented & scaled to be Approximately 32' in height as extrapolated by the dashed red line. Actual height of house to roof peak is ~19'-3" per comparison & CAD files from 1532 Geary Avenue. Approximate lot grades, topographic elevations & contours have been considered & incorporated.

The scale of 6-storey proposed apartment building is being mis-represented by scaling Up / increasing the size of the surrounding single floor residential ranch homes.



Range of view from 6<sup>th</sup> storey, at eye level (~5'-0" above floor). Existing R1-10 Large Estate Lot PRIVATE rear yards are fully visible. Tree cover is minimal & deciduous trees provide no cover for portions of fall & spring & all winter & cannot be termed as permanent.

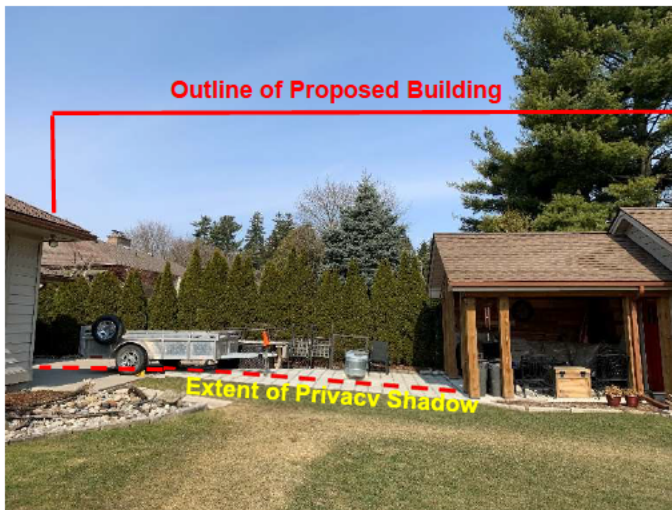
WEST ELEVATION - GEARY AVE.



Matched areas represent the "privacy shadow" / area out of view from proposed apartment building based on an assumed ~5'-6" wood fence height. Wood fences of this nature do not exist in many of the back yards because there is spatial separation & other for privacy at the inhabited zone from grade to ~6'-0".

Consultant's mis-represented size of house depicted in perspective at 1536 Geary Avenue.

NOTE: INFORMATION PROTRAYED HEREIN IS BASED ON CAD FILES OF 1532 GEARY AVENUE, INCLUDING ACTUAL REFERENCED EXISTING GRADE ELEVATIONS & SCALED PROPORTIONALLY WITH THE CONSULTANTS' DRAWINGS TO PROVIDE TRUTHFUL REPRESENTATION OF THE EXISTING & PROPOSED STREETSCAPE ALONG THE IMMEDIATELY ABUTTING PORTION OF GEARY AVENUE.



View looking north from rear yard of 1532 Geary Avenue (west) (overall lot depth 223 LF)



View looking north from rear yard of 1532 Geary Avenue (middle towards east)



View from existing PRIVATE rear door on north side at 1532



View from PRIVATE rear deck 1528 Geary Avenue



View from PRIVATE rear yard 1528 Geary Avenue

**Reference Notes:**

**Definition of "Monstrosity":** "something, especially a building, that is very large and is considered unsightly", source: Oxford Languages Dictionary

**Definition of "Townhouse":** "a tall, narrow, traditional row house, generally having three or more floors", source: Oxford Languages Dictionary

## Part 4 Community Concerns

1. **Increased traffic on Geary Avenue extending through to Stoneybrook Crescent / encompassing the neighbourhood.** The existing substandard road condition and aging infrastructure cannot continue to support current and increased traffic volumes, and servicing to existing homes.

Traffic in both directions on Geary have been increasing over time, and with the addition of the proposed development, southbound traffic will increase dramatically to compensate for the inability to go westbound onto Fanshawe from Geary. To be clear, it is not possible to travel westbound on Fanshawe from Geary due to traffic volume.

Working from the home office (on Geary Avenue) through all stages of COVID provided the opportunity for an informal traffic study to be conducted on Geary. During the period of morning student drop-off at Stoneybrook Public School, Geary Avenue is used by parents entering and exiting the area. At times the staging of cars at the stop sign to access Fanshawe from Geary will be in excess of 6 cars, with the line extending well past the proposed development's driveway. Throughout the day, traffic is observed to be high with peaks before and after school day and workday hours. This will only be compounded / intensified with the introduction of 99 apartments (156 residents per bedroom count with 109 vehicles per underground parking spaces, and 10 visitor parking spaces).

When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.



2. There are no existing traffic calming measures, and there are no proposed / planned traffic calming measures associated with this development, nor known to be proposed for any municipal general upgrade project to control existing and increased traffic from new development along a straight and flat Geary Avenue. The street has already been described by some as a "drag racetrack" or "airport runway". A high percentage of that traffic is traveling in excess of the 50 km/h, the posted speed limit, with some clocking an estimated 80 km/h or greater. No Traffic Study has been considered, conducted, nor requested by the City as part of this application (that should be conducted when school is in session). When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the

Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.

3. Increased traffic along Geary Avenue, Stoneybrook Crescent through school zone; area is already congested at times of the day with school buses, drop-offs, pickups; extending onto Roland Crescent, Meridene Crescent East and West, and Hastings Gate. Please see below objective photos of the traffic congestion and pedestrian congestion exemplifying safety concerns. The extent of the congestion progresses well north on Stoneybrook Crescent (west) towards Fanshawe Park Road, into Roland Crescent, and both ends of Meridene Crescent. What are the plans to deal with the increased safety risk in this area? When the issue was brought forth to the attention of the Developer's Consultant at the December 20, 2021, Open House Zoom Meeting, the response from the Consultant's representative was in hope that there would not be an issue, summarized by the phrase, "We hope so". No study, no objective data, no understanding of the existing conditions, no basis on which to plan, and put into place the necessary design elements and built environment with the proposed development to negate the impact.



Stoneybrook Crescent  
looking west past  
Stoneybrook Public School



Looking north on Roland  
Crescent from  
Stoneybrook Crescent



Looking east on  
Stoneybrook Crescent  
through the "Kiss & Ride"  
Zone in front of the  
Stoneybrook Public School



Looking south along  
Stoneybrook Crescent  
(west) towards Hastings  
Gate & Stoneybrook  
Public School

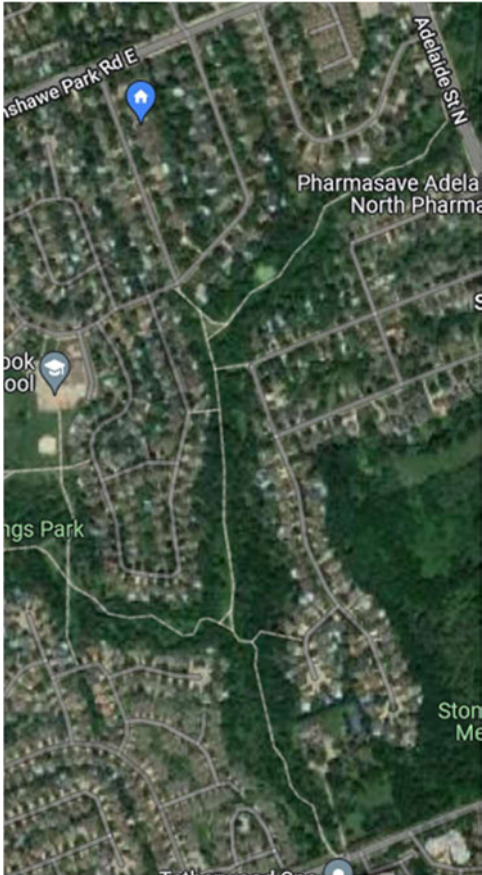


Looking south along  
Stoneybrook Crescent  
(west) at Hastings Gate &  
Stoneybrook Public School

4. There is ongoing concern about adequate access for emergency vehicles maneuvering through this congestion.
5. Increased pressure on Stoneybrook Public School from new apartment Residents. No mention in reports to date of consultation with the Thames Valley District School Board. This may be a moot point pending the suspected student residence in the proposed development. However, it must still be accounted for as “we cannot refuse an application based on the people who will potentially inhabit the dwelling units” (per Maureen Cassidy’s email, February 1, 2022). A range (min. / max.) number of new students attending Stoneybrook Public School should be assumed (based on the number / type of proposed units, and evaluated by the respective agencies, and included in the Planning and Design Report.
6. Increased nuisance noise issues from the proposed 6-storey monstrosity with elevated positions, operable windows, and open balconies that permit natural amplification and projection of noise throughout the rear yards / the most private portions of the neighbouring properties in a “R1-10 Large Estate Lot” Zone.
7. Increased pollution / littering throughout the neighbourhood. Community residents has observed garbage to have been thrown from vehicles driving, and cast-off garbage by people walking along Geary Avenue, Stoneybrook Crescent, and Fanshawe Park Road East. This problem currently intensifies into the Stoney Creek Valley Trail (per Google Maps) natural area at the south end of Geary Avenue. It is anticipated with increased residents from this development, the increased pollution / littering will only increase and intensify.
8. Increased load and environmental impact on Stoney Creek Valley Trail (per Google Maps) natural area at the end of Geary Avenue.



Entrance to Stoney Creek Valley Trail area at south end of Geary



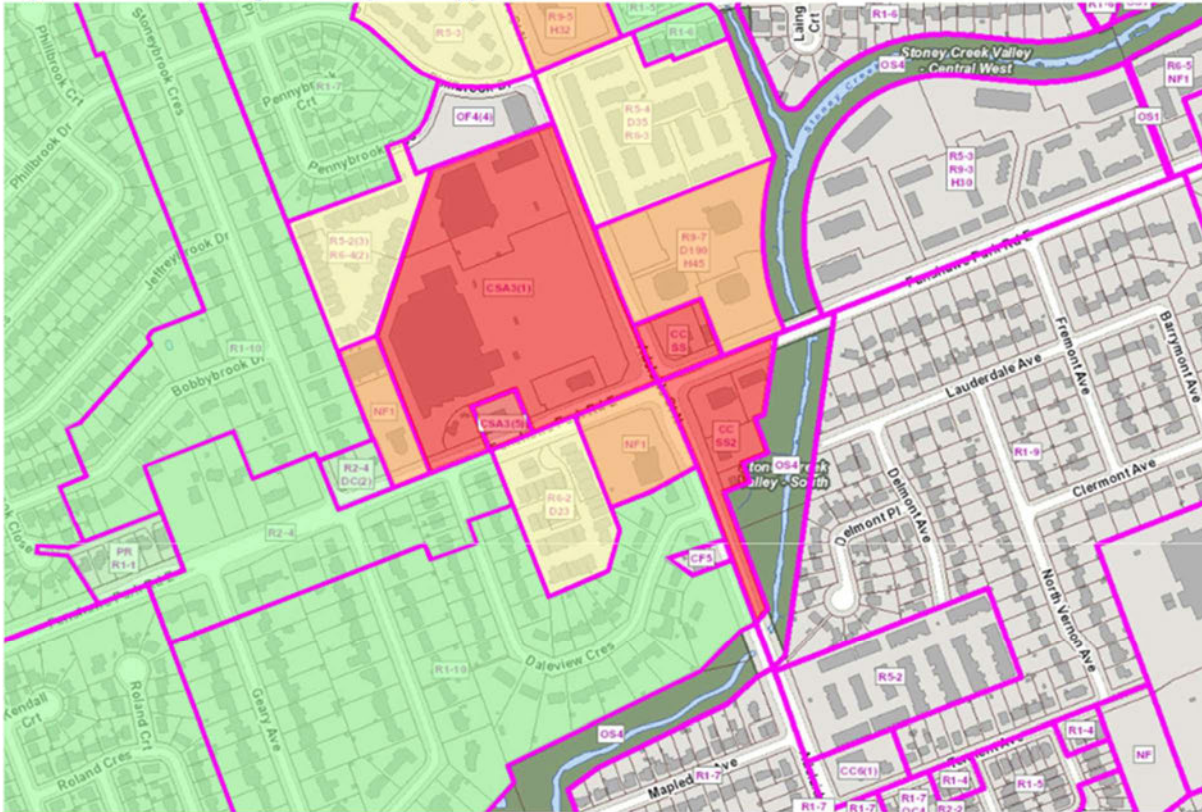
9. Increased illegal activity in Stoney Creek Valley Trail (per Google Maps) natural area at the end of Geary. There is already a presence of drug use, and other deleterious activity in the area as reported by a resident immediately adjacent to the area.



## Part 5 North London Development

### City of London Interactive Map – Current Zoning

<https://london.maps.arcgis.com/apps/webappviewer/index.html?id=20327d3bcfb34bb488a7c3f74c05d2d3>



The existing Community Shopping Area (CSA, CC-SS) is mainly concentrated at the intersection of Fanshawe Park Road East and Adelaide Street North forms the hub of the area community within the greater setting of London. The hub is bounded by Neighbourhood Facilities (NF / community amenities) & High Density, Highrise Apartment Buildings (R9-7). That inner *circle* around the hub is further and outwardly bounded by Low Rise Apartments (R5-3) and Condominiums (R5-4), and then Single Family Residential (R-# Zones).

The existing Community Shopping Area (CSA, CC-SS) is mainly concentrated at the intersection of Fanshawe Park Road East and Adelaide Street North forms the hub of the area community within the greater setting of London. The hub is bounded by Neighbourhood Facilities (NF / community amenities) & High Density, Highrise Apartment Buildings (R9-7). That inner *circle* around the hub is further and outwardly bounded by Low Rise Apartments (R5-3) and Condominiums (R5-4), and then Single Family Residential (R-# Zones).

The map illustrates the sensible gradual progression away from a major intersection / community / commercial hub with high traffic volumes, and commercial services. The hub is flanked by higher density and buildings with greater height stepping down in height and density as you move further outward from the community hub. Condominiums of medium density and low-rise developments are then positioned as the distance increases away from the community hub. **This outer zoning also includes less restrictive Residential Zoning (R2-4) to extend along Fanshawe Park Road providing opportunity for slightly more intensive residential construction along the main “Urban Thoroughfare” (Per Map 3 – Street Classifications, The London Plan), and that maintains a respectful relationship with the surrounding R1-10 Large Estate Lot Zones.**

**Intensification is understandable and acceptable, and it must be respectful of the neighbouring zones.** To accomplish this end, a new development must fit in its scale and character to an existing neighbourhood, to relate well to and permit a reasonable transition from one zone to another. These are basic municipal planning guidelines / strategies, well established, in place, and that support this model. The London Plan communicates clearly to be

respectful of the existing built environment, maintain appropriate scaling, appropriate massing, suitable character, and relationships between abutting zones.

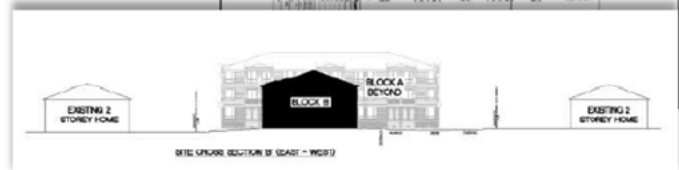
The location of this 6-storey apartment building at 517-525 Fanshawe Park Road East does not relate in scale, character, or other, with respect to the neighbouring properties / Zone.

**307 Fanshawe Park Road (42 Units – 75 Units / Hectare)**

A multi-unit development under construction demonstrates a lack of respect that has been permitted for the existing built environment & abutting residential with 3.5 storeys permitted immediately adjacent to existing 2 storey residential. Violating the privacy of existing backyards is unacceptable. Who gives the right to Developers to even think they can propose. Planners to review and find acceptable, and Municipal Councilors to approve a new development that violates existing conditions of privacy, that which current homeowners accepted at the time of their purchases? For example, as illustrated by the yellow arrow below, which shows the line of sight from upper storey windows invading the existing homeowners' privacy.



Proposed Site Plan (May 2019)

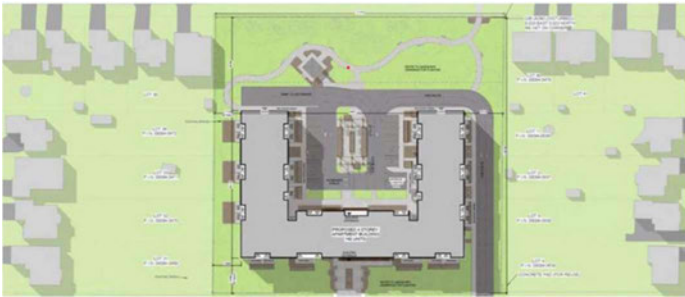


The permitted site access is directly off Fanshawe Park Road East. The Planners provided an aerial photo above noting workarounds for vehicular traffic to access the site by means of neighbouring streets. A driveway from 517-525 Fanshawe Park Road entering and exiting from Fanshawe Park Road is therefore acceptable. The precedent at 307 Fanshawe Park Road East has been set, and this development requires Fanshawe Park Road East.

**420 Fanshawe Park Road** (4 storey, 142 unit, 100 Units / Hectare)



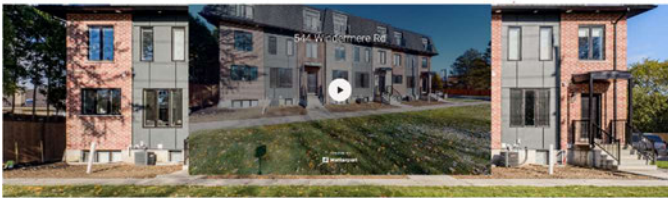
The permitted site access is directly off Fanshawe Park Road East. This serves as the second example of 2 developments currently under construction that access directly onto Fanshawe Park Road East. A driveway from 517-525 Fanshawe Park Road entering and exiting from Fanshawe Park Road is therefore acceptable.



The spatial separation of this development is far greater than that proposed for the 517-525 Fanshawe Park Road East development.

**544 Windermere Road** (student row houses / Windermere Annex)

**WINDERMERE ANNEX**



**SUITES**



**Bedroom**

Well appointed bedrooms are all equal sized, with high ceilings, large windows, include custom furniture package, built in closet and ensuite bathrooms in every bedroom.



**Living Room**

The main floor, open concept living room includes comfortable furniture, high ceiling, modern design features and upgraded finishings throughout.



**Kitchen**

Modern, custom and open concept kitchen includes quartz countertops, stainless steel appliances, oversized under mount sink with a large breakfast bar.

Unknowns remain regarding developments in the North London Communities. Specifically, Western University has student residences and it has plans to house students. It appears as though Developers submit their proposals, and the proposals are approved, but full disclosure of the intended occupancy to the community residents has not been provided. For example, 544 Windermere Road (Windermere Annex), and 1635 Richmond Street North (Masonville Yards) (See page 4). Despite the request for suite / apartment layouts, the Developer has not provided them to date. Therefore, it is not known the intended occupancy for 517-525 Fanshawe Park Road East. If student housing is the focus, this will bring different social and environmental issues of concern. For example, Brcughdale Avenue and Fleming Drive.

**WINDERMERE ANNEX**

Critically located in North London, directly across from the Ivey Spencer Leadership Centre, and just minutes away from Western University is Windermere Annex, London's newest luxury,

purpose built student rental townhomes for Western students to call home.

With its classic design, outdoor amenity, and equitably designed layouts, Windermere Annex is the premier student rental accommodation in London, Ontario. The distinctive 3 storey townhomes include equal sized

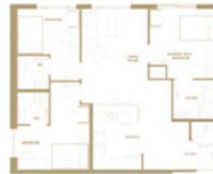
bedrooms, all bedrooms have private ensuite bathrooms, and modern furniture packages are provided in every suite.

<https://www.windermereannex.com/>

# 1635 Richmond Street (Masonville Yards)



Figure 2: Conceptual Development Plan



## CAMBRIDGE

3 BEDROOMS & 3 BATHROOMS  
Multiple floor plan variations available including 3 bedroom & 2 bathroom suites

WATCH VIDEO

Suite layouts include various number of bedrooms. Each bedroom with their own private bathroom, and shared living & kitchen areas.



## ASTON

2 BEDROOMS & 2 BATHROOMS  
Multiple floor plan variations available

WATCH VIDEO

<https://en.uhomes.com/ca/london/detail-apartments-1474566>

## OXFORD

3 BEDROOMS - 4 OCCUPANT SUITE & 3 BATHROOMS  
Multiple floor plan variations available

WATCH VIDEO



### Property Details

### [Apartment Information]

Completed in 2020, the apartment is a brand new student apartment with all-inclusive furniture

## Part 6 Summary & Position

### Statement of Position

To review, we are an organized group of Stoneybrook area residents and we are vehemently opposed to the proposed amendment of the Zoning Bylaw, and the construction of the 6-storey, 99-unit apartment building at 517-525 Fanshawe Park Road East.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.

This objective Analytical Report of the Developer’s proposal for 517-525 Fanshawe Park Road East, demonstrates the need to maintain the current R2 (R2-4) Zone for the Subject Properties. Specially, appropriate intensification of the Subject Properties, with an access driveway from Fanshawe Park Road, can be completed with the current Zone.

The analysis found the Developer’s subjective assessment of his proposal to have a monstrosity “enhance” and fit into the character of the Stoneybrook community, as a false proclamation.

The Analysis herein does not support the Developer’s claim to “enhance” and fit into the character of the Stoneybrook community. On the contrary it significantly, negatively affects the existing neighbourhood.

This position was repeated to the point of nauseum in the Reports by the Developers’ Consultants, clearly demonstrating the lack of knowledge and concern of the character of the Stoneybrook community.

**The analysis showed significant concerns in each of the following sections of the Developer’s Proposal:**

**Part 1 Current & Proposed Zoning; Bonus Zoning**

*(review of current Zoning of subject properties & surrounding community; proposed Zoning)*

**Part 2 1989 Official Plan and The London Plan**

*(review of parts relative to the subject development; including perspective on “infill” versus “intensification”)*

**Part 3 Critique of the Proposed Development**

*(design; siting; aspects of concern; address misinformation)*

**Part 4 Community Concerns**

*(traffic; school zone; impact on public services and amenities; environmental impact)*

**Part 5 North London Development**

*(review of recent development & redevelopment in North London; including references to other areas in London to draw comparison and provide additional context)*

**Part 6 Summary & Position**

In response to this submission by “[no2gearystoneybrookdev@gmail.com](mailto:no2gearystoneybrookdev@gmail.com)”, it is expected the Developer / City Planning / City Councillors to address all the concerns, item by item, with a written response to justify the proposed application.

In conclusion, with the issues identified in this Analytical Report of the proposed development, it is with confidence that the Request for Official Plan and Zoning Amendment for this proposed development is not permissible.

We support the redevelopment and the “intensification” of 517-525 Fanshawe Park Road East within current Zoning.