

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** Scott Mathers MPA, P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** 242593 Ontario Limited/Royal Premier Homes  
517, 521 and 525 Fanshawe Park Road East  
Public Participation Meeting

**Date:** March 28, 2022

## Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Royal Premier Homes relating to the property located at 517, 521 and 525 Fanshawe Park Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend the Official Plan for the City of London (1989) to **ADD** a policy to Section 10.1.3 – "Policies for Specific Areas" to permit a residential apartment building with a maximum building height of 6-storeys (21 metres) and a maximum density of 175 units per hectare, through bonusing, within the Low Density Residential designation to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;
- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Residential R2 (R2-4) Zone, **TO** a Residential R9 Special Provision Bonus (R9-7( )\*B-( )) Zone, **BE REFUSED** for the following reasons:
  - i) The requested base zone (R9-7) does not meet the intent of The London Plan within the Neighbourhoods Place Type, which permits a maximum of four storeys;
  - ii) The requested base zone (R9-7) does not meet the policies of the 1989 Official Plan Low Density Residential designation, which permits a maximum density of 75 units per hectare;
- (c) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R2 (R2-4) Zone, **TO** a Residential R8 Special Provision Bonus (R8-4( )\*B-( )) Zone, to permit an apartment building at a maximum density of 75 units per hectare, with a special provision for a maximum height of four storeys or 14 metres, a reduced minimum front yard depth of 1.0 m, and a reduced minimum exterior side yard depth of 1.0 m;

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of 6 storeys or 21 metres, and a maximum density of 175 units per hectare (99 units), a minimum rear yard depth of 8.1m, a minimum parking requirement of 118 spaces (1.19 spaces per unit), and a minimum accessible parking requirement of 4 spaces, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
  - i) A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building

entrance, street-oriented units and active uses along those frontages;

- ii) An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue;
- iii) A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s);
- iv) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
- v) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
- vi) A significant setback from the property to the east to provide a transition to the existing low-rise buildings;
- vii) Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties;
- viii) Locates majority of the parking underground and away from the street;

## 2) Provision of Affordable Housing

- i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
- ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

(d) **IT BEING NOTED** that the following site plan and urban design matters were raised during the application review process:

- i) A 5m buffer from the property to all structures (including buildings and below ground construction of the parking garage) to preserve the existing trees along the east and south property lines;
- ii) Landscaped islands in the parking area must be a minimum of 3m in width;
- iii) The barrier-free path of travel must be identified from the barrier-free parking spaces to the entrance of the building. Curb ramps must be shown on the site plan;
- iv) The layby must be dimensioned to ensure it is at least 3.5m x 12.0m as required by the Site Plan Control By-law;
- v) Relocate the garbage pickup point to ensure bins are accessible by collection vehicles;
- vi) Provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm; and
- vii) Ground floor doors along Fanshawe Park Road should be lockable 'front door' or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

## Executive Summary

### Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R2 (R2-4) Zone to a Residential R9 Special Provision Bonus (R9-7( )\*B( )) Zone with the intent of constructing a six (6) storey, 99 unit apartment building. Zoning special provisions were requested for a reduced minimum front yard depth of 0.9m, whereas 8m is required; a reduced minimum exterior side yard depth of 0.4m, whereas 10m is required; a reduced minimum rear yard depth of 8.1m, whereas 20.3m is required; a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

Staff are recommending a Residential R8 Special Provision Bonus (R8-4( )\*B( )) Zone, in place of the R9-7 Zone. The recommended base R8-4 Special Provision Zone would permit apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizens apartment buildings, continuum-of-care facilities, and emergency care establishments, with a maximum height of 14m or 4 storeys, a maximum density of 75 units per hectare, with reduced minimum front yard depth of 0.9m, whereas 8m is required and a reduced minimum exterior side yard depth of 0.4m, whereas 10m is required.

The applicant requested the use of Bonus provisions to allow the increase in density and height whereas the applicable policies of the existing Low Density Residential designation would allow residential intensification up to a maximum of 75 units per hectare. The facilities, services and matters proposed by the applicant to support Bonus Zoning include the building design, affordable housing, and underground parking.

The City also initiated an amendment to the 1989 Official Plan to change the designation of the property from Low Density Residential to add a Chapter 10 Specific Area Policy to permit a 6 storey, 99-unit apartment building, with Bonus Zoning, at maximum residential density of 175 units per hectare, in place of a maximum density of 75 units per hectare (through infill and intensification). The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site.

### Purpose and Effect of Recommended Action

The recommended zoning is a Residential R8 Special Provision Bonus (R8-4( )\*B( )) Zone, providing for:

- a base zone that would apply in the event development occurs without the use of bonusing, to allow a four storey (14 metre) apartment building at a maximum density of 75 units per hectare, with a reduced minimum front yard depth of 1.0 m, whereas 8m is required and a reduced minimum exterior side yard depth of 1.0 m, whereas 10m is required. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Fanshawe Park Road East and direct development away from the existing low density residential development to south and east.
- a Bonus Zone to facilitate the development of the subject lands with a six (6) storey, 99 unit apartment building, a maximum density of 175 units per hectare, a maximum building height of 6 storeys up to 21 metres, a minimum rear yard depth of 8.1m, whereas 20.3m is required, a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required

## **Rationale of Recommended Action**

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type;
3. The recommended amendment meets the criteria for Specific Area Policies and will align the 1989 Official Plan with The London Plan;
4. The recommended amendment secures units for affordable housing through the bonus zone; and
5. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

None.

#### **1.2 Property Description**

The subject site is comprised of three (3) lots located at the southeast corner of Fanshawe Park Road East and Geary Avenue. Based on the definition within the City’s Zoning By-law, the frontage for this site is considered to be Geary Avenue as it is the shortest frontage along a street, and the Fanshawe Park Road East is the exterior side yard. The site therefore has a frontage of 47.5m (155.8ft) along Geary Avenue, a depth of approximately 106.8m (349.4ft) along Fanshawe Park Road East, and a total area of approximately 0.57 hectares. Each of the existing three lots is currently developed with a single detached dwelling.

Fanshawe Park Road East is an arterial road/Urban Thoroughfare with an average annual daily traffic volume of 34,000 vehicles per day. Geary Avenue is a local road. Public sidewalks are available along both sides of Fanshawe Park Road East and both sides of Geary Avenue.

The site is relatively flat and contains multiple mature trees.



Figure 1: 517 Fanshawe Park Road East



Figure 2: 521 Fanshawe Park Road East

Photo of 525 Fanshawe



Figure 3: 525 Fanshawe Park Road East

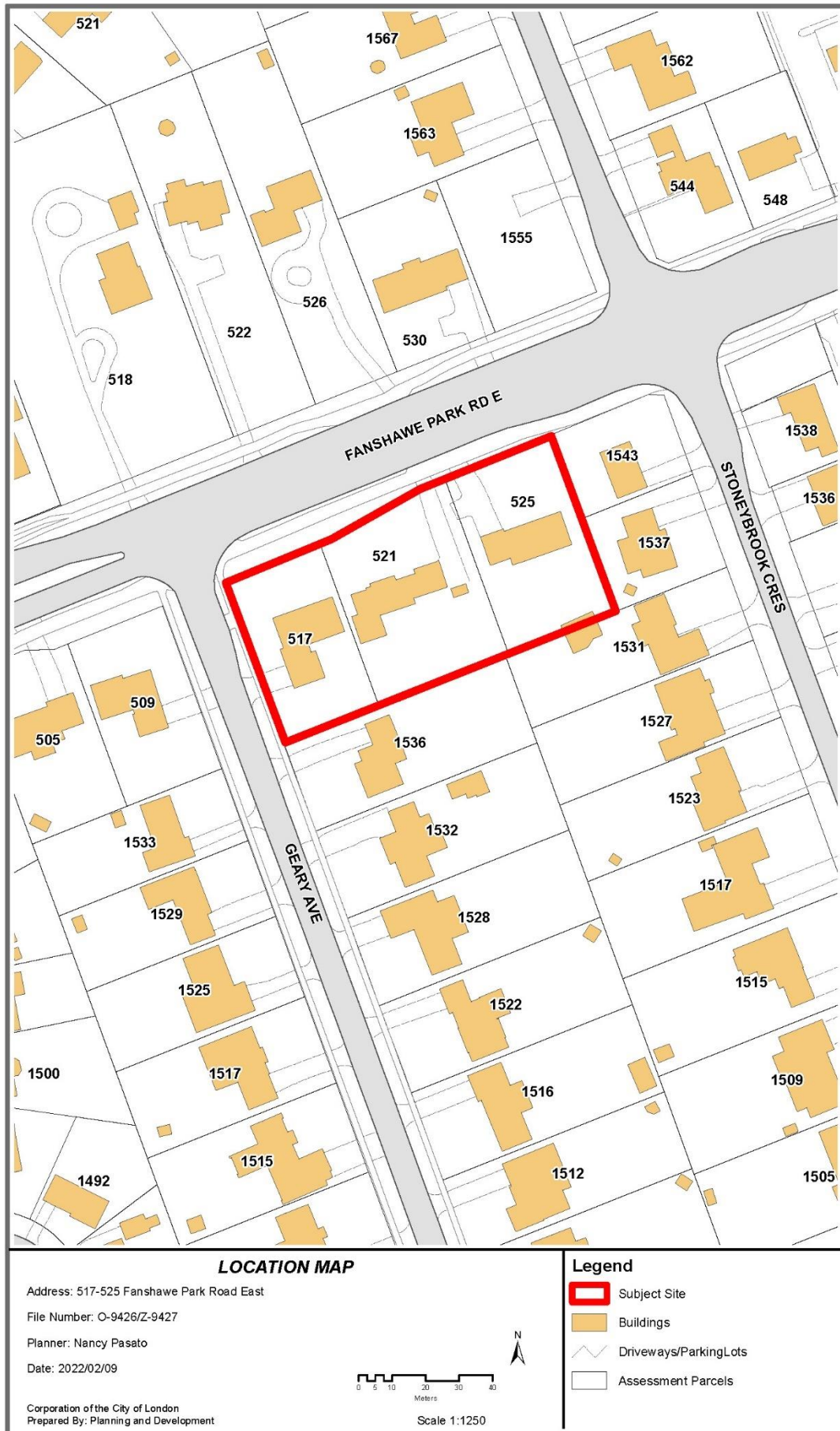
### 1.3 Current Planning Information (see more detail in Appendix E)

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type fronting an Urban Thoroughfare (Fanshawe) and a Neighbourhood Street (Geary Avenue)
- Existing Zoning – Residential R2 (R2-4) Zone

## 1.4 Site Characteristics

- Current Land Use – three (3) single detached dwellings
- Frontage (Geary Avenue) – 47.5m (155.8ft)
- Depth (Fanshawe Park Road East) – 106.8m (349.4ft)
- Area – 0.57 hectares
- Shape – irregular/rectangular

## 1.5 Location Map



## 1.6 Surrounding Land Uses

- North – Single detached dwellings
- East – Single detached dwellings
- South – Single detached dwellings
- West – Single detached dwellings

## 1.7 Intensification

The proposed 99 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

In October 2021, the City accepted a complete application that proposed a 6-storey, 99-unit (175 units per hectare) apartment building. The building is orientated to address Fanshawe Park Road East and Geary Avenue. The proposed development will be accessed by a driveway off Geary Avenue and will provide a total of 119 parking spaces through 10 surface parking spaces and the remaining spaces being provided in an underground parking structure. The building is orientated to address Fanshawe Park Road East and Geary Avenue, with individual walkways to some of the units on the first floor. The building has been brought towards Fanshawe in part to maximize separation distances from existing development. The proposed, building, driveway and parking areas have been located to maximize the opportunity to retain existing boundary trees and hedges, particularly those to the south and east. The site concept is shown in Figure 4. The building renderings are shown in Figures 5-9.

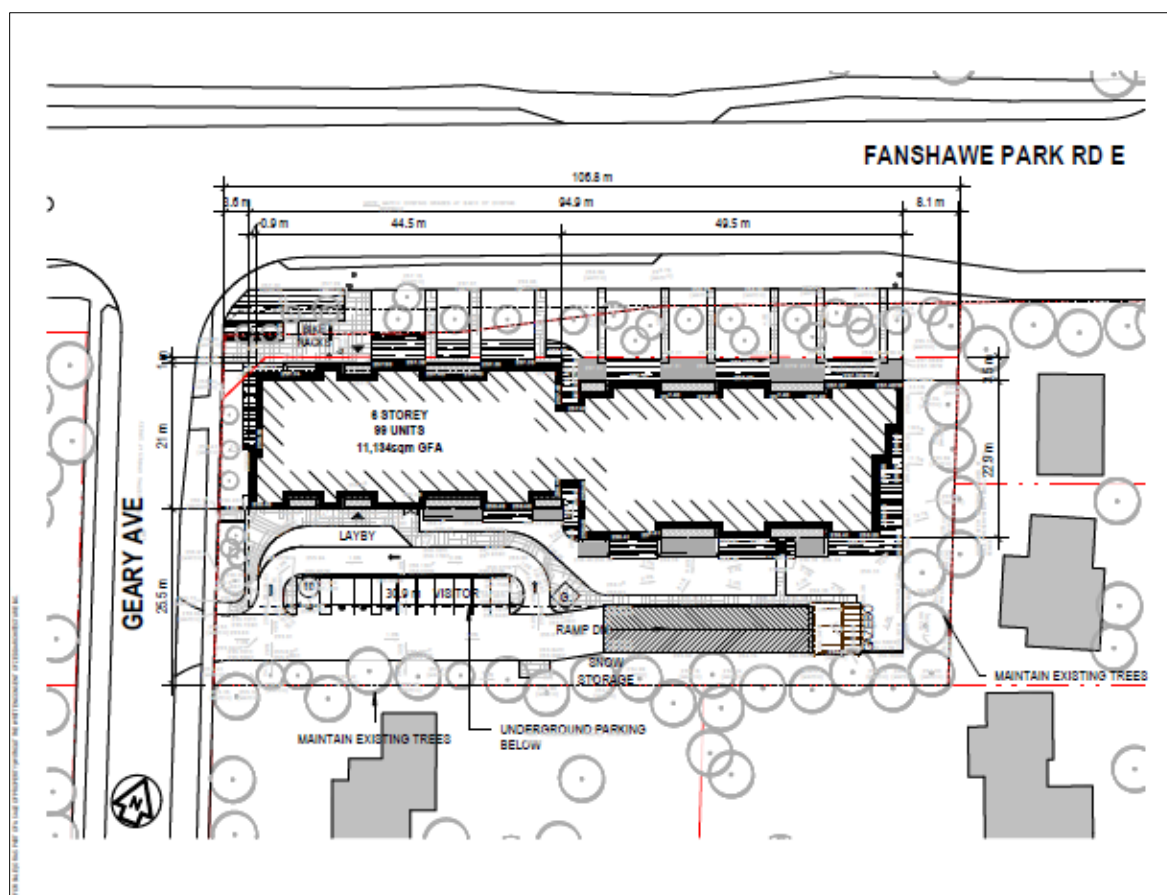


Figure 4: Site Concept Plan

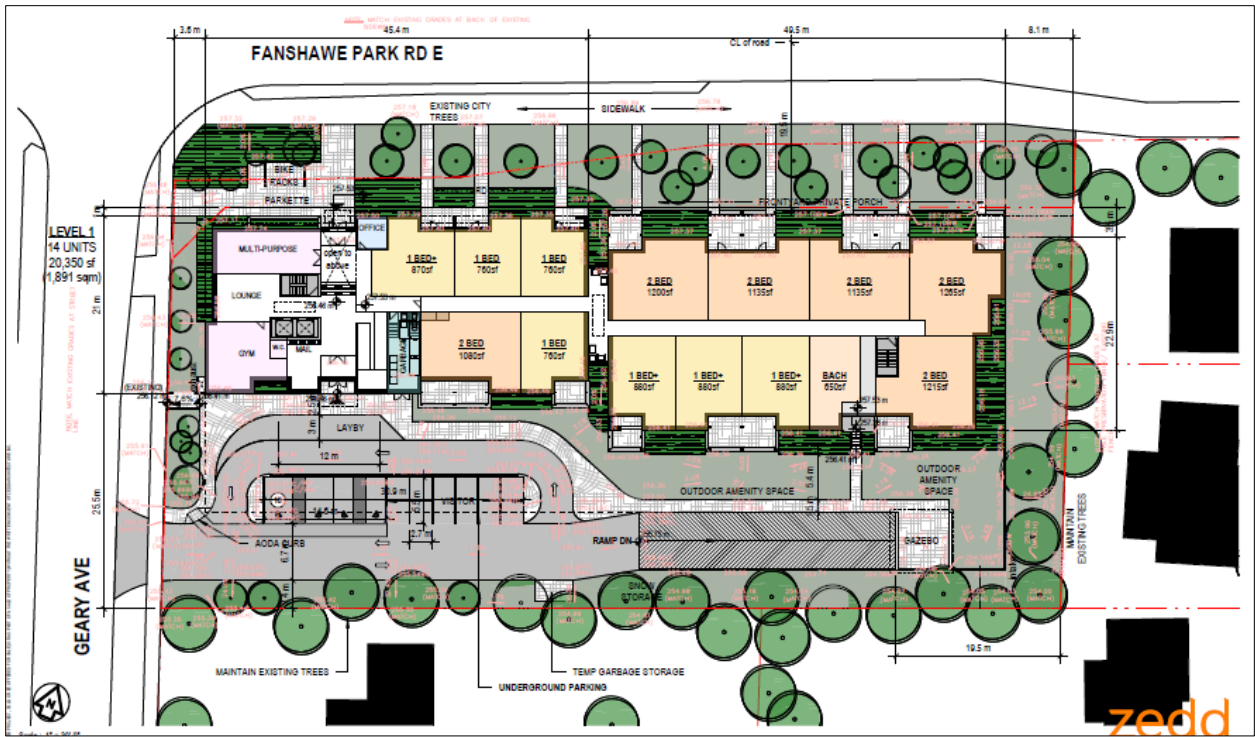


Figure 5: Ground floor site plan with landscaping



Figure 6: View from Intersection of Fanshawe Park Road East and Geary Avenue



Figure 7: View looking south from Fanshawe Park Road East





Figure 8: View looking north from Geary Avenue towards Fanshawe Park Road East



Figure 9: View looking west towards Geary Avenue



Figure 10: View of Fanshawe Park Road East frontage

## 2.5 Requested Amendment

The applicant requested a Residential R9 Special Provision Bonus (R9-7( )\*B- ) Zone, with the following special provisions:

- A reduced minimum front yard depth of 0.9m, whereas 8m is required;

- A reduced minimum exterior side yard depth of 0.4m, whereas 10m is required;
- A reduced minimum rear yard depth of 8.1m, whereas 20.3m is required;
- A reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and
- A reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

The requested Bonus Zone would permit a maximum density of 175 units per hectare in combination with the requested maximum height of 6 storeys, and a maximum building height of 21m.

Staff are recommending refusal of the requested R9-7 Zone and instead are recommending a Residential R8 Special Provision Bonus (R8-4( )\*B- ) Zone. The R8-4 Zone permits a range of apartment uses at a maximum density of 75 units per hectare. The following special provisions are recommended for the base R8-4 Zone:

- A reduced minimum front yard depth of 0.9m, whereas 8m is required;
- A reduced minimum exterior side yard depth of 0.4m, whereas 10m is required;
- A maximum height of 14m, or 4 storeys.

Staff are also recommending the following special provisions associated with the Bonus (B- ) Zone:

- A maximum height of 21m, or 6 storeys;
- A maximum density of 175 units per hectare;
- A reduced minimum rear yard depth of 8.1m, whereas 20.3m is required;
- A reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit); and
- A reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required.

## **2.6 Community Engagement (see more detail in Appendix C)**

Written responses were received from, or on behalf of, 69 households.

The public's concerns generally dealt with the following matters:

- Scale and height
- Too many units
- Parking reduction
- Traffic volume and safety
- Privacy/Overlook
- Light/Noise
- Tree removal
- Buffering
- Sufficiency of Servicing Infrastructure
- Type of tenancy
- Loss of property value

A Virtual Open House/Community Information Meeting was held by the Applicant on December 20, 2021. In attendance at the virtual meeting were 55 members of the public, 5 members of the consulting team, 2 members of the ownership group, as well as City staff and the Ward Councillor. The following concerns were raised at the meeting:

- Traffic – volume, safety, impact on surrounding neighbourhood, traffic calming measures should be implemented, limit development to rights in rights out only
- Geary Ave not well maintained, no curbs
- On street parking
- Lost greenspace
- Impact on infrastructure (sewer, water)
- Impact on Stoneybrook Public School and area schools – no capacity
- Not enough affordable housing units being offered

- Incompatibility of estate lots near proposed apartment
- Where will children play?
- Loss of privacy
- Affect property values
- Precedent set
- London Plan not approved
- Too many concessions for this development
- No consideration for neighbourhood
- Lack of transit
- Additional people using open space areas
- Residents take pride in area
- Tenancy of building
- Lack of garbage collection, snow storage
- Lack of stormwater management

## 2.4 Policy Context (see more detail in Appendix D)

### *Provincial Policy Statement, 2020*

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

### *The London Plan*

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council but are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within

Primary Transit Area;

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning 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; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The site is in the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) with a Neighbourhood Street (Geary Avenue), as identified on \*Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Neighbourhoods Place Type at this location include a range of low rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 2 storeys, and the maximum permitted height is 4 storeys, with the potential to bonus up to 6 storeys. (\*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

While the height framework of the London Plan is under appeal and cannot be relied on determinatively, it is clear from other in-force policies that the direction is to promote intensification along corridors. Specifically, Policy 919\_ 2 and 3 speaks to the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

#### *1989 Official Plan*

The subject site is designated Low Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2). There are no policies to support the use of a bonus provision to achieve additional residential density. As the requested density exceeds 75 units per hectare, a change in land use designation or Chapter 10, Policy for Specific Areas is required for consideration of the requested zoning, to meet the policies of the London Plan.

### **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures associated with this application.

### **4.0 Key Issues and Considerations**

#### **4.1 Issue and Consideration #1: Use**

*Provincial Policy Statement, 2020*

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

### *The London Plan*

Policy 916\_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes 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. Furthermore, policy 918\_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed six (6) storey apartment building would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare and a Neighbourhood Street. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921\_). At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

### *1989 Official Plan*

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2).

Since this designation does not allow for residential uses above a density of 75 uph, an amendment to the 1989 Official Plan is required to align the 1989 Official Plan policy framework within the Neighbourhoods Place Type of The London Plan. Therefore, staff's recommendation includes a site-specific policy to permit a 6 storey residential development with a density of 175 uph within the 1989 Official Plan. Further analysis of this is below in Section 4.2 – Intensity.

### Analysis:

Consistent with the PPS, the proposed changes to the 1989 Official Plan, and the London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, which consists almost exclusively of one and two-storey single detached dwellings. A broader variety of housing forms

can be found farther west and east along the Fanshawe Park Road East frontage, with recently approved developments at 420 Fanshawe Park Road East (four storey apartment building) and 307 Fanshawe Park Road East (stacked townhomes), and an existing townhouse development at 567 Fanshawe Park Road East. The proposed 6-storey apartment building with 99 units will provide choice and diversity in housing options for both current and future residents. No new roads or public infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, community facilities and shopping areas as further detailed in Appendix D of this report and is within reasonable walking distance of the planned Bus Rapid Transit System at Masonville Mall. While the recommended apartment building has a different intensity and built form than the surrounding neighbourhood, the analysis of intensity and form below demonstrates that the apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

## **4.2 Issue and Consideration #2: Intensity**

### *Provincial Policy Statement, 2020*

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

### *The London Plan*

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (\*83\_, \*937\_, \*939\_ 2. and 5., and \*953\_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84\_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506\_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height 4 storeys, with bonusing up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on an Urban Thoroughfare. (\*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (\*953\_3.). If a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase (919\_4.).

Additional intensity through the bonusing provisions of the London Plan is also permitted. In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities, Type 2 Bonus Zoning may be applied where the requested height or density would not be appropriate unless significant measures are put in place to support or mitigate this additional height or

density. Through the bonus zone, measures will be implemented in return for additional height or density as a development agreement must be entered into that fulfills the bonus provisions before this additional height or density is allowed. In this way, the bonus zone serves to lock in the important mitigating measures that ensure the development represents good planning (1645\_).

### *1989 Official Plan*

The subject site is designated Low Density Residential in the 1989 Official Plan. Development within this designation shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. While residential densities are generally limited to 30 units per hectare, the Plan also provides for residential intensification through the development of vacant and/or underutilized lots within previously developed areas. (3.2.1. and 3.2.3.). Such residential intensification is permitted in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments in a range up to 75 units per hectare (3.2.3.2.). Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area. While the use and form of development could be considered within the Low Density Residential designation, the requested intensity of development, with a height of six (6) storeys and a density of 175 units per hectare, requires an amendment to the Official Plan as the Low Density Residential designation does not provide for bonusing beyond 75 units per hectare.

While the proposal complies with the maximum standard height in the London Plan, the requested use with and density of 175 uph is not permitted by the 1989 Official Plan. It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan. Therefore, a specific policy is recommended to allow for a residential development with a height of 6 storeys and a density of 175 uph for this development, subject to bonusing, to align the policy framework with the Neighbourhoods Place Type along an Urban Thoroughfare. A Planning Impact Analysis has been provided in Appendix 'D' to address impacts of the proposed use and density on surrounding lands.

The 1989 Official Plan includes locational criteria for Specific Areas where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the land. The adoption of policies for Specific Areas may be considered where the change in land use is site specific, is appropriate given the mix of uses in the area and cannot be accommodated within other land use designations without having a negative impact on the surrounding area.

### Analysis:

The subject lands have frontage on an Urban Thoroughfare, which is a higher-order street, to which higher-intensity uses are directed. The subject lands are well served by a broad range of commercial, office and service uses within walking distance, such as the Home Depot plaza to the east, and the Masonville Mall node to the west. Many other commercial, office and service uses also exist along Adelaide Street North and Richmond Street providing for the daily, weekly and specialized needs of area residents. The site is also within walking distance of Stoneybrook Public School, and several parks including Virginia Park and Hastings Park, as well as multiple passive recreational trails along Stoney Creek. The site is located within a residential area characterized by single detached dwellings on large lots.

The subject lands can be considered underutilized and when consolidated, are of a size and configuration capable of accommodating a more intensive redevelopment within a settlement area. As the site is currently developed with three single detached dwellings, the proposed development represents a form of intensification through infill redevelopment. The Fanshawe Park Road East corridor has limited opportunity for intensification and providing a mix of housing types based on the current housing pattern making the subject lands an appropriate location for intensification. The majority

of the street consists of rear or side lotted single detached homes backing onto Fanshawe Park Road East, which are unlikely candidates for additional intensity.

Consistent with the PPS, the recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing and planned transit services, nearby recreational opportunities, local and regional institutional uses, and shopping, entertainment and service uses.

The subject lands are sited in an area where both the 1989 Official Plan and The London Plan direct and support some degree of residential intensification and redevelopment. While the proposal complies with the maximum bonusable height of six (6) storeys in The London Plan, the requested density of development exceeds that permitted by the Low Density Residential Designation.

More specifically, the proposed development of 99 new apartment units equates to 175 units per hectare and does not conform to the maximum permitted density of 75 units per hectare which may be achieved using the intensification policies of the applicable Low Density Residential designation. It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan. Therefore, a specific policy is recommended to allow for a residential development with a height of 6 storeys and a density of 175 uph for this development to align with the policy framework within the Neighbourhoods place type. A Planning Impact Analysis has been provided in Appendix 'D' to address impacts of the proposed use and density on surrounding lands. Additionally, measures addressing the impacts of the proposed intensity on surrounding lands have been reviewed, and staff are satisfied that the subject site is an appropriate location for this type of development.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and the in-force policies of the City's Official Plans.

#### *Base Zone Considerations for Intensity*

Bonus zones are usually paired with a base zone that establishes the maximum regulations within which development must occur if the requirements of the more permissive Bonus (B-\_) Zone are not met. The requested Residential R9 (R9-7) Zone is generally intended to implement High Density Residential uses and would permit a maximum density of 150 units per hectare without bonusing and is not an appropriate base zone to provide maximum limits consistent with the recommended Neighbourhoods Place Type. The Residential R8 (R8-4) Zone recommended by City staff would allow a maximum density of 75 units per hectare and provide a built form more in keeping with the permissions of the Neighbourhood Place Type. The Residential R8 Zone variations typically permit a maximum height of 13m, however, in the event future development is contemplated without the use of bonus zoning, City staff recommend a maximum permitted height of 14 metres/4 storeys. Staff are also recommending special provisions within the R8-4 Zone for a reduced minimum front yard depth of 1.0 m, whereas 8 m is required and a reduced minimum exterior side yard depth of 1.0 m, whereas 10 m is required. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Fanshawe Park Road East and direct development away from the existing low density residential development to south and east.

### **4.3 Issue and Consideration #3: Form**

#### *Provincial Policy Statement, 2020*

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).



## *The London Plan*

The London Plan encourages compact forms of development as a means of planning and managing for growth (7\_, 66\_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59\_ 2, 79\_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59\_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59\_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953\_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578\_).

## *1989 Official Plan*

Development within the Low Density Residential designation is limited to low rise forms of development and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations would not exceed three storeys. As previously noted, the proposed OPA to add a Chapter 10 Specific Area Policy recommending the 6-storey form with bonusing would facilitate the more intensive form of development, in keeping with the policies of the London Plan. Although the criteria for the addition of a Chapter 10 policy differs from the typical Planning Impact Analysis found under Section 3.7, Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

## Analysis:

Consistent with the PPS and conforming to the recommended amended 1989 Official Plan and The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of development and provide alternative housing choices.

The location and massing of the proposed building is consistent with urban design goals within the London Plan. The building is proposed to be situated close to the intersection of Fanshawe Park Road East and Geary Avenue, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The building design includes building articulation, rhythm, materials, fenestration, and balconies along both street frontages.

The parking area is located within the interior side yard and does not extend beyond the building façade. Adequate space is provided along the sides and front of the parking lot and the ramp to the underground parking to provide for appropriate screening of the parking from the street and adjacent to abutting properties.

Although the proposed building is taller than the surrounding single detached dwellings, the proposed building placement provides for a suitable separation between the proposed development and existing homes, mitigating compatibility concerns including loss of privacy. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the south and east property boundary adjacent to the existing single detached dwellings.

Comments from Urban Design staff and the Urban Design Peer Review Panel highlighted various considerations supporting the use of Bonus Zoning to achieve greater height and intensity for the development. They include the following:

- A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street oriented units and active uses along those frontages.
- An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue.
- A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s).
- A significant setback from the property to the East to provide a transition to the existing low-rise buildings.
- Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
- A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
- Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties
- Locates majority of the parking underground and away from the street.

These have been included as requirements of the Bonus Zone in conjunction with the site concept, building elevations, renderings and other drawings attached to the recommended zoning by-law amendment.

Urban Design staff and/or the UDPRP also identified additional site plan matters that that are included and are noted requiring additional consideration at the site plan approval stage, as follows:

- Provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm.
- Ground floor doors along Fanshawe Park Road should be lockable 'front door' or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

The proposed development is of a suitable form to meet high level urban design goals. Implementation of the required Bonus Zone elements and targeted refinements of the site and building design will result in a development that is compatible with, and a good fit, with the existing and planned context of the area.

#### **4.4 Issue and Consideration #4: Bonusing**

##### *The London Plan*

In accordance with the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to 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 (\*1650\_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy \*1652\_. A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

*\*1652\_1: Exceptional site and building design:*

- Building design and site layout incorporate architectural themes and design elements that creates a strong street wall and sets the context for a comfortable pedestrian environment.

*\*1652\_12: Affordable housing:*

- The applicant worked with the Housing Development Corporation (HDC) London through the application process for the provision of affordable housing. The HDC has recommended the following:
  - A total of four (4) one-bedroom residential units will be provided for affordable housing;
  - Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
  - The duration of affordability set at 50 years from the point of initial occupancy;
  - The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
  - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

Staff is satisfied the proposed facilities, services, and matters outlined above are commensurate to the requested increase in intensity.

*1989 Official Plan*

Under the provisions of Policy 19.4.4, Council 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 (3.4.3. iv)). Chapter 19.4.4. ii) of the 1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning. The applicant's bonus proposal meets the objective of providing affordable housing as identified above.

Staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

#### **4.5 Issue and Consideration #5: Neighbourhood Concerns**

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy and Overlook, Sufficiency of Servicing Infrastructure, Buffering/Tree Removal, and Type of Tenancy.

Comments related to height, form, density and incompatibility have been addressed in section 4.1-4.4. of this report. Additional Planning Impact Analysis has been provided under Appendix D of this report.

#### ***Traffic Impacts and Parking***

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety, and the lack of sidewalks on the internal local streets, and the status of Geary Avenue.

As part of the complete application, no traffic study (TIA) was required by Transportation. As part of this application, the Transportation Division has calculated a estimated trip generation using Institute of Traffic Engineers (ITE) trip generation rates. Based on the ITE -Trip Generation Rate, AM Peak hour (7:45am-8:45am) will generate 32 trips and PM peak hour (4:15pm-5:15 pm) will generate 40 trips only, and there should not be any foreseen traffic issues generated by the proposed site plan. Based on the above, a TIA was not warranted.

Additionally, Geary Avenue is a neighborhood street that serves a small number of dwelling units in the area, thus its traffic volumes are low. Neighbourhood (local) streets are typically intended to accommodate traffic volumes of approximately 1000 vehicles per day; however, this threshold varies by location, length of road, types of developments etc.

The City has developed a Traffic Calming and Procedures manual to assess when traffic calming measures are required. As per the point assessment table, volumes on local roads may become an issue when volumes reach 1500 vehicles a day. As per the assessment above, the addition of 32 and 40 peak hour trips will not significantly affect the capacity of the local roads.

Stoneybrook Crescent is a Neighbourhood Connector which is anticipated to carry traffic to the signalized intersection at Stoneybrook and Fanshawe.

Many neighbourhood concerns were raised about the existing physical condition and characteristics of Geary Avenue and Stoneybrook Crescent and the resultant overall vehicular and pedestrian safety risks, as well as impact of traffic on Geary Avenue residents and Stoneybrook Crescent. Currently, Geary Avenue has sidewalks on both sides of the street, as does Stoneybrook Crescent west of Geary Avenue. Stoneybrook Crescent to the east of Geary Avenue does not have sidewalks. If residents are concerned with a lack of sidewalks in this particular location, a request can be made to the annual New Sidewalk Program.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. The proposed parking reduction is minor (6 spaces overall as per the requirements of the zoning by-law). Most parking is located in underground parking which will help to minimize surface parking issues and impact on adjacent properties.

### ***Privacy and Overlook***

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies.

The requested exterior and front yard setback reductions to 1.0 metres is for the purpose of allowing the building to be placed closer to the property line along Fanshawe Park Road East and Geary Avenue to help reduce height impacts on the abutting land and support of urban design principles, as well as design flexibility.

With respect to the privacy of rear yards to the south and east, the building is proposed to be set back 21.2 metres from the interior property line (Geary Avenue). Figure 10 illustrates the separation between the proposed apartment building and the homes to the south. The placement of the building combined with the height provides for and exceeds the desired 45-degree angular plane from the side yard of the abutting dwelling to the south. The placement of the building allows for the surface and underground parking infrastructure to be located in the side yard of the site (as per zoning by-law) and create an appropriate separation between the buildings based on the differences in building height. In addition, the proposed plan provides for a buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses.



Figure 10: Geary Ave Neighbourhood Transition

### ***Sufficiency of Servicing Infrastructure***

Members of the public have expressed concerns about the impact of development with its inherent additional hard surfacing and increased surface runoff, as well as capacity issues with water and sewer.

The applicant submitted a Servicing Feasibility Study (Strik Baldinelli Moniz, September 14, 2021). This report stated that the subject site is not tributary to the 450mm storm sewer in the Fanshawe Park Road East right-of-way (ROW) which only conveys the road runoff. It is proposed to connect to an existing 450mm storm sewer on Geary Road to convey 2-year pre-development storm levels, while flows greater than this will be managed (stored) on-site.

As part of the circulation for this application, Engineering staff indicated that they were not supportive of the reduced rear yard setback (adjacent to homes along Stoneybrook Crescent) as the proposed setbacks do not appear to provide adequate space to allow for self-containment of storm water flows. Additional information was submitted by the applicant on February 7, 2022 which indicated that the post-development flows have been significantly reduced in comparison to the pre-development flows as a result of the proposed development. Engineering staff are satisfied that adequate space will be provided in the reduced rear yard setback and any additional engineering concerns will be addressed at site plan.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and The London Plan.

### ***Buffering/Tree Removal***

The use of landscaping, fencing and separation distances are helpful to screen development and soften the impacts of new construction. The proposed building is meeting and exceeding the minimum required setbacks for the south property boundary, which in addition to providing physical distance separation, also provides space for buffering. The east boundary is well vegetated and proposed to remain largely intact which allows the trees to provide a natural buffer. The east and south property boundaries are intended to have privacy fencing (ie- board on board) installed to address the impact of vehicle headlights accessing the parking. Plantings are also proposed along these property boundaries to provide for additional buffering above the fence height.

A Tree Inventory was prepared to identify the general type, health and/or significance of trees on site. Site Plan Approval will allow for further discussion and refinement of the fencing material, and retention or enhanced plantings.

### ***Type of Tenancy/Tenure***

Several comments were made with respect to who will be living in the proposed development, and questions on whether this will be student housing. The applicant has not indicated that this development is geared for students. It's important to note though that planning considerations cannot be made based on who will be living within the

development i.e. students vs families, or seniors. Type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, and the criteria for Policies for Specific Areas. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site through the use of Bonus Zoning.

**Prepared by:** Nancy Pasato, MCIP, RPP  
Senior Planner, Planning Implementation

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** Scott Mathers MPA, P. Eng.,  
Deputy City Manager, Planning and Economic  
Development

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 517,  
521,525 Fanshawe Park Road East.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 12, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 12, 2022  
Second Reading – April 12, 2022  
Third Reading – April 12, 2022

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to add a Chapter 10 policy in Section 10.1.3 of the Official Plan for the City of London Planning Area – 1989 to permit a 6-storey, 21 metre apartment building with a total of 99 units and a maximum density of 175 units per hectare, through bonusing, that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 517, 521 and 525 Fanshawe Park Road East in the City of London.

**C. BASIS OF THE AMENDMENT**

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the in-force policies of the 1989 Official Plan and The London Plan. The recommendation provides for intensification in the form of an apartment building located along a higher order street. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding area, and would help to achieve the vision of the Neighbourhoods Place Type, with bonusing considerations to achieve higher intensity.

**D. THE AMENDMENT**

The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

1. Chapter 10 – Policies for Specific Areas of the Official Plan for the City of London is amended by modifying the following:

517-525 Fanshawe Park Road East

- ( ) At 517-525 Fanshawe Park Road East , a residential development for be permitted with a maximum height of 6 storeys/21 metres through bonusing. Density bonusing may be permitted up to 175 units per hectare. Bonusing may be permitted provided the magnitude of the height and/or density bonus is commensurate with the provision of facilities, services or matters that provide significant public benefit. Bonusing may only be permitted where the site and building design mitigates the impacts of the additional height and/or density. The additional facilities, services or matters that are provided may include, but are not limited to, the provision of high-quality urban design features and the provision of affordable housing. The City Design policies of The London Plan shall apply.





## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022.

By-law No. Z.-1-22\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 517,  
521 and 525 Fanshawe Park Road East.

WHEREAS 242593 Ontario Limited/Royal Premier Homes have applied to rezone an area of land located at 517, 521, 525 Fanshawe Park Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 517, 521, 525 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A102, from a Residential R2 (R2-4) Zone, **TO** a Residential R8 Special Provision Bonus (R8-4( )\*B( )) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B( ) 517, 521, 525 Fanshawe Park Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of 6 storeys measuring up to 21 metres, and a maximum density of 175 units per hectare, a minimum rear yard depth of 8.1m, a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
  - i) A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street-oriented units and active uses along those frontages;
  - ii) An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue;
  - iii) A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s);
  - iv) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
  - v) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
  - vi) A significant setback from the property to the east to provide a transition to the existing low-rise buildings;

- vii) Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties;
- viii) Locates majority of the parking underground and away from the street;

2) Provision of Affordable Housing

- i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
- ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulations
  - i) Density (Maximum) 175 units per hectare,
  - ii) Building Height (Maximum) 6 storeys up to 21 metres (68.9 feet)
  - iii) Interior Side Yard Depth (Minimum) 21.2 metres (69.6 feet)
  - iv) Rear Yard Setback 8.1 metres (26.6 feet)
  - v) Parking (Minimum) 118 spaces (1.19 spaces per unit) (4 parking spaces must be accessible parking spaces)

3) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

) R8-4( ) 517-525 Fanshawe Park Road East

1. Regulations

- i) Front Yard Depth (Minimum) 1.0 metres (3.3 feet)
- ii) Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iii) Height (Maximum) the lesser of 14.0 metres, or 4 storeys

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

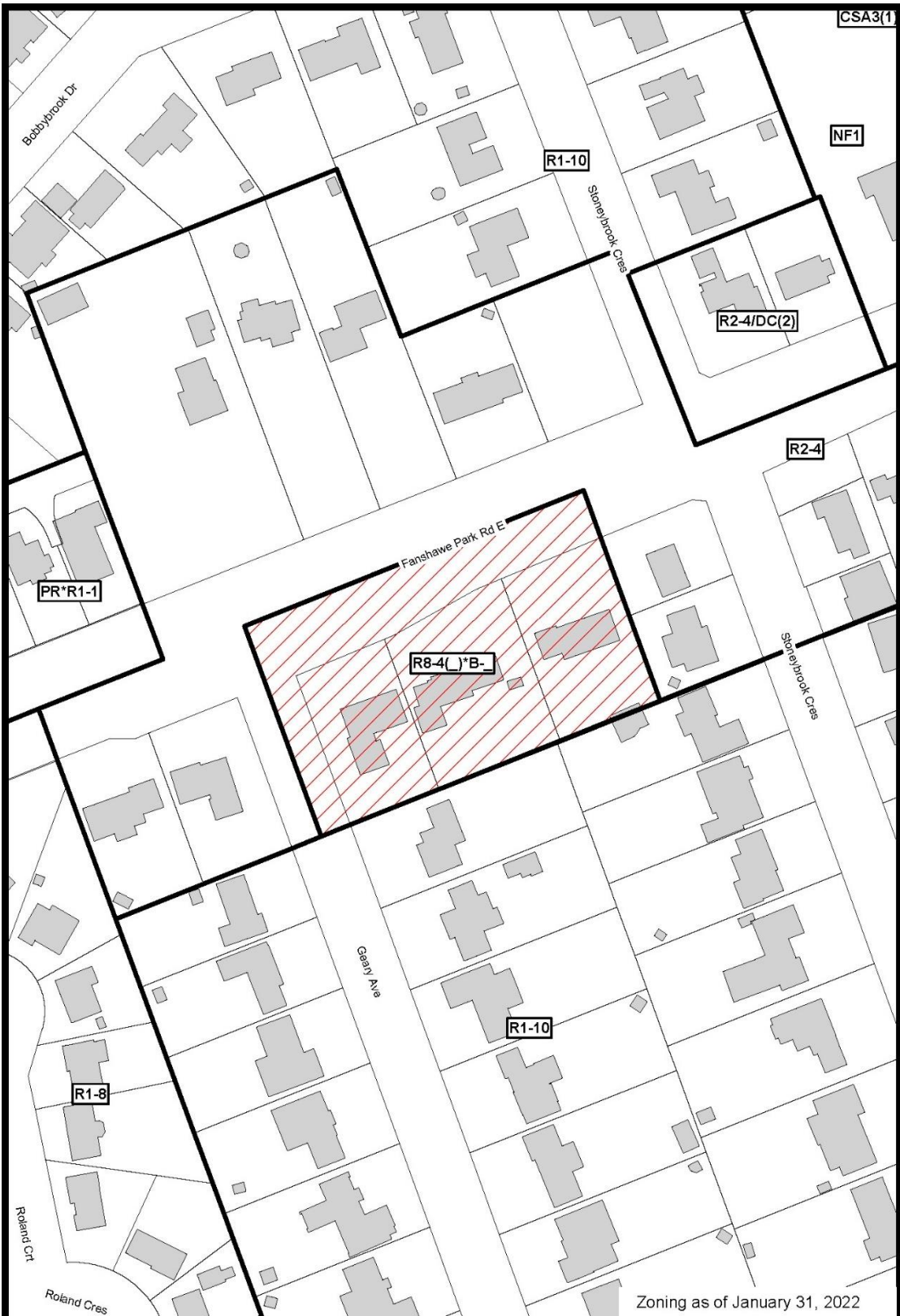
PASSED in Open Council on April 12, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 12, 2022  
Second Reading – April 12, 2022  
Third Reading – April 12, 2022

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



File Number: O-9426/Z-9427  
Planner: NP  
Date Prepared: 2022/02/09  
Technician: rc  
By-Law No: Z.-1-

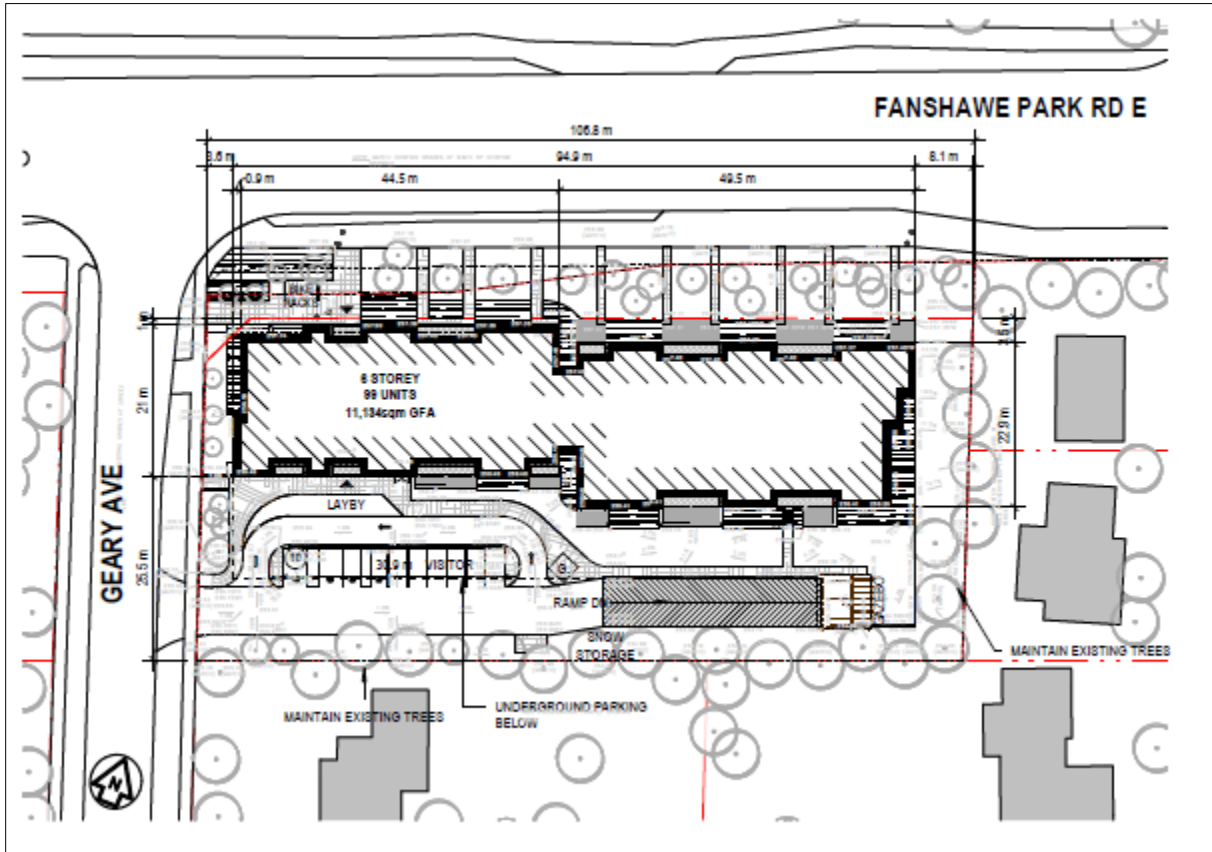
SUBJECT SITE 

1:1,500

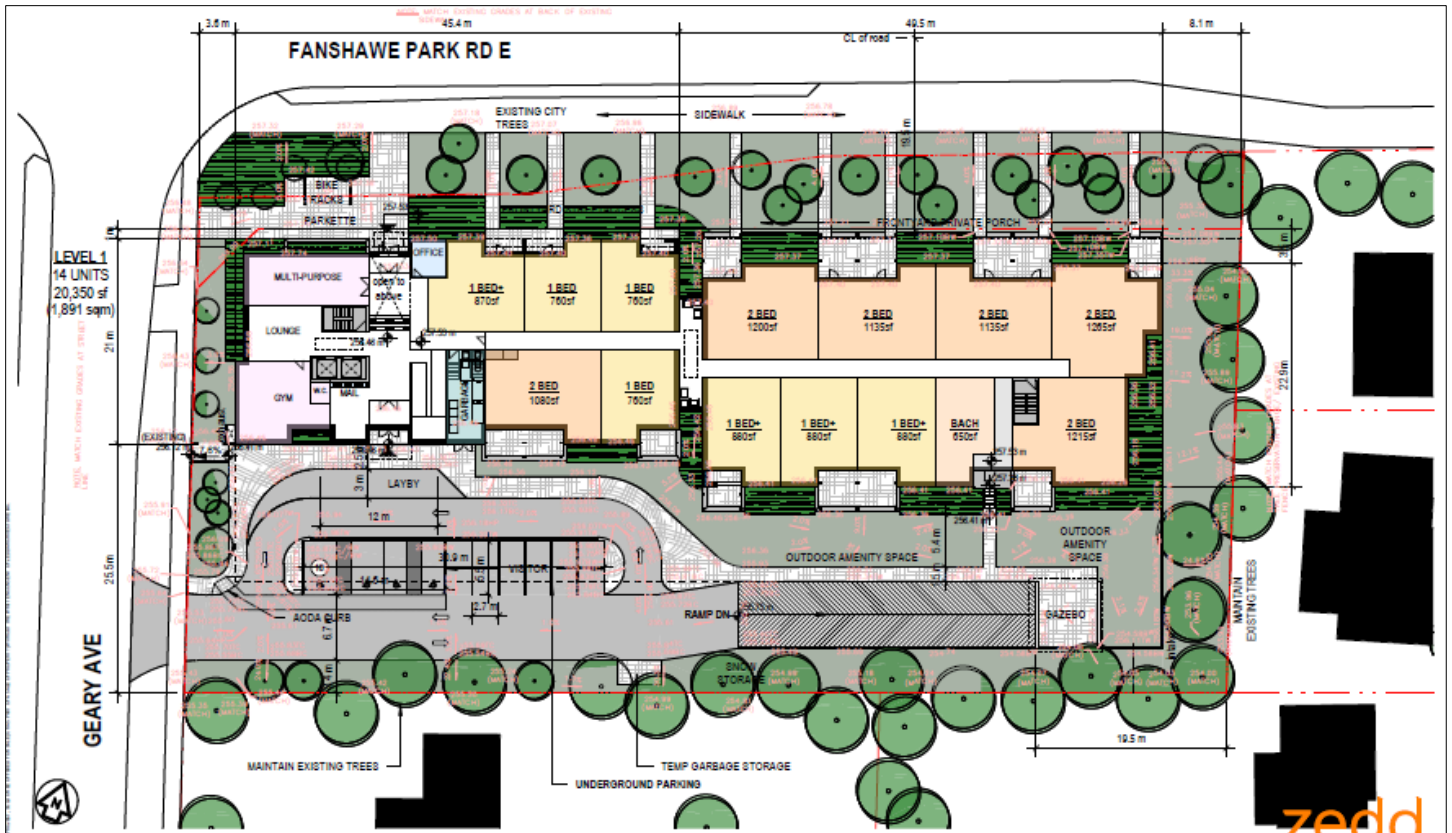
0 5 10 20 30 40 Meters 



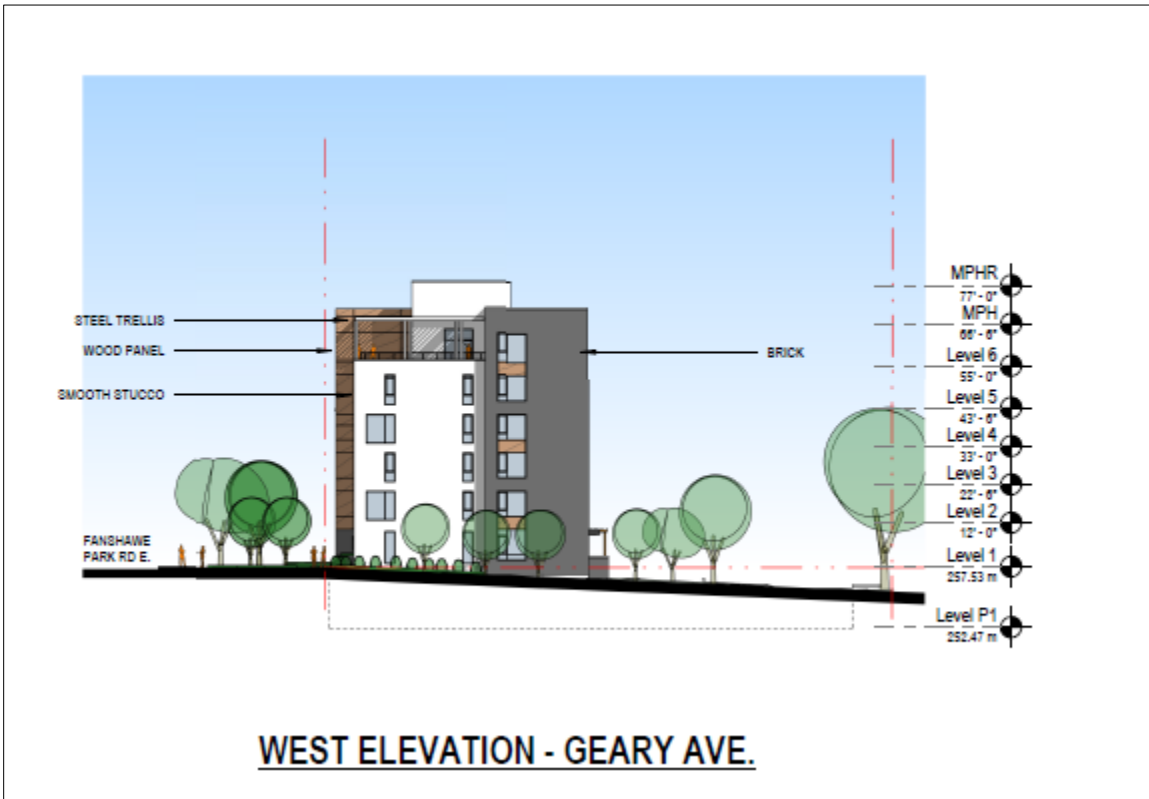
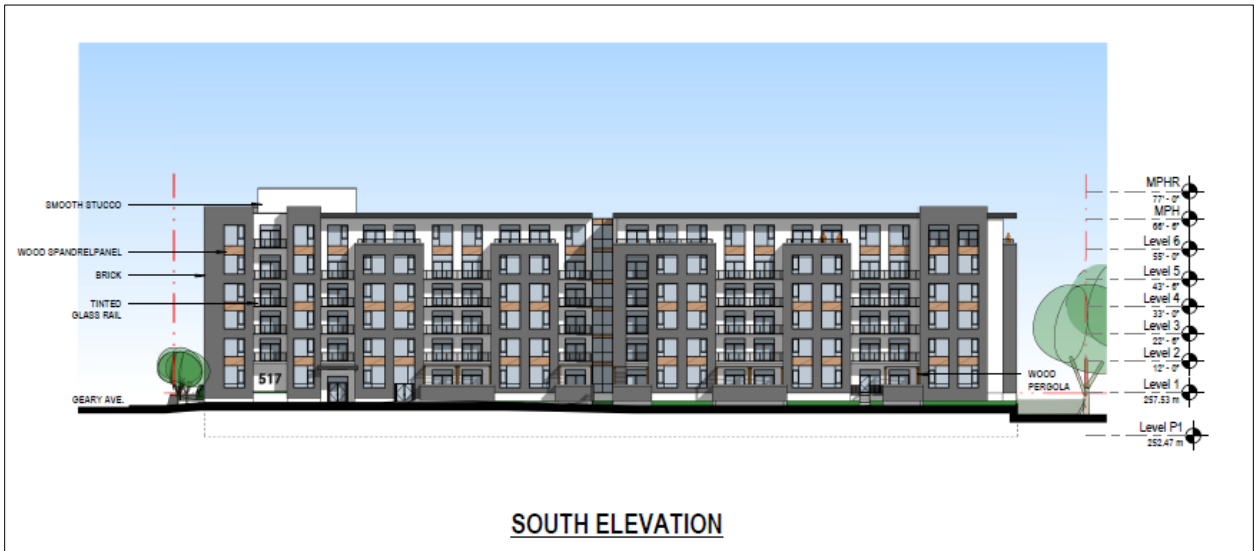
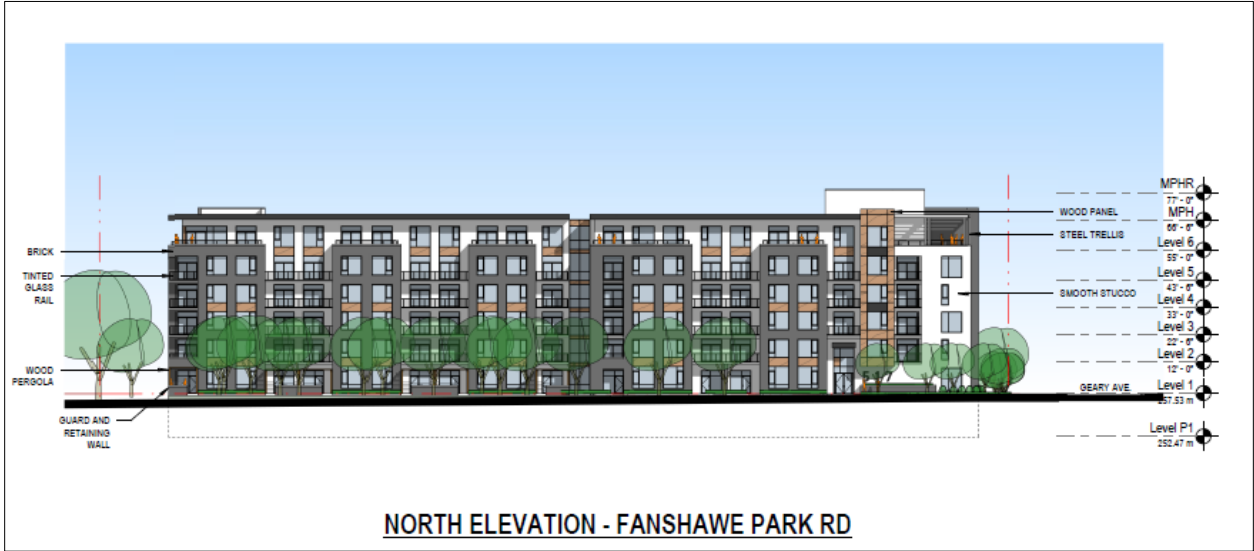
# Schedule "1"

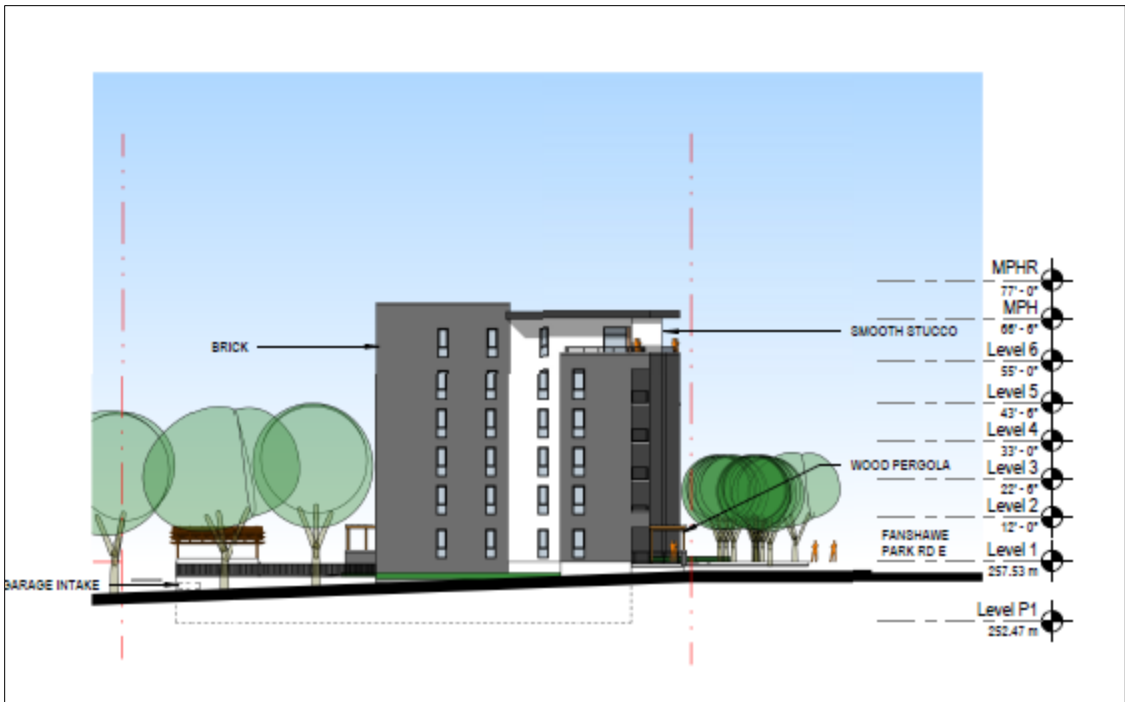


Site Plan



Ground floor internal and external floor plan layout





**EAST ELEVATION**



**VIEW FROM FANSHAW AND GEARY**





VIEW FROM FANSHAWE



VIEW FROM FANSHAWE AND GEARY



VIEW FROM REAR YARD



VIEW FROM FANSHAWE ROAD

## Appendix C – Public Engagement

### Community Engagement

#### Notice of Application (November 10, 2021):

On November 10, 2021, Notice of Application was sent to 79 property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 11, 2021. “Planning Application” signs were also posted on the site.

Replies were received from 64 households, 19 of which could be identified as being from within the 120 metres circulation radius. Many others were from individuals who were concerned about the impact of development on the broader neighbourhood.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a 6 storey, 99-unit apartment building. Possible amendment to the 1989 Official Plan to **ADD** a Chapter 10 Specific Area Policy to permit a 6 storey, 99 unit apartment building with Bonus Zoning. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Residential R2 (R2-4) Zone **TO** a Residential R9 Special Provision Bonus (R9-7(\_)\*B-\_) Zone. The proposed special provisions would permit: a reduced minimum front yard depth of 0.4m, whereas 10m is required; a reduced minimum exterior side yard depth of 3.5m, whereas 8m is required; a reduced minimum interior side yard depth of 8.1m, whereas 21m is required; and a reduced minimum parking rate of 1.19 spaces per unit, whereas 1.25 spaces per unit is required. The proposed bonus zone would permit a maximum building height of 6 storeys (21m) and a maximum density of 175 units per hectare, whereas 150 units per hectare is the maximum, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 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. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions.

**Responses:** A summary of the various comments received include the following:

#### **Concern for:**

- Traffic volume, speed and safety
  - No traffic study provided
  - Motorists cannot make a westbound turn from Geary to Fanshawe due to high traffic volumes
  - Drop off and Pick Up of school kids at Stoneybrook Public School creates significant travel delays as Stoneybrook becomes one lane
  - Safety of students attending Stoneybrook Public School as Geary does not have sidewalks or curbs
  - Existing cut-through traffic made worse by this development
  - Impacts on LTC bus routes
  - Impact on fire and police and access to homes
- Application not minor or reasonable
- Changes in special provisions too significant
- Scale and height not appropriate for the area
- Proposed development not respectful of existing neighbourhood
- No benefit to the public
- Garbage issues
- Lack of snow storage
- Massing and shadowing implications on nearby properties

- Not enough amenity space
- Reduced parking means spillover onto neighbourhood streets; parking should be accommodated on site
- Considerable increase in density
- Townhomes better fit
- Request same zone on adjacent property/lands
- Privacy
- Noise
- Impact on property values
- Limit to 3 storeys
- Loss of trees
- Low-income housing potential
- School capacity issues
- Servicing capacity limited
- Notification area not large enough
- Construction impacts
- Doesn't meet London Plan
- Precedence
- Too much pedestrian foot traffic within local open space areas
- Remove entrance off of Geary and orient to Fanshawe
- Affect on drainage Not enough greenspace does not meet City's Climate Emergency Plan
- Air quality impacts
- Increased littering
- Replace trees that are removed
- What are the price points
- Too many units
- Will this be student housing
- Existing poor condition of Geary Avenue
  - No sidewalks or curbs
  - Construction impacts worsening condition
  - Inadequate to accommodate current cut through traffic flows
- Privacy/Overlook
- Shadowing impacts
- Light/Noise
- Buffering
- Sufficiency of Servicing Infrastructure
  - Stormwater Management - Flooding from more hard surfacing contributing to standing water conditions in some seasons
  - Water service
- Type of tenancy
- Increase in crime

**Responses to Public Liaison Letter and Publication in “The Londoner”**

Telephone	Written
Philip Charman 509 Fanshawe Park Road East London, ON N5X 1K7	Greg Ackland 1532 Geary Avenue London, ON N5X 1G7
Dot Porter 1518 Stoneybrook Cres London, ON N5X 1C5	Susan and John Wu 1536 Geary Avenue London, ON N5X 1G7
Ilonka Wiegiers 1512 Geary Avenue London, ON N5X 1G7	Janet and Jay Orchard 1528 Geary Avenue London, ON N5X 1G7
Linda Hawker 54 Meridene Crescent East London, ON N5X 1G5	Dan and Luann Macdonald 1499 Stoneybrook Crescent London, ON N5X 1C6
Joan Kierans 1404 Stoneybrook Cres London, ON N5X 1C1	Jennifer Phelan
Rob Smith (also written) 40 Roland Lane London, ON N5X 1G1	Mike St. Denis
	Henry and Claire Bendheim 1517 Geary Avenue London, ON N5X 1G6
	Gordon Prentice 522 Fanshawe Park Road East London, ON N5X 1K9
	Mary McKee 1522 Geary Avenue London, ON N5X 1G7
	Ginny Squissato 65 Daleview Cres London, ON N5X 1H2
	Susan Goodbrand 1507 Geary Avenue London, ON N5X 1G6
	Sandy and Diane Forbes 1533 Geary Avenue London, ON N5X 1G6
	Emily Dickson
	Janice and Brad Davies 1504 Geary Ave London, ON N5X 1G7
	Jim McKee 1522 Geary Avenue London, ON N5X 1G7

	Michael and Sara Brady 1431 Stoneybrook Crescent London, ON N5X 1C3
	Frank Weishar
	William Favaro 180 Meridene Crescent West London, ON N5X 1G2
	Rachel Hathaway 14 Hammond Crescent London, ON N5X 1A4
	Jody Paget 37 Daleview Crescent London, ON N5X 1H2
	Holly Relouw
	Shawna and Kelly Malone 1515 Geary Avenue London, ON N5X 1G6
	Ron and Ellen Lakusiak 1492 Geary Avenue London, ON N5X 1G7
	Chris Brooks 518 Fanshawe Park Road East London, ON N5X 1K9
	Meaghan Tangredi 1537 Stoneybrook Crescent London, ON N5X 1C6
	Tessa Weidner 520 Bobbybrook Drive London, ON N5X 1G9
	Joanne Tilley 1516 Geary Avenue London, ON N5X 1G7
	Tucker Morton 520 Bobbybrook Drive London, ON N5X 1G9
	Rob Smith 40 Roland Lane London, ON N5X 1G1
	Jim Morton 96 Laurel Crescent London, ON N6H 4X7
	Dawn Alizoti
	Gary and Jenny Shaw 104 Robinson Lane

	London, ON N5X 3V4
	Michael Brennan 50 Virginia Road London, ON N5X 3G2
	Carol and Bill Nolan 511 Bobbybrook Drive London, ON N5X 1G9
	Roland and Sharon Sterling 531 Bobbybrook Drive London, ON N5X 1G8
	Bob Merrifield 495 Bobbybrook Drive London, ON N5X 1G8
	Nate
	Jackie and Dereck Hietkamp 500 Bobbybrook Drive London, ON N5X 1G9
	Monica and Philip King 524 Bobbybrook Drive London, ON N5X 1G9
	Robert and Dianne Wilson 504 Bobbybrook Drive London, ON N5X 1G9
	Mike and Janelle Wittig 522 Bobbybrook Drive London, ON N5X 1G9
	Oleksandr Bondarenko
	Bill and Angela Sarantakos 508 Bobbybrook Drive London, ON N5X 1G9
	Rick and Kelly Dawe 1511 Geary Avenue London, ON N5X 1G6
	Brian Andrews 62 Daleview Cres London, ON N5X 1H1
	Rob Ashton 1486 Stoneybrook Crescent London, ON N5X 1C5
	Debra Menear 1509 Stoneybrook Crescent London, ON N5X 1C6
	Danya Atta

	Jim Reilly
	Genna Goodwin and Scott Muirhead 527 Bobbybrook Drive London, ON N5X 1G8
	Karen Klug
	Dustin Gibbons
	Meredith and Jeff Biehn 1523 Stoneybrook Crescent London, ON N5X 1C6
	Jonathan Carson 1526 Stoneybrook Crescent London, ON N5X 1C5
	Deb Forsey
	Scott Jackson 1655 Stoneybrook Cres. London, ON N5X 1E3
	Dylan and Olivia Ronson 769 Dalkeith Ave London, ON N5X 1R7
	Concerned Citizens of Geary Avenue
	Mike Koncan 2 Fawn Court London, ON N5X 3X3

**My wife and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.**

This communique is being written based on a copy of the “Notice of Planning Application” that was received by our neighbour on Friday, November 12<sup>th</sup>, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

**We object to such a proposed development based on the following points:**

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for “**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings”, and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - “**most restrictive**”



**residential zone; with larger estate lot developments”** per the City of London Zoning Bylaw description.

- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, 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.**”

- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 **“most restrictive residential zone; with larger estate lot developments”** that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 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.”**

It is inconceivable how R-10 **“most restrictive residential zone; with larger estate lot developments”** consisting primarily of single floor ranch houses, as to how the “proposal has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook

will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “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 establish 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.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 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.” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 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.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

• **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the “Bonus Zone” to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London

Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 **“most restrictive residential zone; with larger estate lot developments”**. The “Bonus Zone” stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

I would ask to be sure that future communicate by mail or other be timely to provide adequate time to address the business at hand and going forward

Regards,  
Greg & Anna Ackland  
1532 Geary Avenue  
London, ON  
N5X1G7

---

Regard to the File 0-9426/Z-9427

We, John and Susan Wu live in 1536 Geary Ave.

We are sending this letter to express our strong disapproval with the proposed development of existing R2-4 Zoned properties at 517, 521, and 525 Fanshawe park Road East London Ont., for a 6 storey, 99 unit apartment building.

After we got the mail from the city of London, so we had discussed with Ana and Greg and his family about this development case. Greg had sent a letter to you stated many reasons which we strongly dis-approved this builder's propose.

We totally agree with Greg's letter to you, so we will not repeat his letter here again.

We sincerely plead to you, please don't make such a drastic change for this environment to meet the developer's desires.

We would also ask that we are included in the future communicate by mail, meeting or any other types regarding this development.

Kindly regards

Susan and John Wu

---

Re: File 0-9426/Z-9427

Recently we received a Notice of Planning Application, Official Plan and Zoning By-law Amendment proposal of a 6 Story 99 Unit Apartment Building on Fanshawe Park Road between Geary Ave and Stoneybrook Cres.

Herein are our initial comments.

We are alarmed and concerned that the City of London would even entertain the notion of such a large apartment building knowing the implications of such a structure to the existing residents, neighbourhood and City Infrastructure.

Geary Ave is a feeder street for the Stoneybrook neighbourhood and Stoneybrook Public School. Current volume of traffic is significant.

Motorists cannot make a westbound turn from Geary to Fanshawe due to high traffic volumes from 7am to 7pm. Motorists therefore travel on Geary south to Stoneybrook Cres passing Stoneybrook Public School to access traffic lights at Stoneybrook Cres and Fanshawe. I would note that vehicle speeds traveling north on Stoneybrook Cres are very fast as motorists rush to catch a green light.

Drop off and Pick Up of school kids at Stoneybrook Public School creates significant travel delays as Stoneybrook becomes one lane.

The proposed building with the parking garage exiting on Geary and the number of tenants will create significant traffic issues.

The proposed building proposal is incredibly negligent in planning for guest parking spots. Guests visiting tenants will park on Geary and Stoneybrook Cres. This cannot be allowed.

The height of the structure will overlook our backyards impeding our privacy.

The number of units will create significant noise from balconies.

Property owners on the affected streets have paid a significant premium with respect to purchase price of these homes due to lot size and single floor. Conversely our taxes reflect this. We did not "sign up" for a 99 Unit Apartment Building impeding our privacy, and significantly altering the nature and culture of our neighbourhood.

As a homeowner on Geary Ave who recently purchased a home and made significant renovations to allow for accessibility, we will aggressively and vigorously investigate and take any or all actions against any party that reduces our property value.

Please keep us informed as to the process. Thank you.

Janet and Jay Orchard  
1528 Geary Ave  
London, Ontario  
N5X 1G7

---

I am emailing to express my concerns and opposition to the proposed amendments to the proposed building on Fanshawe Pk Rd E between Geary Ave and Stoneybrook Crescent.

I understand that the need to intensify density along major routes and in principle do not oppose the development. However, it does seem to be the MO of many developers to propose a smaller building size and then submit amendments to increase the number of units etc. This is where my concerns lie as along with increased units, come increased traffic along the main roadway as well as in/out vehicle traffic around the neighborhood.

Currently, our street is fairly quiet except for morning/afternoon with school start/end. However, when there is congestion on Fanshawe (as there currently is with the other developments currently under construction), we have observed that motorists use Stoneybrook Crescent as short cut and speed through at 50+ km/hr. I feel that with increased density of residential units along Fanshawe Pk Rd, this is going to become more and more of an issue. This will also increase the amount of noise and air pollution, as well as decrease the safety of pedestrians in our neighborhood.

We would also need to consider the neighbours who are still in single family homes alongside the proposed buildings and to minimize the noise and impact for the enjoyment of their homes and properties as well.

I truly hope that you will take the valid concerns of the residents into consideration and not allow the developer to dictate to us what works for their bottom line.

Sincerely,  
Dan and Luann Macdonald  
1499 Stoneybrook Crescent

---

I live within a hundred meters of this planned development on Fanshawe Park Road East. I strongly oppose the planned Zoning Amendment from R2 (R2-4) to Residential R9. To change an area that allowed single detached dwellings, semi or duplex dwellings to allow for a 6 storey apartment building is extreme and will very negatively affect the neighborhood. Smack in the middle of a community of mostly single storey homes, this building will look completely out of place. This will negatively impact our property values, infringe on privacy and congest an already congested area.

We hope that you will deny this application or work with the developer to a more reasonable solution.

Jennifer Phelan

---

I am opposed to the planned zoning amendment and construction of a 99 unit building. At six storeys the building is too high and will not look right with all the single storey dwellings surrounding it. It's going to stand out in this neighbourhood and not in a good way. Also, this area of Fanshawe Pk Rd East is already congested with traffic and the last thing we need is a 99 unit building with possibly 99 automobiles pulling in and out of the proposed building site.

Is it not possible to only grant permission of a 3 storey building at most?

Regards,

Mike St. Denis

---

We understand and that the city of London is prepared to consider an application to build a six story 99 unit apartment building on Fanshawe Park Road between Geary Avenue and Stoneybrook Crescent.

This is stunning, heartbreaking & quite frankly frightening. For all of us homeowners who have made huge investments by improving our homes because old Stoneybrook is a safe neighbourhood for our children and elderly retirees. (as our property value will be significantly reduced, does the city plan to reduce our taxes accordingly?) It is hard to even imagine the adverse effect that this building would have on our small street. I understand that there is not enough parking for visitors in the proposed apartment building. So besides not being able to have our own visitors parked in front of our homes, we will have to worry about our children and grandchildren and elderly people in wheelchairs and walkers with all the extra traffic. There is already so much extra traffic with people using Geary Avenue to access the lights at Stoneybrook and Fanshawe

Park Road because it is impossible to make a left turn off Geary or Stoneybrook E part of the crescent because of the huge increase of traffic anyway due to all the new construction of stores & apartments. The school children are walking four times a day to and from school and the school buses are up and down Geary and Stoneybrook Cres. Can you imagine the danger now. There are of course the high school children walking to Lucas as well.

There is the proposal that the parking garage would have its entrance /exit on Geary Avenue. How on earth does this make any sense at all on a small residential street? It seems impossible that the city planners could even consider such a violation of a residential neighborhood.

Increase of traffic, danger to our families, noise, enormous devaluation of our properties, loss of privacy, 6 stories! Good grief: there remains so much more of the impact of this proposal that you can be sure that we will fight with all our might and with whatever is legally within our rights to stop this travesty.

Sincerely  
Claire & Henry Bendheim  
1517 Geary Avenue

---

I am writing in regard to the Notice of Planning Application received on Monday 15 November. This application discusses the details of a proposed amendment to both the Official Plan and current Zoning to permit construction of a six story apartment building at 517-525 Fanshawe Park Road East directly across from our family home at 522 Fanshawe Park Road East.

I object to these amendments.

The proposed construction project is not a minor collection of townhouses but rather a very significant structure that will greatly impact the local area in a negative manner. I, along with my wife and daughters, purchased our home in 2019 knowing that it was on a busy street, but also knowing that it was surrounded by a long established neighbourhood of single family homes - on both sides of Fanshawe. The density of this development is of great concern as it will fundamentally alter that situation. Furthermore, the height proposed for this development will block much if not all of the sun from reaching our property, particularly during the winter months.

The conceptual rendering provided with the notice which I received is laughable in terms of the depiction of traffic on Fanshawe during much of the day. I frequently must wait five or more minutes to be able to exit my driveway safely. Adding this concentration of apartments will make traffic that much worse. I would also point out that it is at times very difficult for me to access the left turn lane to enter into my driveway when approaching from the west due to cars occupying that same lane and attempting to turn onto Geary Avenue. Placing the parking entrance for this development off of Geary will require an even greater number of vehicles to make this same left turn thus blocking my access.

I look forward to learning the date of public meetings, which I plan to attend.

Sincerely,

Gordon Prentice and Family  
522 Fanshawe Park Road East  
London ON N5X 1K9

---

I am writing to you to advise you of my opposition to the proposed building of:

File: 0-9426/Z-9427

Applicant: The Corporation of the City of London Ontario and 2425293 Ontario Inc.

My first concern is with increased traffic. Traffic on Geary is an ongoing problem. Many people take a “quick” left from Fanshawe to avoid waiting at the light at Stoneybrook Crescent. This allows them access to neighborhoods behind Stoneybrook Public school and speeds often reflect the rush of this convenience turn.

Residents on Geary very rarely make a left turn from Geary onto Fanshawe due to Fanshawe’s increasing traffic volume. This means that we are also forced to drive down Geary, past Stoneybrook Public School, to exit at Stoneybrook light to access Fanshawe. This puts students walking to school at increased risk and reroutes traffic through a quiet residential area. Your plan to have a parking ramp exit from the proposed building, onto Geary Avenue will significantly increase the flow of traffic down the street, past the school and through these quiet family homes. It is ill-advised and dangerous.

Secondly, with only 118 parking spaces for a 99-unit apartment building, undoubtedly it means that Geary Avenue will serve as overflow parking. We do not look forward to congested roadways.

Thirdly, I have concerns with a building height of 6 Storeys. Your plan suggests that balconies will be facing away from Fanshawe and into the backyards of the 8 most immediate properties on Geary and Stoneybrook Crescent. I am sure that you are aware that these homes possess large back yards, pools, and green spaces. Our privacy and pleasure in using our yards will be affected.

Finally, our area seems to be under a deluge of newly proposed building sites. Currently, we have two other buildings going up within 1 km of this proposed site and traffic is already impacted. At the same time, we have seen the construction of the expensive new bike pathways, which will be removed and damaged during this proposed construction. Is this evidence of good city planning?

As residents of this street for 50 years, we have seen many changes to the landscape. This one, however, reflects no consideration for the people who live on this street and the culture of our neighborhood. We will participate in any actions required to limit this development. If growth is necessary, an alternative could be low-rise apartments (3 Storey) or condominium residences like those found adjacent to St. Jude’s Church.

Please keep us advised of the process.

Sincerely,

Mary K. McKee

---

Re: 517-527 Fanshawe Park Road East (Plan and Zoning Amendments)  
File: O-9426/Z-9427

The developer (do we know who it is?) has already purchased this land with the intent and strong assumption that they will be able to do as they please, regardless of any input (as has happened to the west in 2 locations on Fanshawe). I don’t see then how any neighbourhood input on this would even matter, just to appease us? Any consideration at all for the effect on the many neighbours that will live in the shadow of this, lose of our privacy and property depreciation?

The Area:

Stoneybrook subdivision is one of the more beautiful areas of London. People with property in this established residential area have a reasonable expectation that it will remain in its existing form. It is the largest investment most of us will ever make. The lots are large (a rarity), the homes are older, well-built and very well maintained. Many occupants are original owners from the 50’s or the property has been passed down through generations. Most of our ranch homes each have a distinctive look of their own, and are a highly desirable style. Lots contain mature trees. Inconceivable to me



that the city, or anyone for that matter, feels this would be a good place to destroy with more cookie cutter, monochrome, condensed, low income (what % will this be), eye sores?

#### The Traffic:

Any consideration to the increase of traffic here? Have you disclosed the findings of any traffic study? There is already an issue close by.....the appropriation of buildings at Fanshawe Park Road and Richmond Street because the intersection cannot handle the traffic volume. 99 more units with a strong likelihood of more than one dweller. At least 118 more vehicles. If the request to reduce parking is granted will that force overflow tenant and visitor parking onto the adjacent streets. The mouths of these streets will see parked cars on both sides of the street. Apart from the impact of the residents on these side streets it could also impact City functions like emergency vehicle access, snow clearance, garbage pickup, school busses, and other road maintenance. Fanshawe and Adelaide already makes a London ranking as one of the most dangerous intersections. What will the probability of at least 118 more vehicles do to this. Existing residents in the area already cannot safely make a left/right turn onto Fanshawe.

#### Schools:

What will be the increase to the effect on existing school capacity? Can the nearby school accommodate this or will more local children need to be bussed elsewhere. Increased traffic whizzing by the school area. Many in a rage looking for an alternative subdivision exit onto a backed up Fanshawe.

#### Environmental Considerations:

Any considerations to added storm water, sanitary and sewer capacities, and utilities (natural gas and electrical grid)? Will the development require a City upgrade to the existing facilities at our taxpayer expense?

Such a large structure becomes a heat reservoir and at the same time zero lot lines remove the carbon reservoirs of trees, grass and shrubs. What will be the requirements to offset CO2 from concrete, steel, brick, and asphalt construction?

#### Special Provisions and Bonus Zone:

There are a multitude of "Special Provisions", "Bonus Zone" requests included here. Each are to allow for increased density, all substantial increases. And since when can accessibility requirements just be tossed aside (4 parking spaces instead of the required 5). Can I too apply to break a multitude worth of property standards with the same assumed success?

In the definition of Bonus Zoning, what does enhanced urban design mean? What is the rooftop amenity? What exactly are the "different base zone, holding provisions and additional special provisions" that the City may consider?

Why are zoning, density or safety rules in place at all if they can just be tossed aside for money and increasingly dense development? We literally spent months trying to get a permit to have one large rotting tree removed from our backyard. A developer seems to be able to have this easily accomplished with a multitude of mature trees. They were quickly sawed down just west of here for another Fanshawe development.

Move outwards for high density eye sores, don't destroy what this so called "Forest City" has left. There is already a scary situation of the consequences of an unplanned, rapid, accelerated growth here in London (traffic volumes, increased violent crimes, homeless catastrophe, opioid crisis, lack of police, long Emerg wait times, unsafe downtown, just to mention a few).

Planning and Developing Department for the city of London needs to start 'Planning' and not just 'Developing'.

(increasingly concerned, born and bred Londoner)

P.S. 120 metres is not a very far area to be the scope of your notification process. The width of a street and the larger property sizes in the immediate area deleted many

nearby affected residents from notification. Everyone living east and west of Adelaide, and north and south of Fanshawe will be detrimentally affected by the development. I'm sure the City probably wants to minimize the range because they know it would be unpopular and want to limit any responses. That fact in and of itself should be an issue. Councillors have a responsibility to inform and represent their constituents and this should be dealt with before the deadline. This issue is pervasive throughout the city and needs a larger format than 120 metres.

Ginny Squissato  
Daleview Cres.

---

> Subject: File 0-9426/Z-9427

>

> Good Morning:

>

> I am writing to inform you of my opposition to the proposed change to the current zoning (R2-4). I am a resident of Geary Ave and have been for over forty years.

>

> My opposition to this proposed change concerns traffic. I have watched Fanshawe Park Road change from a two-lane road as part of a highway to the present four lane major access road in the north end of the city. With all of these changes and developments, there is a significant increase in traffic which results in difficulty turning left on to Fanshawe Park Road (FPR) from Geary Ave. It is advisable to travel south on Geary, turn right onto Stoneybrook Cres, pass a public school and then turn left onto FPR.

>

> The only access for this entire subdivision to the rest of London is FPR. Between Hastings and Geary Ave, there are two lights on FPR. One light at Stoneybrook Cres and FPR is exceptionally short—about 15 seconds at most. The potential increase of 99 cars (one for each apartment) would be forced to use this light to turn left (at an intersection which is already quite narrow). All of this traffic would pass by Stoneybrook Public School. Because of its situation, parents picking up and dropping off their children now park on Stoneybrook Cres which further limits traffic flow.

>

> Geary Ave itself is a street without curbs and gutters as is a section of Stoneybrook Cres. Geary Ave bisects Stoneybrook Cres and is already an access road to FPR. Because the boulevards have gown over the pavement, storm sewers cannot drain causing water collection, build up and freezing at the end of driveways. This has resulted in the breakdown of pavement and reduction in the width of the street.

>

> Parking will become a major issue. Cars parked near the intersection of FPR and Geary Ave will further restrict the ability to turn on to FPR and will be a challenge to garbage collection and snow removal. After turning onto Geary Ave from FPR, the entrance for parking to the proposed building is almost immediate. If there is any blockage of traffic turning at the corner, tenants will not be able to access the building, causing further back up of traffic on Geary or FPR and those cars could potentially park on the street.

>

> Thanks you for your consideration of my concerns.

>

> Susan Goodbrand

> 1507 Geary Ave.

> London, Ontario

> N5X 1G6

---

We at 1533 Geary Av. are opposed to this TRAVESTY of planning. As you will know similar proposals for 307 & 420 Fanshawe Park Road were shot down under similar conditions.

Please include us in future updates and meetings.

Sandy & Diane Forbes  
1533 Geary Ave

---

As a resident on Stoneybrook Crescent i am strongly opposed to the proposed development at 517-525 Fanshawe Park Road East.

With two young children the increase in traffic and safety is a huge concern. Cars already speed through the neighbourhood close to the school and this would only become a larger issue.

I hope the City will reconsider this proposed development for the safety of the neighbourhood and children.

Emily Dickson

---

My husband Brad Davies and I have lived at 1504 Geary Ave for 20 years. We chose this area because it was zoned (R2-4) regulates low density residential development in the form of single detached dwellings.

We are very much Opposed to the proposed development 517-525 Fanshawe Park Road East for the following reasons:

-All homes on Geary Ave are single family one storey homes and to construct a 6 story building with 99 apartments does not make common sense. It will be an eyesore as it towers over the residents on Geary and Stoneybrook Ave taking away the privacy the current home owners paid for when moving into our area. This is not acceptable to us.

-The developer is proposing that the access to this apartment building be on Geary Ave. This will cause excessive volume in traffic on Geary Ave where it is currently already difficult and dangerous to turn left off Geary Ave onto Fanshawe Park Ave will become impossible. Therefore we will have at least 100 extra cars driving through our neighbour, past Stoneybrook Public School to get to the lights in order to turn left onto Fanshawe. This is not acceptable or safe for our children or our neighbourhood.

-The proposed development does not have enough parking for their tenants let alone guest parking and will no doubt be parking on Geary Ave. Geary Ave does not have curbs and we will have strangers parking outside our homes, on our grass most likely at all hours of the day and night. This is not acceptable to our neighbourhood.

-Garbage bins for the 99 units in the development will have to be put in the back of the building which is what we the residents will see every day as we enter and exit Geary Ave. I moved from my last residence for this very reason, the town houses had their overflowing garbage in plain site for all to see as residents from neighbouring streets entered and exited their subdivision. We all know that garbage from 99 units will be a massive problem..

-The sewer system and water main for our area breaks down yearly. Geary Ave has been patched several times due to water main breaks. Geary Ave has never been repaved since we moved here 20 years ago and the pot holes are patched constantly and with the overload of traffic that will most definitely occur if this development goes ahead, our street will not stand up.

I will end this email with the hope that you will make the obvious and correct decision and turn down this developers proposal. I find it difficult to believe that the city would just change their mind and rezone our lovely and quiet street without considering the

impact on all of the residents who have paid their taxes and who have lived here for many years and hopefully for many years to come.

Sincerely,

Janice and Brad Davies  
1504 Geary Ave  
London, Ontario  
N5X 1G7

---

I am writing to you to advise you of my concerns and opposition to the proposed building of:

File: 0-9426/Z-9427

Applicant: The Corporation of the City of London Ontario and 2425293 Ontario Inc.

Increased Traffic – over the years our family has seen what was a quiet suburban street transformed into a bit of a speedway as residents from the neighbourhoods to the south and west seek a quick access to Fanshawe Park Rd. With the increase volume of traffic coming from Masonville Mall it borders on dangerous to even try to make a left hand turn off of Geary. The proposed development 517-525 Fanshawe Park Rd will only make this situation worse and will have the effect of routing traffic from this proposed development back along Stoneybrook Crescent, past the elementary school creating dangerous conditions for both school children and pedestrians.

Our Street will become a Parking Lot – there does not appear to be adequate parking for a 99 unit apartment in the proposed plans. This will result in Geary and Stoneybrook Cres in effect becoming overly congested with parked vehicles again creating dangerous conditions. In addition, this will create difficulties for the city to provide adequate snow and garbage removal services.

Character of our Neighbourhood – a 6 story 21 m high building overseeing our backyards will fundamentally change the character of our living space. It is hard to understand how this can be in keeping with the current low residential zoning by laws and we are opposed to any amendments to the current bylaws.

Thanks for your consideration of our concerns. Please continue to keep us informed.

Kind Regards

Jim McKee  
1522 Geary Avenue  
London, Ontario

---

I have heard through my neighbours of a close possible development and found a copy of a Notice of Planning Application, Official Plan and Zoning By-law Amendment proposal of a 6 Story 99 Unit Apartment Building on Fanshawe Park Road between Geary Ave and Stoneybrook Cres.

I am very concerned about all of the negative impacts that a large apartment building could have on our nice neighbourhood. I bought a house in London and in this part of the city specifically to get away from all the traffic and congestion as well as to be close to the school. I live off of Stoneybrook and the roads are not wide anyways with many people already parking by the school twice a day dropping off and picking up their children. For half an hour a couple times a day, Stoneybrook pretty much becomes

only one lane and gets really congested. A large apartment building with limited parking will make this so much worse.

From my understanding the parking garage would exit on Geary and anyone wanting to turn left would likely go to the lights on Stoneybrook which are barely wide enough for a left hand turn lane as it is. Queuing up more vehicles in that intersection will end in a lot more accidents.

We have an infant and a small puppy and enjoy the quiet walks that we currently have and is one of the benefits that its current zoning gives us. When we bought the house a few years back we didn't think we would be living close to a 6 floor high rise apartment building, nor did the zoning allow for it. It will take away a tremendous amount of the value in our property.

I have already seen children almost get hit by cars close to the school with the current levels of traffic. With the proposed high rise there will be significantly more traffic and risk to the kids.

The height of the structure will also be an eyesore and that will look into our backyards. There goes the privacy that we bought our house for. We paid more to live in this part of the city to get away from the highrises.

We were hoping to have this be our forever home with our kids growing up here, and will take any action that we can to stop this development.

Sincerely,  
Michael and Sara Brady  
1431 Stoneybrook Cres.  
London Ontario  
N5X 1C3

---

Concerns re By-law Amendments for 517-525 Fanshawe Park Road East.

A neighbourhood meeting was held November 25, 2021, with the interested residents of Roland Court attending.

All agree that the increasing traffic on Fanshawe Park Road is a hazard, and the addition of a 99 unit apartment building will only worsen the situation.

Since the revised curb design on the South side of Fanshawe, at Stoneybrook Crescent, does not now have a bus lane indentation at the traffic light on the south side, creating a single lane where a double lane previously existed, the congested and speeding traffic is now forced to a halt, when a bus is stopped.

Tenants of the new build will be unable to make a left turn off Geary and will drive south to Stoneybrook to get to the traffic light at Stoneybrook and Fanshawe. They will also drive past Stoneybrook school or turn onto Roland Crescent to avoid the school. This will increase the traffic in our subdivision as vehicular traffic will race through to the traffic light.

Since the building is to be at a height of 6 stories, people will lose privacy in their yards. The height of this building should be reduced.

Many of the Roland Court residents are the original owners and over the past 50 years have accepted the changes necessitated by an expanding city. However, this change is unacceptable to everyone.

We already have two new projects in process, one on the north side of Fanshawe Rd, and one on the south side of Fanshawe Rd. We do not have any idea as to how many units are being build on each of these projects.

Last evening, November 27th, I was travelling west on Fanshawe Rd from Stoneybrook Crescent between 5:30 p.m.-6:00 p.m. and it took me fifteen minutes to get to Richmond Street.

When you consider all the new development on Sunnydale Rd, between Highbury Avenue and Hyde Park Road, this will complicate the area even more on Fanshawe Rd.

Submitted by:  
Frank Weishar  
The residents of Roland Court.

---

I am in the neighbourhood that will be affected by the 6-storey building. I have lived here for 7 years in a detached home that I own.

This 6-storey building is a bad idea in this location. It is compressing 99 units into three low density lots. Just several feet away from existing low density lots that will surely lose value.

It will then funnel traffic onto Geary, which is joined to a private school zone and is a very quiet street with children under 13 walking to Stoneybrook PS.

They should have to funnel traffic onto Fanshawe (but they can't, because their plans are too large for their undersized lot and funneling onto a low density street is their only option).

I would surely consider moving if this building was made. There is nothing wrong with some medium and high density in the area but this is a square peg in a round hole - not the right plan for such a small lot - there's large swaths of unused land on Adelaide between Huron and Sunningdale that could be used. Also, on Richmond between Fanshawe and Sunningdale.

Does this city now allow 99 unit buildings to border 3 or 4 low density homes that only have 5-10 feet between the building and a home from the 1960s? That doesn't seem like a solution to any problem.

William Favaro

---

I writing to express my opposition to the current infill plan at 517-525 Fanshawe Park Road east. The proposed amendment allowing for an astonishingly small front yard space of .9 m is unacceptable and will result in further loss of green space along the Fanshawe park road corridor. Our neighbourhood has already had two major infill projects this year and has lost dozens of large mature trees and important roosting space for the birds of prey who live in the area as part of the ravine ecosystem.

Our city is already suffering from infill causing significant problems for the student populations of our schools. I work at Sir Arthur Currie PS and have seen first hand the effects of too much development too quickly and how it affects schools, communities and children. This building will add further stress to Stoneybrook public school which already has multiple portables. City planners have a responsibility to consider the stress these proposed zoning changes will have on local elementary schools before the situation at Arthur Currie is replicated all over the city.

This building and the associated traffic will also cause unsafe walking conditions for the children in our neighbourhood, especially considering most of our streets do not have sidewalks and are not plowed quickly after a snowstorm.

While I accept that infill is necessary in a growing city, this lot is too small to accommodate infill of this size and scope and will cause hazardous conditions in our

neighbourhood. I urge you not to allow this current proposal to go through and to not allow more than a townhouse sized development on that lot.

Kind Regards,  
Rachel Hathaway  
14 Hammond Crescent  
London ON

---

In response to the notice of planning application for 517-525 Fanshawe, I would like to share my families concerns.

While We are not apposed to development in this area, I am strongly opposed to the number of units/ density of this proposed plan.

Fanshawe Park road is already experiencing traffic congestion with two multi-residential projects still in process.

As a Daleview Cres homeowner of 20+ years, we experience difficulties accessing Fanshawe Park road and witness drivers daily trying to cut through our street. We can only imagine that this proposed project will only add to these issues.

Unless there is a plan to cut the height and density by more than 75% my family will continue to appose this project.

Thank you for your attention to this matter.

The Pagets  
37 Daleview Cres

---

I am sending this email as a concerned citizen and resident of North London my entire life. I urge you to please reconsider the plan to build this large building at Fanshawe and Geary. With so many new developments, the traffic is going to be absolutely awful. In addition, this building does not fit in with the existing landscape, and the owners who own around this site will lose so much value in their properties, as well as their privacy. Devastating to say the least.

There is clearly not enough space for a building of this size. 1.19 spots per unit is NOT enough. Visitors will be forced to park in the streets, creating a even more difficult situation for those who live in this area. I also wonder about the capacity of the area schools to take on the increase in student numbers that would arise here.

I ask that you please consider a different location for this building, or a much smaller option that will not take away from the beauty and fuction of this wonderful area.

With many thanks,

Holly Relouw

---

My husband and I are writing to express our extreme objection of the proposed 6 storey building proposed for 517-525 Fanshawe Park Road East.

We are residents of Geary Avenue, and the idea of this building being built and everything that it brings with it is extremely concerning.

The proposed structures height and reduced setbacks is contrary to the existing zoning and would not fit in with the character of our neighborhood. The residents that live directly behind where this building would be constructed, would lose their privacy, and completely de-value their property as well as the rest of our street.

There does not appear to be sufficient guest parking for a 99 unit building which would create an issue with people parking on Geary Avenue. Residents of this proposed building, and their visitors, would be using our street not only for parking, but also as a throughway to get to Fanshawe Park Rd. West. As the parents of four children, I can only imagine that this increase in traffic will negatively affect the safety of the children

that attend Stoneybrook Public School. Most people already do not abide by the lower speed limit in front of the school, and an increase in traffic flow could lead to safety issues for the children and families who walk to and from school every day.

We are extremely disappointed that this type of building is even being considered, especially because it clearly does not fall into what the intention that the zoning was meant to do. It is too tall, it does not have adequate parking, and it does not fit into the integrity of this neighbourhood. Please do not give this builder permission to devalue our homes and change zoning rules, set up to protect our neighbourhood.

Thanks,

Shawna and Kelly Malone  
1515 Geary Avenue

---

We are very concerned about the proposed development at 517-525 Fanshawe Park Rd East, and what it will do to our neighborhood. We live in this neighborhood, on a quiet street, Geary Ave. We love our neighborhood as it is very close to the bike and walking trails that we use daily, and people are very friendly. It is a mixture of older homes and renovated homes and has such a comfortable feel to it.

We are very concerned about what this proposed large apartment building will do to the ambience and safety of our street and our neighborhood.

Here are our many reasons of concern:

- Increased Traffic - we don't need more traffic in this neighborhood. Traffic on Stoneybrook, Geary and Hastings is already significant because of Stoneybrook Elementary School. Even before the pandemic, we were concerned about the speed of many vehicles on Stoneybrook and Geary, but since the children have returned to school this speeding has become significantly worse. Also, there is a lot more parking of cars along both streets around school start and end times, as well as vehicles parked in our neighbourhood by people accessing the well used trails. With the residents of this proposed high rise having to enter and leave the parking garage onto Geary Ave, we are very worried about what this will do to both traffic volume and the safety of pedestrians. Geary will need a traffic light to deal with this as more cars attempting to access Fanshawe Park from Geary will increase the safety risk for all. Or, alternately, if they use the existing traffic light on the corner of Stoneybrook west and Fanshawe Park Rd, it will exponentially increase traffic and speeding through the neighbourhood.
- Auxiliary Parking Issues - where will guests, and residents with multiple vehicles park? On Geary, Stoneybrook? That will also increase congestion and pedestrian safety along these already busy streets, particularly for all the students that walk to and from Stoneybrook School.
- Ongoing Traffic Disruptions/Traffic Volume Concerns - currently, 2 other multi unit residences are being constructed along Fanshawe Park Rd, very close to where this proposed development is to occur. Traffic on Fanshawe Park Rd is always heavy and one more building with 99 units will definitely add to the number of cars on our connecting streets. Why do we need another high density development so close to an already congested major intersection (Fanshawe Pk Rd and Adelaide St)? The city of London needs more affordable housing, not more expensive high rise apartments that only high income residents can afford.
- Zoning Changes To Placate Developers - if so many zoning by-law amendments need to be made to accommodate this new building, how can the City of London possibly approve such a building in good conscience as our elected officials. What happened to following the "London Plan"???
- Safety Issues - the rebuilding of the bike lanes, removal of bus bays, and the other apartment/condo developments along Fanshawe Park Rd this past several months, has led to significant inconvenience and safety risks for residents of this area, as well as commuters. While the two buildings currently under construction are located mid block on deep lots between side streets, this proposed building, located on a shallow lot, will impact on two adjacent streets and will take an extended period of time to construct. This will lead to another year or 2 of traffic problems not only affecting Fanshawe Pk Rd, but our neighborhood and the entire Fanshawe Pk Rd corridor.



- Altering The Nature Of The Neighbourhood - there are many long time residents of this neighbourhood, as well as relative newcomers like ourselves, who are not in favour of this proposed development for the reasons listed above, as well as many others. Please listen to those of us that live here. Preserve our wonderful neighborhood, its culture and our property values. Our voices as taxpayers should matter.

Thank you,  
Ron and Ellen Lakusiak  
1492 Geary Ave.

---

With reference to the above planning application, I would like to submit comments, however I am currently travelling and am unable to make my submission by the December 1 deadline. I am providing notice that my submission will be delivered to you by Monday, December 6.

Thank you.

Chris Brooks  
518 Fanshawe Park Rd E.

---

My name is Meaghan Tangredi. I live in the neighbourhood that will be affected by the proposed 6-storey building on Fanshawe Park Road East, between Geary Ave and Stoneybrook Cres. I am writing to respectfully ask that you please consider my reasons (below) for why I am adamantly against the request to change the zoning from a Residential R2 (R2-4) Zone to a Residential R9 Special Provision Bonus (R9-7( )\*B- ) Zone.

I live with my husband and our two children (ages 5 and 3 years old). We bought this home while I was pregnant with our second child. We fell in love with this neighbourhood/our house because of the beautiful homes, large properties with mature trees, school district, and the fact that our backyard has no houses directly facing in.

This building would significantly impact our lives. Our backyard backs onto the property where the City is proposing to construct this new building; we live at 1537 Stoneybrook Crescent. This is the second house south of Fanshawe Park Road. Our backyard is perpendicular to 525 Fanshawe Park Road (our property backs onto the east side of 525 Fanshawe Park Road's backyard). This means our family would lose all privacy, and correct me if I'm wrong, but the proposal appears as though the City wants to re-zone part of our own backyard (hopefully I'm misinterpreting the proposed sketch). We feel completely devastated, frustrated, and betrayed by this news. We in no way support this proposal.

Removing our personal situation of living directly beside the proposed property, I cannot imagine the traffic influx, increased demand on resources (i.e. power, gas, sewage), the blow to our property values, parking shortages, etc. A 6-storey building does not suit this established neighbourhood. The permitted uses in Residential R2 (R2-4) Zone are much more reasonable and suited to the 517-525 Fanshawe Park Road properties.

I thank you for your time, and truly hope you consider my points as well as emails that you have received from my fellow neighbours.

Sincerely,  
Meaghan Tangredi



As a follow-up to my first email, here is a picture I took from our second floor, the morning after we found out about the proposal. This paints the picture as to why we so strongly oppose this proposal; we greatly value the privacy, view, and quietness behind our backyard. A 6-storey building would tower over our fence. We would feel an invasion of privacy and unsafe for our children.

Thank you for your time,  
Meaghan Tangredi

---

This letter is regarding 517-525 Fanshawe east 6 story building proposal.

As someone who has lived here for many years and see the recent developments of the retirement home right down the road this building would cause unparalleled traffic and logistics issues on Fanshawe.

When reading the reports, I have not seen a traffic schedule of how this would impact road capacity.

This neighbourhood prides itself on its green space and privacy. It is a selling feature. This has now lowered the value of thousands of people's homes.

As a Community we beg you not to allow this to go through and return the space to greener pastures.

Again we ask greatly to not go halt this immediately.

Thank you,  
Tessa Weidner  
520 Bobbybrook Drive  
London, Ontario  
N5X 1G9

---

I am writing to express my concern regarding the Notice of Planning Application of the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East. My concerns and rationale are outlined below.

1) A new apartment building with 99 units to replace the existing three single homes on these lots will expectantly add many more vehicles in the area and will add to the already high traffic volume on Fanshawe Park Road, resulting in further traffic congestion and delays impeding traffic flow.

2) The opportunity to turn left onto Fanshawe Park Road from Geary Ave is already difficult at most times of the day due to the volume of traffic in both directions. Vehicles needing to travel west on Fanshawe Park Road will often drive south on Geary Ave and turn right onto Stoneybrook Crescent to the traffic lights at Fanshawe Park Road to turn left. Stoneybrook Public School is on Stoneybrook Crescent, just west of Geary Ave. Increased traffic volume in the school zone is of utmost concern. With the proposed 99 unit apartment building, the number of vehicles doing so will undoubtedly increase substantially which is a significant safety concern.

3) The increased traffic volume on Geary Ave, which is already busy due to vehicles accessing Fanshawe Park Road from Meridene, Roland, and Hastings areas will be an added safety concern for homeowners with young children and visiting grandchildren, as well as elderly individuals who walk the sidewalks and cross the area streets.

4) The 118 parking spaces planned for the 99 unit apartment building would provide insufficient parking for the tenants which would result in overflow vehicles being parked on the surrounding streets. Guests visiting tenants in the building would be parking on the surrounding streets as well. These two parking concerns would undoubtedly be regular occurrences and would affect homeowners in the area and most certainly on Geary Ave almost constantly with these vehicles being parked on the street in front of properties.

5) The height of a 6 storey building in this residential area is concerning. The opportunity for tenants of the apartment building to easily see into the yards of nearby residents will impact surrounding homeowners privacy.

6) I understand the need for development of properties to accommodate the City's increasing population and need for housing, however, I would highly recommend a structure that is more suited to the community. Possibly rowed townhouses or a structure accommodating the continued zoning as low density residential.

Thank you for this opportunity to provide input into the Planning Application for the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East. I trust consideration will be given to all the concerns raised by myself and any other submissions regarding this planning application.

Please add my contact information to any further correspondence regarding this planning application. If you have any questions or require clarification regarding any of my concerns, please don't hesitate to contact me via email.

Thank you,  
Joanne Tilley  
1516 Geary Ave  
London, ON N5X 1G7

On December 1, 2021, I submitted my initial concerns regarding the Notice of Planning Application of the Official Plan and Zoning By-law Amendments for 517-525 Fanshawe Park Road East to Ms. Catherine Maton. Since that time, a virtual open house was offered by the development company 2425293 Ontario Inc on Monday, December 20, 2021. The presenter and facilitator of the open house was Katelyn Crowley of Zelinka Priamo Ltd., the land use planners retained by the development company.

The presentation and discussion was informative and provided the opportunity to gain a better understanding of the proposed development. It was helpful to allow those in attendance virtually to ask questions for clarification and to identify their areas of concern.

Questions and comments were raised that had not occurred to me, and in my opinion did not have a satisfactory response by the presenter and in fact, raised additional concerns for me which are noted below.

- 1) The limited guest parking for the proposed development appears to be inadequate for the size of the 99 unit apartment building, which would result in guests parking on the nearby streets, primarily Geary Ave. In the response provided by the presenter, it was indicated there would be additional guest parking underground. If this is the case, an assumption would need to be made that the parking garage for the apartment building would not be controlled entry, which leads to an even greater concern of the parking garage being accessed by anyone at anytime.
- 2) The idea of right turn in, right turn out onto Fanshawe Park Road, rather than the entrance and exit to the parking garage being onto Geary Ave was raised. This makes a great deal of sense and would eliminate the concern of the added volume of traffic on Geary Ave and on Stoneybrook Crescent, where there is an elementary school.
- 3) It was raised that the number of cars parking on Geary Ave could be considered unsafe in the future, which could result in the street parking being amended to only allowing parking on one side of street. This would affect all homeowners on the street.
- 4) When the question was posed with respect to whether the units would be owned or rented, this could not be answered. It is very concerning that there is not a clear intent for the units in the complex to be owned or rented. There is typically a much different level of pride taken in units when occupied by homeowners, or occupied by tenants.
- 5) This multilevel apartment building being proposed in an existing residential neighbourhood is concerning to the homeowners. Perhaps developers should consider the many vacant buildings and lots throughout the City of London to build high density residential use.

Joanne Tilley  
1516 Geary Ave  
London, ON N5X 1G7

---

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

Very surprisingly, we never received the Notice of Planning Application despite being within 100.0 m of the proposed development. The magnitude of this development warrants a notice to ALL affected.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. I support municipal and urban infill, but there are many other areas within our city that are under-developed, or not even developed.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Tucker Morton & Tessa Weidner  
520 Bobbybrook Dr,  
London, ON  
N5X 1G9

---

As a resident of This immediate neighbourhood I protest.  
The plan for this development is just wrong.  
Traffic: tenants trying to exit onto an already trafficked FanshaweRd at rush hour onto street in a public school area.  
Decreased property values and loss of privacy.  
Out of place with surrounding buildings.

Thank you for the great conversation we had on that ancient technology!  
Regards,  
Rob Smith

---

I am writing in regards to the the proposed high rise on Fanshawe Park Road at Geary Ave. Our prior residence was on Pinehurst Place just off Fanshawe. I've noticed the construction of condo units close to our old property which we fought over ten years ago to have reduced in number. Also the Poole estate has been destroyed in favour of a multi unit building and now the proposal at Geary.  
I know these proposals do not conform with the zoning and I do realize that from time to time minor tweaks of zoning regulations are necessary but when they are bastardized to this extent it makes one question the motives of those involved.  
I have loved living in London for a long time and feel very strongly that we are losing too much of the character that makes this city special!

Jim Morton  
96 Laurel Crescent  
London, Ontario

---

I am writing to you about the planning application of 517-525 Fanshawe Park Rd. E. (File O-9426/Z-9427). This proposed development does not fit with the character of the neighborhood and will cause significant negative impacts to those living in the Stoneybrook Area.

The first area of concern is the size and type of building. A 6-floor apartment building is too large for the lot. There is not enough space around the building – it is essentially using every bit of greenspace. The front yard depth of 0.9m and side yard of 0.4m are unacceptable. There should be NO exemption on minimum yard depth requirements. This building will be encroaching on the neighboring yards – which are single family homes.  
Where is the greenspace/yard on all sides? What about privacy for the single family homes? What about lighting surrounding the building, which would also bother neighboring houses. This giant building will be seen as an eyesore from all over Stoneybrook.

The proposed entrance on Geary will cause an issue with traffic turning left. There is no light at this intersection, which will result in either more accidents or people driving past the ELEMENTARY school quickly to use the lights on Stoneybrook Cres. The neighborhood traffic will increase significantly.

I did not see mention of visitor parking. What is the plan? With close to 100 units, there would be a significant increase in cars parking on Geary. Will Geary become 'no parking' on that road? It would be unsafe to have a significant amount of cars parking, on both sides of the road, thereby narrowing the roadway.

This project should not be allowed to progress as proposed. There needs to be more greenspace and room between this building and the existing properties. This property should not be developed more than 3 stories high (i.e. townhouses). This neighborhood is more suited to lower density, like townhomes, in order to respect the neighboring houses and character of the area. Apartment buildings are not suited to Stoneybrook due to their height and people density.

I specifically moved to this area because it was quiet, with single family homes and lots of greenspace. I would definitely consider moving, knowing that the Stoneybrook school will become overpopulated and that the City is trying to build bigger without adequate planning.

I will be reaching out to my City Counselor (M. Cassidy) to further express my opinions and ensure significant resident input is required for this building location.

Kind regards,  
Dawn Alizoti  
Stoneybrook home owner

---

We are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is a serious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

In addition, we are concerned with the safety for community residents and commuters along Fanshawe Pk Rd. The ongoing development of 420 Fanshawe Pk Rd is a prime example where a building is being constructed too close to the road that will obscure pedestrians from exiting traffic and be dangerous entrance/exiting for cars. The proposed development at 517-525 Fanshawe Pk Rd will pose similar issues.

We are in support of urban development but feel this needs to be more carefully examined and not be pressured by opportunistic developers. This is also not a NIMBY issue. If there are plans to build higher density housing then this should be designed at ground zero with prior development of roads, transit and facilities. There are several other areas within our city that are under-developed, or not even developed.

Regards,

Gary and Jenny Shaw  
104 Robinson Lane  
London, Ontario

---

I am writing to express my strong disapproval of the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East for a 6 storey, 99-unit apartment building.

This is an aggressive departure from the existing R2-4 zoned properties and does not lie within the community's best interests. A development such as this sets a dangerous precedence for future developments and increased density in an area of London that is solely single-family. I support municipal and urban infill, but there are many other areas within our city that are much better suited for such a proposal (ie., downtown). An increase in density and the resulting traffic from a development of this size would cause havoc along the Fanshawe corridor and puts the interests of developers against the local community.

Regards,  
Michael Brennan  
50 Virginia Rd  
London, ON

---

My wife and I want to express our anger with the proposed building at 517-525 Fanshawe . It is not in keeping with other properties in the neighbourhood and will set a negative precedent.

Please keep us up to date on any further information.

Carol and Bill Nolan  
511 Bobbybrook Dr.  
London, Ont.  
N5X1G9

---

My husband and I are writing to express our strong disapproval with the proposed development at 517, 521 and 525 Fanshawe Park RD East, London for a 6 storey, 99-unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. These properties have been lovely residential areas/homes for over 60 years. An apartment would be such an eyesore in this neighborhood not to mention more traffic entering on to Fanshawe Rd. Please include us on future correspondence and ensure ample time is provided to address changes.

Roland and Sharon Sterling  
531 Bobbybrook Dr  
London, On  
N5X1G8

---

**I am writing to express my strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.**

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12<sup>th</sup>, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

**We object to such a proposed development based on the following points:**

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for "**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings", and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a

relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - **“most restrictive residential zone; with larger estate lot developments”** per the City of London Zoning Bylaw description.

- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, 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.**”

- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 **“most restrictive residential zone; with larger estate lot developments”** that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 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.”**

It is inconceivable how R-10 **“most restrictive residential zone; with larger estate lot developments”** consisting primarily of single floor ranch houses, as to how the “proposal has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook



will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “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 establish 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.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 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.**” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 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.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking

spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal's "Bonus Zone" information notes a "maximum density of 175 units per hectare". That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 “**most restrictive residential zone; with larger estate lot developments**”. The “Bonus Zone” stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

Bob Merrifield  
495 Bobbybrook Drive  
London, Ontario N5X 1G8

---

I am a neighbour in this block writing about this new proposed plan. I have a feeling that this new building will negatively impact the area in terms of traffic flow. The proposed entrance on Geary will cause an issue with traffic turning left onto Fanshawe. There is no traffic light at this intersection, which will result in either more accidents or people backtracking and driving past the Stoneybrook elementary school quickly to use the lights on Stoneybrook Cres. The neighborhood traffic will increase significantly. I am usually pro nice new non rental buildings, but this might not be well thought in terms of traffic flow and our neighbourhood character. Please consider decreasing the building size, switching to a non rental type of apartments like condos, and adding a traffic light at the plan site intersection.

This additional units will also burden the Stoneybrook elementary which is currently bursting out of its seams into outdoor portables and poorly paved playground backyard and fields without trees.

Thanks for forcing us out of our homes slowly and making our kids school class sizes worse with these plans.

Instead of the city trying to fix our crumbling roads in the area like geary and stoneybrook all around other crescents like meridene, you plan to add more traffic and unforeseen problems for the current residents.

Nate

---

My husband and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Jackie and Dereck Hietkamp  
500 Bobbybrook Dr  
London Ont

N5X 1G9

---

We are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Monica and Philip King  
524 Bobbybrook Dr,  
London, ON  
N5X 1G9

---

We were advised this evening by our neighbours (Tucker Morton and Tessa Weidner) about the redevelopment proposal (6 sty, 99 unit apartment building) for 517, 521, 525 Fanshawe Park Road East, London, Ontario.

We had not received any written notice about the redevelopment proposal and were not aware of such until this evening.

We have read material provided by Mr. Morton and Ms. Weidner and have also read comments made in an email sent to you this evening (December 1, 2021) by Mr. Morton and Ms. Weidner.

We are also writing to express our strong disapproval with the proposed development based on the attempt by the developer and the City of London to go way outside of the existing R2-4 zoning.

We also note that a Public Meeting and a prior Public Information Meeting have not been planned to the best of our knowledge. Can you advise why?

We attended several Information and Public Meetings on the nearby Poole Property. Public input was allowed and changes were made that scaled down the original development proposal.

The public should be allowed to have involvement in this redevelopment proposal.

Thank You.

Robert and Dianne Wilson  
504 Bobbybrook Drive  
London, Ontario  
N5X 1G9

---

**My husband and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.**

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12<sup>th</sup>, 2021. We have learned that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if

we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

**We object to such a proposed development based on the following points:**

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for “**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings”, and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - “**most restrictive residential zone; with larger estate lot developments**” per the City of London Zoning Bylaw description.
- “Bonus Zone” per the City of London Notice, while its purpose is “enhanced urban design; underground parking; roof-top amenity, and affordable housing”, it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the “Principle” of 19.4.4 i) Bonus Zoning states, “The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, 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.**”
- Other aspects of this proposed development further contradict that outlined under City of London Policies: “Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.” **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 “**most restrictive residential zone; with larger estate lot developments**” that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: “Character 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.”**

It is inconceivable how R-10 “**most restrictive residential zone; with larger estate lot developments**” consisting primarily of single floor ranch houses, as to how the “proposal

has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “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 establish 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.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 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.**” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of, and functionality for such a proposed development. In addition, nearby existing leisure,

natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 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.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to

the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 "**most restrictive residential zone; with larger estate lot developments**". The "Bonus Zone" stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

Mike and Janelle Wittig  
522 Bobbybrook Drive  
London, Ontario N5X 1G9

---

I am writing to express my strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies. I support municipal and urban infill, but there are many other areas within our city that are under-developed, or not even developed.

Moving forward, please include me on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Oleksandr Bondarenko

---

**My wife and I are writing to express our strong disapproval with the proposed redevelopment of existing R2-4 zoned properties at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99-unit apartment building.**

This communique is being written based on a copy of the "Notice of Planning Application" that was received by our neighbour on Friday, November 12<sup>th</sup>, 2021. We have learned



that other neighbours encompassing our property at 1532 Geary Avenue have received the same notice. However, we have not received the same notice. It is unacceptable if we have not been included on the mailout and we find it highly unlikely that Canada Post delivery of our notice would differ from those properties surrounding ours.

**We object to such a proposed development based on the following points:**

- The proposed use of the land does not even remotely align with the current Zoning of R2-4 for "**LOW** density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings", and it should not be viewed as a minor amendment of the zoning.
- The changes in the zoning affecting front yard depth (8.0 m to 0.4 m); minimum exterior side yard (10 m to 0.4 m), rear yard depth (20.3 m to 8.1 m) is too great, and not aligned with surrounding existing development. Reduced minimum parking (124 spaces to 118 spaces (1.19 spaces per unit down from 1.25 spaces per unit); which is not even a relevant comparison if the property remained as zoned (R2-4). These amendments are unacceptable, and are not even remotely in keeping with, or exemplary of good city planning, and respectful of the established neighbouring Zone R1-10 - "**most restrictive residential zone; with larger estate lot developments**" per the City of London Zoning Bylaw description.
- "Bonus Zone" per the City of London Notice, while its purpose is "enhanced urban design; underground parking; roof-top amenity, and affordable housing", it also appears to be a mechanism that allows the City of London to look the other way, and ignore aspects of well-planned, well vetted Zoning requirements for the purpose of serving the social issues / climate at the time, or other. However, the "Principle" of 19.4.4 i) Bonus Zoning states, "The facilities, services or matters that would be provided in consideration of a height or density bonus **should be reasonable (there is no 6 storey structure adjacent to, or in the proximity of this proposed development)**, 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.**"
- Other aspects of this proposed development further contradict that outlined under City of London Policies: "Site Layout 252 The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area." **There is no 6-storey structure adjacent, or in the proximity of the proposed development.**

There is no buffer construction / zoning being permitted between the proposed R9 Zone and the existing R-10 "**most restrictive residential zone; with larger estate lot developments**" that would be typical in other areas of multi-zone / neighbouring zone development. Like that existing at Adelaide Street North and Fanshawe Park Road East where on the northeast corner there is Zone CC/CSS for Convenience Commercial / Service Station, and then flanked by Zone R9-7 Medium & High Density Residential (high rise apartments), then flanked by Zone R5-4 Medium Density Residential (low rise condominiums), and finally Zones R1-5 and R1-6 single detached family residential houses. Even if you look at Zone R1-5 for Blackwater Court, its orientation to the neighbouring Zone R9-5 H32 and high-rise apartment building(s) at 600 and 1600 Adelaide Street North are separated by a substantial separation including road, open space (rear yard / parking / Stoney Creek Valley – North green space), and the houses are orientated such that their backyards are not on display from the high-rise apartment. Similar Zoning, and transition of development to provide a cohesive transition from commercial to single family dwellings is evident in similar manners on other corners of that intersection and are repeated throughout London as a basis for good urban design / planning.

- **City of London Policies: "Character 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."**

It is inconceivable how R-10 “**most restrictive residential zone; with larger estate lot developments**” consisting primarily of single floor ranch houses, as to how the “proposal has been designed to fit in within that context.” It does not meet the stipulated requirements of the City of London Policies.

- **City of London Policies: Streetscapes.** With the driveway for the site off Geary Avenue, that will increase traffic on Geary Avenue. Those exiting the development with plans to head east on Fanshawe will be adequately served by the intersection and existing stop sign configuration. However, those wishing to exit Geary and head west on Fanshawe may learn that it is easier and safer to navigate south on Geary, and west around Stoneybrook Crescent to gain access at the existing traffic signal lights on Fanshawe. However, this means they will travel down Geary Avenue that is a straight street with no curbs, no traffic calming measures, and with an under serviced / deteriorating overall condition, and which existing straight layout lends itself to emulate the 401 or a drag strip currently. Not to mention heading west around on Stoneybrook will pass the driver through a 40-kilometer speed zone for a school, and that is currently not abided with, nor patrolled, nor enforced by London Police.

- **City of London Policies:** “Site Layout 253 Site layout should be designed to minimize and mitigate impacts on adjacent properties.” A high density, multi-storey towering building of mammoth proportions relative to the immediate neighbouring, primarily single storey residential dwellings is the epitome of what not to be done in city planning.

- **City of London Policies:** “Site Layout 256 Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street.” The proposed development extends well past the front yard setbacks of existing properties facing onto Fanshawe Park Road East.

- **City of London Policies:** “Site Layout 266 Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.” The proposed site layout does not appear to address location, or method of dealing with garbage, and current and future recycle material management. In addition, the location of such service areas shall not be located at the periphery of the property / in the proximity of the R-10 “**most restrictive residential zone; with larger estate lot developments**” There also does not appear to be adequate space for the stockpiling of cleared snow within the site. Snow shall not be permitted to be stockpiled along the limited south / rear yard along the south boundary of the property where a landscape strip consisting of existing and new trees, fence, barrier, and others will be expected to be always maintained without fail. Also, not to forget that runoff from melting stockpiled snow will need to be maintained and managed within the property; with new overland runoff onto neighbouring lands.

- **City of London Policies:** “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 establish 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.” This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 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.” Example – see this subject proposed development. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Buildings 295 **Residential and mixed-use buildings should include outdoor amenity spaces.**” The proposed site area remaining as green space, and outdoor amenity space for the proposed 99-unit building (potential ~200 or more occupants) seems to be less than adequate. Rooftop amenities as declared under the “Bonus Zone” must be properly weighted as to the impact on the overall servicing of,

and functionality for such a proposed development. In addition, nearby existing leisure, natural areas, sport, and other are limited, and currently serves the existing population of the neighbourhood.

- **City of London Policies:** “Buildings 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.” A 6-storey high rise apartment of massive proportions and presence on the neighbourhood scape immediately adjacent to R-10 “**most restrictive residential zone; with larger estate lot developments**” and single floor detached ranch style homes. Again, we circle back to municipal planning, zones, and the relationship, transitioning, and layout again. This development is not in keeping with this City of London Policy.

- **City of London Policies:** “Parking 366 1. Evaluate current and future parking demand and plan for an adequate supply of parking.” The proposed development has already reduced its parking from that required by current bylaw (per documentation provided) from 124 spaces (1.25 spaces per unit) down to 118 spaces (1.19 spaces per unit). In addition, barrier free parking spaces have been adjusted from the required 5 spaces to 4 spaces. Per the site plan provided it appears the 4 barrier free spaces are being provided on grade within the 10 visitor parking spaces. That means there are only 6 active parking spaces for non barrier free visitors. That works out to 0.06 of a parking space for each of the 99 proposed units or put another way 16.5 units share 1 visitor parking space. The lack of visitor parking will result in on street parking and add congestion to an already busy collector street for the remainder of the existing neighbourhood. It appears visitor parking, as usual, has been grossly under-estimated, but par for the course when in the City of London. Another development in west London years ago pushed their patrons to park on nearby neighbourhood streets causing traffic control and accessibility issues for the residents and emergency response vehicles. The fix the city had for that was to post no parking signs, and a permit system for the street residents to park on their own street. Here we go again. To cover all the bases, a bus rapid transit stop at the back of the proposed building on Fanshawe will not alleviate the problem. We are years away from a highly functional bus rapid system to the extents of the city, and a cultural shift away from individual vehicular travel, even with electric vehicles coming into being.

In retrospect and relative to this proposed development, it is recalled the original development proposed at 307 Fanshawe Park Road East was initially proposed as a 4-storey apartment or condo development that was positioned with minimal setbacks and very close in proximity to single floor, split level, and 2 storey single family detached dwellings. That development did not come to fruition. In its place we currently have a 3-storey townhouse style development with 2 blocks positioned such to minimize the impact on the neighbouring single-family residents itemized above. While the 42-unit development (75 units per hectare) is extremely tight on the site; the scale and massing of the structures aligns with the existing single-family dwellings, and its front setback aligns with the existing sound barriers along the east side of Fanshawe Park Road. A similar development on the subject properties of 517, 521 and 525 Fanshawe Park Road East could be compliant with the existing R2-4 Zoning. Why is the City of London and the developer even proposing this development, given the process and outcome of similar development at 307 Fanshawe Park Road East?

Also, to reference another recent example, the development under construction at 420 Fanshawe Park Road East, the development has been scaled to a 4 storey (14.6 m height and not 21 m as that being proposed for 517, 521 and 525 Fanshawe Park Road East). The 420 Fanshawe Park Road East development also has a density of 100 units per hectare. The current proposal for 517, 521 and 525 Fanshawe Park Road East cites 99 apartment units. The current proposal’s “Bonus Zone” information notes a “maximum density of 175 units per hectare”. That is a considerable increase in density. The 420 Fanshawe Park Road East development also has a suitable presence and alignment along the Fanshawe Park Road streetscape; side yards that border deep backyards of the houses on Philbrook Drive and Hastings Drive to permit spatial separation and to maintain the integrity of private back yards for the existing residential dwellings. It also is to be noted that the rear yard of that development maintained the existing tree line along

Donnybrook Road, and an extensive rear yard allowance to provide spatial separation to the houses along the north side of Donnybrook Road, and considerable outside amenity space for the new development. These same attributes have been disregarded in the proposal put forth for 517, 521 and 525 Fanshawe Park Road East.

Finally, consideration must be given to the business plan for this development, and that is perceived to have transpired with the City of London to date. The 3 properties at 517, 521, and 525 Fanshawe Park Road East are understood to have been purchased for \$735,000, \$825,000, and \$735,000 respectively. With a total land acquisition cost of \$2,295,000, it is understandable how the business plan for this proposed development is over-reaching as far as it is on the current zoning and to implement the "Bonus Zone" to develop the proposed 99-unit apartment building. However, it can only be assumed that this investment would not have been made without consultation with the City of London Planning and Development, and an understanding as to what would be permitted on the site, the process to which would need to be undertaken, that which would be required by the city for an agreement to be made, and the understanding of the possibility, potential, or likelihood of success / approval to proceed, especially considering the inclusion of affordable housing units, and infrastructure upgrades completed by the development.

I understand the need for municipal and urban infill, however the destruction of existing development whether designated Heritage, or not, is not the way, especially when there are so many areas within our city that are under-developed, or not even developed.

To summarize the number and extent of revision to the current R2-4 Zoning is not in keeping with the City of London Policy, as has been cited throughout this correspondence. There has been a total disregard for City of London Policies, and City of London planning with respect to this proposed development, and the impact on existing established surrounding areas including the abutting R-10 "**most restrictive residential zone; with larger estate lot developments**". The "Bonus Zone" stipulations are too far reaching beyond the current R2-4 Zoning. There are many City of London Policies referenced from the London Plan that contradict / do not align with that being proposed under this development. Two examples of recent developments in the area have been provided as to how compromises were reached to scale the proposed development to align with the long-standing existing development, and character of the community / neighbourhood.

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Bill & Angela Sarantakos  
508 Bobbybrook Dr,  
London, ON  
N5X 1G9

---

My wife and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,  
Rick and Kelly Dawe  
1511 Geary Avenue  
London, Ontario N5X1G6

---

Re: 517-527 Fanshawe Park Road East (Plan and Zoning Amendments)  
File: O-9426/Z-9427

I am a resident of the Stoneybrook area that will be negatively impacted by the proposed development of 517 – 527 Fanshawe Park Road East. I was not contacted by the City regarding this matter. I believe the City of London has failed in its responsibility to properly notify residents of changes that greatly impact the lives and daily activity of those residents.

I chose to live in this neighbourhood in 1986. I moved to London in 1975 as a renter and purchased my first house in the Fairmont area. I moved to Stoneybrook because it was an established, settled area with large lots, single occupancy houses (mostly ranch style), mature trees and landscaping. I had a reasonable expectation that it would remain so.

Without proper planning, Fanshawe Park Road has become treacherous. Traffic volumes have increased tremendously over time. The extension of Veteran's Memorial Parkway has brought more traffic onto Fanshawe Park Road and permitting higher density housing can only make this worse.

London recognized the high traffic volume as a problem when it expropriated property at the Fanshawe – Richmond Street intersection. Adding 99 units (122 vehicle parking spaces) can only exacerbate this problem. You cannot rationally expect the new residents to walk or bike to work from the development so it is realistic to expect every allotted parking space will be used and every car will try to access Fanshawe Park Road.

The Developer's request to reduce the accessible parking permit spaces should be regarded as an insult to the London's commitment to provide "quality goods, services and facilities that are accessible to all persons" it serves.

This portion of Fanshawe Park Road is an important access route for Emergency Services – ambulances to the hospital from the east and north and fire and police services to the entire area. It is reasonable to expect response times for such emergency services will be negatively affected as traffic density increases.

There will be other problems created by the foreseeable increase in vehicles. Overflow parking from the residents and visitors will be forced to occupy the side streets. Again, this will impede access by emergency vehicles as well as service vehicles such as garbage, school busses and road maintenance. There will be a problem entering the clogged adjacent streets and an even greater problem exiting the streets, particularly if a left turn is required. The City needs to consider the impact on traffic when deliberating if this development should be allowed at all and totally deny this developers requests. Has a traffic survey been undertaken by the City with these probabilities in mind?

Beyond traffic implications it is incumbent to ask whether London has considered the impact on the nearby school (Safety and Capacity) and sewage and storm water sewer capacity.

The building, driveways and parking will affect drainage. The Developer has asked to reduce yard depth – this means all rain water will need to be directed into the storm water sewer. The properties south of the development will receive whatever rain and snow-melt runoff is not directed into the sewer since the water will flow downhill towards Stoney Creek.

Further, will there be a requirement to upgrade the electrical and natural gas services in the area, and who pays for that - the developer or the taxpayer?

The Notice of Application which I received (NOT from The City) indicates the Developer wishes to considerably reduce yard depth. Will any thought be given to the City's

Climate Emergency Plan? The Developer has asked to replace the existing trees, shrubs and grass with steel, asphalt and concrete. I cannot believe any portion of the proposed development meets any part of a climate change policy. Such a large structure becomes a heat reservoir and at the same time zero yard depths remove the carbon reservoirs of trees, grass and shrubs. The environmental impact is an assault on green space.

The Planning and Environment Committee should not only deny the proposed deviations from the existing plan, but should deny the entire development. The Developer was aware or should have been aware of the Official Plan when the properties were purchased. The request to permit a 6 storey, 99 unit apartment does not comply with the Official Plan and does not meet any part of the intent of an Environmental Plan. By acquiring the property the Developer has chosen to roll the dice – Better to ask forgiveness than permission.

Let the Developer build on a failed strip plaza, abandoned business/commercial site or a property that is in tax default. Building on an established property would replace existing cement and asphalt with cement and asphalt AND add landscaping rather than convert green space to cement and asphalt. Climate change has been evidenced by the recent disasters in British Columbia and on our east coast. Our environment can be improved by incremental steps as much as by grand plans. Allow the Environment portion of this committee to rule with that in mind.

The Developer can place the individual properties back on the market as single family residences and with current real estate values can still make a profit.

As an alternative the City could offer to swap 517 – 527 Fanshawe Park Road for a brown-field location. Convert this location to a park, greenspace or playground. This would maintain greenspace and turn London liabilities into attractive assets and be aesthetically more pleasing than the existing derelict properties.

The Planning portion of the committee should reject the concept of a 6 storey apartment building.

The Environment portion of the committee should reject the concept of a 6 storey apartment building.

Regards,  
Brian Andrews  
62 Daleview Crescent  
London, Ontario

---

I am a homeowner on Stoneybrook Crescent, very close to the above proposed development, and it causes me significant concern. I would prefer that the proposed development not be permitted to proceed at all, as it will significantly detract from our otherwise single family home neighbourhood and will, undoubtedly, depress the values of our homes in the area and have a net negative effect on the beautiful natural areas of the neighbourhood and the neighbourly culture of the area. I don't know how familiar you are with the area, but this is a very small, close-knit, quiet subdivision that was obviously only intended to accommodate the existing homes (in fact, it was originally created to accommodate several less homes than are currently here). And, by the way, two large new infill projects are already in the works within meters of this proposed development.

If you and the council cannot see your way clear to refuse the development outright (which I urge you to do for the sake of the city, our neighbourhood, our property values, the children and our natural areas), I strongly urge you to critically review the plans for this property that propose entry to the property off Geary Ave and refuse to allow access off Geary Ave. The proposed entry makes no sense from a planning perspective and is horribly inappropriate and dangerous to the inhabitants of the neighbourhood. Geary Ave and the adjacent Stoneybrook Crescent are quiet subdivision streets with

single family homes and lots of kids that already see a lot more traffic than they were designed for. These quiet roads are already becoming dangerous subdivision roads, due to the heavy through traffic that uses these routes to avoid the existing backlogs on Fanshawe Park Road. The obvious result of placing entry to a multi-residence apartment building, adding significant numbers of new residents and vehicles, on Geary Ave is that there will be an unreasonable (further) increase to the traffic, not only on Geary Ave, but on Stoneybrook Crescent and surrounding roads as well. A significant portion of Stoneybrook Crescent is school zone, housing Stoneybrook Public School. Already, at pick up and drop off times, this portion of the road (and many of the surrounding roads) is nearly impassable and quite dangerous, given the number of students and parents that are present at various times during the day and the "pass through" traffic we experience. I cannot imagine the chaos and potential dangers likely to result when apartment dwellers from the proposed development choose to drive through the subdivision in order to access Fanshawe Park Road or their development at what they perceive to be a more convenient access point.

This development will also cause what I imagine would be an unsustainable surge of foot and cycle traffic throughout the paths in the area, which are situated in conservation lands of this subdivision and already suffering from disrepair. These lands are already taking a significant toll (increased litter, foliage damage, discarded food, illegal dumping, unclaimed pet waste, increased stormwater drainage, etc from the increased intensification of the area in recent years). We really need to do a better job of actually protecting our natural areas instead of constantly saying we value them but constantly adding traffic to denigrate them.

I implore you to refuse this proposed development outright but, if you simply cannot see your way clear to do so, at least refuse access off Geary Ave. If this ridiculous development goes forward, the developer must be required to find a way to make it work by accessing the site from Fanshawe Park Road. All other recent significant developments must do so and this one should also. But hopefully you and your fellow councillors will see the light and finally say NO to a developer wanting to unreasonably encroach on our most valued neighbourhoods simply because they can make a buck by literally building in someone else's backyard.

Rob Ashton  
1486 Stoneybrook Cr  
London  
N5X 1C5

---

RE: Proposed Development - 517-525 Fanshawe Park Road East  
Further to the notification of a Proposed Development for 517-525 Fanshawe Park Road East, I am directly affected by this proposed development as the owner of a residential property at 1509 Stoneybrook Crescent, London, Ontario.

For the record, I oppose the proposed development as explained in the Notice of Proposed Development dated November 10, 2021.

Furthermore, it is my intention to file materials and attend any public participation meetings.

Based on the above, I request that the Planning and Development Committee keep me informed of the progress of the proposed development and provide me with any further notifications concerning the same.

Yours Very Truly,  
Debra Menear  
1509 Stoneybrook Crescent

---

It frustrates and shocks me to know that yet another development has come to plague Fanshawe park road. The city of London is allowing developers to tarnish the communities that have existed for so long in the Stoneybrook area. Families have taken

root to the schools in the area, home owners have invested in the area and all of that is being threatened by these high rise buildings made ONLY for renters.

This 99 unit apartment building risks the integrity of the community, risks an increase in crime as renters do not hold the same investment in the area as homeowners do. Not to mention, the rise in traffic around Fanshawe park road could be DEADLY to the children who attend the schools in the area.

The development on Geary ave would be a terrible thing to happen to my neighbors and myself. My two daughters, aged 2 and 3, love walking to Stoneybrook public school to play at the park. Stoneybrook Cres was never intended to be a shuttle for a 99 unit apartment building, it is obvious the area can not endure such an overload in traffic.

I fear the lives lost, especially that of the children who attend the school, and my own daughters who live on Stoneybrook cres and love to ride their bikes and play outdoors. I trust myself to protect their well being but I do not trust others to do the same.

I pray these words have helped you understand the fear I currently hold as the planning application is underway.

I beg of you to make any possible adjustments, if not, stop altogether, the development on Geary ave.

From,  
Danya Att  
A concerned teacher and an even more concerned mother.

---

Saw the sign on the house at the corner of Geary and Fanshawe which I believe also includes the two properties to the east - of course the sign is pointing North so you can drive by it a dozen times and not notice it which is confirmed when I have asked other people in the neighborhood and didn't notice it.

I emailed the Old Stoneybrook Assoc. address but haven't heard anything back - is it still live?

With all the other developments that have been approved along Fanshawe is it even worth trying to "fight"?

To me it just seems contrary to the "in-fill" policy when developers can buy up 2,3 or 4 houses on small lots and create enough land to throw an apartment up. If that's allowed what stops someone from buying other houses on Geary or the east part of Stoneybrook which have larger lots and building an apartment building?

Let me know what you think and hope you and your clan are all well and able to enjoy the holidays.

Jim Reilly

---

My partner and I are writing to express our strong disapproval with the proposed redevelopment at 517, 521 and 525 Fanshawe Park Road East, London for a 6 storey, 99 unit apartment building.

This is an egregious departure from the existing R2-4 zoned properties and not in keeping with the City of London Policies.

Moving forward, please include us on future correspondence and ensure it is provided with ample time to address changes.

Regards,



Genna Goodwin and Scott Muirhead  
527 Bobbybrook Dr,  
London, ON  
N5X 1G8

---

I'd like to voice my concern about the proposal.

I grew up on Geary Ave. My mother still lives there. I visit with my children often. They go up and down the street on bikes and pedal cars. I enjoy being able to give them the freedom to go up and down alone. That would not be possible anymore with the building. Too many cars and probably too many people on the sidewalk.

Also concerned about the fact that there would be no more privacy in the backyard. There is a swimming pool in the backyard it would now be like being on a presentation plate for everyone to see.

I can see townhomes on the corner which would bring some more housing to the city like in other areas. The 99 units seem excessive and will ruin two streets and impact the entire neighborhood and school zone in the process. It impacts families that have been living there for decades. My mother feels safe in her home and wants to keep living there. She's been there for 40 years. She won't feel safe anymore with so many cars and people.

The amount of cars that are already on Fanshawe would increase. There is already too many cars on Fanshawe and with all the new builds in and around that area it would come to a standstill. You would have to put a traffic light at Geary/ Fanshawe. There would be too many cars going out at the lights at Stoneybrook. This would impact the school zone and the entire street. It also doesn't seem like there is enough parking planned for the building. This is not the downtown core. It is a neighbourhood.

It is disappointing that the city of London even considers proposals like this.

I hope you consider the impact on the neighbourhood and not just the quick buck someone wants to make.

Thank you,  
Karen Klug

---

I just wanted to email my support of the build at the intersection of Geary and Fanshawe Park Rd. I am sure you are being bombarded by emails from 'concerned' residents of Stoneybrook but I feel it is important for people that support lower income housing to be just as vocal.

London is a sprawling city and we need to stop listening to the 1% worried about property value and start thinking about the future and how London can go from being an OK city to being an amazing city with great infrastructure.

I will continue to support any apartment build... as I am a firm believer that we should continue to build up instead of build out.

Best regards,

Dustin Gibbons

---

Just for the record we are against the proposed 99 Unit 6 Storey Apartment Building Proposal 517-625 Fanshawe Park Road East.

Meredith and Jeff Biehn  
1523 Stoneybrook Cr

---

As a resident of Stoneybrook Crescent, I'm writing to you about the proposed development of 517-525 Fanshawe Park Road.

I'd like you to note my concerns about the following issues. It is my hope that you will raise them when the development proposal comes before the city's planning committee.

Neighbourhood safety & traffic. At last night's open house, I appreciated the facilitator's calm handling of the contentious topics of discussion. However, her unflappable reassurances that the developers do "not intend" to create traffic issues on Geary and Stoneybrook Crescent were the opposite of calming.

Every speaker confirmed the community's shared experience that turning west (left) on Fanshawe Pk Rd (FPR) from Geary is highly risky. It is disingenuous for the developer to sidestep this issue. Drivers from the new development will quickly learn what we already know; they will rush along Geary/Stoneybrook, many of them through the curving school zone (already tricky to navigate), many of them ignoring the speed limit. As the new residents will swell the number of drivers already trying to do the same thing at the same time, frustrations will build and so will the risk of more dangerous driving.

This change would notably affect schoolchildren & local families in the school zone, as well as pedestrians. Many speakers last night noted that Geary is already an on-/off-ramp for FPR; the proposal would make the current situation much worse.

Hope and good intentions will not solve this issue. Traffic calming measures might. So might a rethink of traffic flows into and out of the proposed development, as well as parking arrangements.

My request: please help ensure the developer (a) does not exacerbate a safety problem while pretending that none exists (b) provides practical traffic alternatives that respect the existing neighbourhood.

Neighbourhood character. I know that many of my neighbours and local residents love our friendly neighbourhood: generous lot sizes, complementary house styles, a green canopy and privacy are key ingredients. We know we are fortunate to enjoy such an environment and we welcome those who share our enthusiasm for it. In financial terms, our homes have a relatively high market value and we pay sizeable taxes to live here. For all of those reasons, I share the dismay of last night's speakers in contemplating the possibility that the City would consider tossing out the zoning restrictions that help our neighbourhood maintain its special identity.

As the most efficient way to cross North London by car, FPR is already akin to a highway. Its success as a 24/7 thoroughfare for Londoners also makes it a growing threat to the neighbourhoods along it. Sure, all Londoners can reach their destinations more efficiently, but the price as a local resident is lower air quality, impaired safety, constant (and increasing) noise - generally, more risks to our physical well-being and mental health. (Under-funded public transit in London will encourage increasing private vehicle usage.) To start culling single family homes along FPR (this is the 3rd development in progress between Adelaide and Richmond) and replacing them with hundreds of dwellings would only exacerbate these real issues and further reduce our quality of life.

The proposed development aims to set an alarming precedent that would encourage other developers to do the same. I am not an advocate of blocking any development in my "back yard" but the scale and approach of the proposal do not suit this location at all. The facilitator's inability or unwillingness to reveal the type of occupier (owner? tenant?) for the proposed development only raises more troubling questions about how the neighbourhood may change.

My request: please ensure the developer realizes that it is not in the long-term interests of this community to add scores of new residents and vehicles as the current proposal aims to do.

Maureen and Catherine, thank you for considering the concerns of residents and long-term interests of this much-loved neighbourhood - and for representing our views to Council.

Best regards,

Jonathan Carson  
1526 Stoneybrook Crescent

---

I have recently participated in the Open House decision with regards to the build at 517-525 Fanshawe Rd E. I understand everyone's concern about the traffic congestion that it will be caused on Geary, Stoneybrook and on Roland Cres, Lane and Court ( due to the fact that currently when you can not get pass traffic on Stoneybrook, people reroute and go down one of the Roland Streets). Also, although there is a crosswalk at the corner of Meridene Cres and Stoneybrook, cars continuously blow by this without either stopping or slowing down. ( because I am a dog walker and I walk my dog 3 times a day, this is a pattern that I see repeatedly).

I think a point that is being grossly overlooked by this proposed development is how this is going to change the flavour of our community. With the new builds occurring on Fanshawe I have seen an increase in littering, speed racing, accidents and people sleeping in the conservation area at the bottom of our street. I understand that this land will be developed , but how do we meld it into the community so it looks like it is a part of it rather than a developer just putting up another new build.

Since this pandemic my spouse and I have tried to look for luxury 2 bedroom stand alone condos in the North end and we know there is a shortage. Why is the developer not looking at this as an option?

I would encourage your department and councilors to come visit our neighbourhood and see how we care for our properties and our outdoor space. When we have visitors from out of town they comment on how lucky we are to have this space and overall that is a reflection on London as a city.

Please approach us anytime and we will gladly show you our wonderful gem of a community.

In gratitude,  
Deb Forsey

---

I was out for a walk tonight and came across your sign at the corner of Geary Ave and Fanshawe Park Rd with the information regarding the proposed rezoning along Fanshawe Park Rd to build a 175 unit 6 story apartment building along that area tearing down houses and also cutting down several mature trees.

I have lived in Stoneybrook for 50 years and one of the nicest things about the area is the fact that there are only single family homes in the subdivision and no multi family apartment buildings in the area. I am 100% against this apartment being built.

Here are a few reasons that this should not be approved.

- First of all it doesn't fit with rest of the houses in the area and certainly not fair to the people that live in the houses that will be behind the apartment to now all of the sudden lose all their privacy by having a 6 story apartment being built instead of the single family homes that are currently located there.
- Second putting up this building will result in several mature trees being cut down. I read the tree preservation report but there are still over half of the existing trees that are going to be taken down. It is funny how people have to get a permit to cut down a tree in their yard and often get denied but it is okay for the city approve several mature

trees to be cut down to build an apartment building that people in the surrounding neighbourhood don't want built.

- Third the traffic that travels along Fanshawe Park Rd has more than doubled at least over the last few years and constructing a building of this size will increase the amount of traffic even more and with the building being put so close to the road it would make it impossible to ever widen the road if this was necessary in the future.

Sincerely,

Scott Jackson  
1655 Stoneybrook Cres.  
London, Ontario  
N5X 1E3

---

My wife and I just purchased a home in the neighborhood, very close to where this development will be constructed. We did not know of this construction plan, or else we would not have purchased the home.

This development plan is absurd. Our private back yard would be invaded by so many eyes from the development because of how high the building would be.

The size of this building and the height planned for the development is too large for this neighborhood.

Please let me know how I can be of more use in persuading the City to DENY this development.

I am writing on behalf of myself, my husband and our growing family. We are opposed to the development plan for 517-525 Fanshawe Park Road East for the following reasons:

1. The height of the proposed building at six storeys is very invasive to the surrounding neighbors' privacy.
2. The additional volume of 99 residential units in the neighborhood will increase the traffic and noise, ultimately changing the atmosphere of the neighborhood from a safe, school and family centered area to a dense and unsafe area.
3. In reviewing the Tree Preservation Plan, I am quite disappointed in the replacement of so many grown trees that are still alive and provide noise cancellation, with small young trees that will not grow very large or provide any privacy or noise cancellation.
4. Fanshawe Park Road East, east of Masonville Mall does not have any 6-storey apartment buildings located road-side. There are townhomes that have been built in recent years and townhomes being built currently along Fanshawe Park Road East but we have not had time to review the impact that the additional residential units have had on the local area as all of the developments have been built hastily. There has already been a significant increase in traffic along Fanshawe Park Road East, specifically east of Masonville Mall in the last two years.

I understand and appreciate the effort to build residential units to meet the needs of our growing population, however replacing three single-family homes with a 6-storey, 99-unit apartment building is not a good precedent to set in a stable and thriving neighborhood such as Stoneybrook.

Thank you,

Dylan & Olivia Ronson

---

This request for information comes to you from a group of Concerned Citizens in the Stoneybrook Neighbourhood who will be making their views known with respect to the proposed build at the Statutory Public Meeting. Currently we are a group of over 50 families who oppose the proposed apartment building at 517-525 Fanshawe Park Road East and the potential precedent setting zoning changes.

It is the opinion of this group to maintain the existing zoning and provisions within the zoning.

In doing so, the new development will integrate well with the surrounding established low density residential neighbourhood.

The Developer led meeting held via Zoom on December 20, 2021 raised more questions than answers. With the time allotted, the lack of knowledge on the part of the Consultant from Zelinka Priamo Ltd. and unfamiliarity people have with Zoom, the Consultant and City Participants heard a fraction of your constituents' concerns with respect to this proposed build. In advance of the Statutory Public Meeting, your response to each of the following questions is requested.

1. One alarming aspect is that the developer has invested an extraordinary amount of money into due diligence for the proposed build. It is noted that the due diligence on the part of this developer is far greater than typical Planning Application. Please inform us why the developer has elected to go "all in" from the outset, versus determining neighborhood and council opinion before making such a financial commitment.

2. It is noted on the Notice of Planning Application that the "Applicant" is listed as "The Corporation of the City of London and 2425293 Ontario Inc." (Royal Premier Homes). Please clarify the relationship of The Corporation of the City of London, and 2425293 Ontario Inc. listed company with regards to this development. Specifically, please include the interests held and the formal business relationship of the two parties.

3. On the first page of the "Notice of Application" and within the "What is Proposed?" section, a listed amendment being requested is to allow "A 6 storey, 99 unit apartment building". However, within the "Requested Zoning" the "Permitted Uses" list "Apartment buildings; Lodging houses class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; and Continuum-of-care facilities".

Please specify the planned occupancy / use for this building:

- a) Apartment building
- b) Lodging house class 2
- c) Senior citizens apartment building
- d) Handicapped persons apartment building
- e) Continuum-of-care facility

This question was asked at the public forum however the Zelinka Priamo Ltd. Representative did not provide an answer.

4. Given that one of the permitted uses, "lodging houses class 2" is defined as "a residential building which is used to provide lodging units for hire or gain directly or indirectly to more than three persons, with or without meals". With the number of "apartments" and bedrooms specified on the block schematic drawings provided, the intended full occupancy of the building is calculated to be 129 unrelated persons / roommates. It appears that the 517-525 Fanshawe Park Road floor plan schematics are similar to those of the student housing 1631-1649 Richmond Street, Masonville Yards. Given this information, please confirm that this building at 517-525 Fanshawe Park Road is or is not proposed to be a student housing apartment residence.

5. With regards to the provisions provided to the development under the "Bonus Zone", please provide details as to those features, amenities, and other being provided by the applicant / developer (The Corporation of the City of London and 2425293 Ontario Inc.) in return for all the Bonus Zoning provisions.

6. Please comment on your experience with respect to how proposals requiring zoning changes are reviewed and approved. Why have some city departments seen this proposal and commented before constituents of Ward 5 have spoken?

7. With respect to the Public Consultation Process, please explain which meetings will occur and their format, timelines, participants etc.

8. Is there documentation that can be viewed with respect to conversations or correspondence between the Developer, Consultant and the City Planning Staff with respect to the proposed building?

9. What is your opinion on this proposed 6 story apartment building?

10. What is your opinion of zoning changes that could increase property density along Fanshawe Park Road and implications to traffic and existing infrastructure?

11. How can we best leverage your expertise?

This proposal does not take into account any basic fundamental guidelines around increased community safety and crime prevention. The remarks with respect to traffic management are misguided and speak to the lack of knowledge of the area. We feel that this proposal could be a thinly veiled way of increasing student housing in anticipation of Western University's campaign to increase enrolment. Comments around affordable housing are unfounded with current property values and taxes well in excess of \$7000 per year. This community feels deceived Maureen. Powerful words. Moving forward we should not allow the boundaries and limitations that COVID-19 has placed on Ward 5 constituents voicing their concerns and opinions. We will seek your support in ensuring everyone is heard.

Thank you in advance for your assistance.  
No 2 Geary Stoneybrook Development

---

As you know, I attended the virtual meeting last night regarding the Geary Ave 6 storey 99 unit complex. Certain of the comments that were raised by the speakers, especially Gary, were quite eye opening as it appears he is a resident of the area and has done his homework. I would like you to consider the following comments which we can discuss further if you would like.

Procedural questions for you

- I do not understand how the building could be bonused 2 additional storeys, or the equivalent of 33 units, if it only allows 2 units out of 99, or 2%, to be considered subsidized housing. In my mind, bonusing should allow for the owner to make up for the losses realized on the units subsidized. For example, if there are 10 units subsidized and it takes 12 units to recover the costs for those subsidized units then only 1 additional storey should be bonused, which is the equivalent to the 12 units. Are these percentages or rules included in any of the City/Provincial requirements? Should the City make this a requirement such that the developer cannot, as shown in this case, manipulate the system for the maximization of their own profits??
- A question regarding the statement made last night that the rezoning would include the property directly opposite to the proposed build. I believe that if the developer wishes to rezone their current property at Geary/Fanshawe then this is the only portion that should be rezoned. Does the City have any rules regarding this?? Based on this observation and slip last night, the resale values of the properties directly across the street, and in the proposed rezoning area just went up substantially.
- The 120m rule for notification of neighbours. I have to question the validity of this rule when it comes to projects of this size and nature. Yes, I agree that if my neighbour wants to put up a garage for his personal use the 120m rule works. However, when it affects traffic patterns and entire streets such as Geary a much wider net should be cast out. How can this be changed such that those living on a street such as Stoneybrook Crescent will also be informed of the proposal as it also affects them from a traffic perspective??
- Continuing on the above point, how can the planning system at the City be changed so that traffic concerns are considered at the planning stage during the development of these large projects?? Traffic turning west onto Fanshawe should have been considered by both the City and the developer prior to this meeting taking place such that solutions were made available to the attendees last night. This will only create further delays to this project.

Other comments on the building

- The quick slideshow showed again no open space for children to play in on the property. Yes, I did see a gazebo for adult leisure but nothing for the kids. It appears to me that space restrictions are the problem here. So, as was stated a number of times last night, the building is too big for the property. It also appears much too close to the neighbour directly south on Geary and I believe that their privacy will be violated as stated last night. Does the City have any rules for buffer space in these situations??
- As I have shared previously, parking on any of our major arteries is a persistent problem. Similar to 1235 Richmond Street (at the bridge), where pickup and delivery parking had to be added subsequent to the build, I see the same thing happening here.

The parking spots at the rear of the building are not large enough for Fedex or other delivery vehicles, or moving vans, and I see Fanshawe being blocked so that these vehicles and their drivers can have access to the building. The lot appears too tight to back in a moving van and unload it especially if other drivers do not adhere to the parking spot rules off of the Geary entrance/exit. Should the design be adjusted to allow for Fanshawe on street delivery and pickup only parking??

- Last point. During the construction phase, how can we ensure that construction equipment will not be blocking Fanshawe?? I have already had to call the City Parking enforcement twice regarding the construction at the 300 block when 2 cement trucks decided to take up temporary residence on Fanshawe restricting it to one lane and backing up traffic to North Center Road. Similar issue and phone calls for the 500 block.

Additional comments:

If I understand your comments correctly, it is up to the Planner to decide what is and is not appropriate for bonusing and how much to bonus. That means that Planner A can have a different criteria than Planner B for the same property. I believe that there must be a minimum standard of x%, (Council to determine x) such that these minimums are adhered to. Even 5% to me is a profit grab especially when we consider the number of affordable housing spots this city is short.

Underground parking in my mind should not be a bonusing criteria as it only means that surface parking can be substantially reduced, and the footprint of the building can be greatly increased. This leads again to more profits as there are more units to rent or sell. Yes, there is a higher cost to build underground parking but I am 100% sure the tenants or buyers end up paying for this either monthly or in the purchase price.

Thanks for your time. Please keep me in the loop regarding these topics as the precedents set here also affect the Masonville Secondary Plan bonusing criteria.

Mike Koncan  
2 Fawn Court

---

I have some questions that we require answers about:

1. What is the deadline date and time for presentation information (photos, slides, or written information) to be submitted to the Planner or the PPMClarks@london.ca email, to be considered. The Public Meeting Notice information that we received in the mail did not provide a deadline date and time; it simply noted that "all submissions should be made prior to the Council meeting when the Planning and Environment Committee recommendation regarding the subject matter is considered".

2. My husband, Greg, received an email from Bibiana Garcia, Administrative and Technical Support Representative Planning and Development City of London, that provided a link to the City of London Webpage for the Notice of Public Meeting for Official Plan and Zoning By-Law Amendments.

In the body of the email, it states: "Please note, this notice, plus any submitted reports, should go to the following Committees: CAC, TGC".

The definitions for these committees were not provided. I found information through a google search to indicate that CAC is "Cycling Advisory Committee" and TGC is "Town and Gown Committee". Please provide a link to information for these committees.

Please also clarify if the Planner submits the Public's feedback/reports to these committees or the Public has to submit their feedback/reports to these committees directly. If the secondary is the correct route, we need the email address for each committee as this was not provided in the email that Greg received.

Also, the notation of the CAC & TGC committees is not noted on the web site link information provided about this meeting. Please explain why the discrepancy in the information?

I also found information about the Town and Gown Association of Ontario (<https://www.tgao.ca/>). I am concerned with the information that I read on this web site if the File: 0-9426/Z-9427 is basically going to be Student Housing, as was developed in our community on Windermere Road and Richmond Street North (Masonville Yards). These 2 locations advertise as Student Housing and the current file's proposal seems in keeping with these other locations.

Please provide objective insight if the Developer is proposing Student Housing.

3. I reviewed the Site Concept Plan Elevations (revised) for this file (<https://london.ca/sites/default/files/2022-01/2022-01-25%20-%20Site%20Concept%20and%20Renderings.pdf>). I was very upset and angry to see false drawings completed by Zedd Architecture of current homes adjacent to this development, depicted towards the end of presentation. Specifically, my neighbours live at 1536 Geary Avenue and we live at 1532 Geary Avenue. Our homes and scale of our homes look nothing like the drawings depicted! When individuals view the proposed building and the homes depicted, the information provided about our home is false and misleading and very concerning that this is what people viewing the documents will see.

I expect a revision to provide truthfulness regarding what our homes look like. It is unacceptable to provide non-truthful drawings!

Objective Opinion:

We reside in R1-10 Zoning-Large Estate Lots, and the current Zoning for 517-525 Fanshaw Park Road East, must be maintained. I fully expect the City Planners and Councillors to use basic planning skills/education to rule that the new development must remain in the current zoning parameters, to fit correctly beside R1-10 Zoning- Large Estate Lots.

Sincerely,

Anna Ackland

---

I am writing to you regarding the following report and please submit my comments to the Public Record:

Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road  
London August 2021:

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

Pre-Amble:

I reside at 1532 Geary Avenue. My neighbours reside at 1536 Geary Avenue, which will be directly adjacent to the south of this proposed development.

My husband and I purchased our home 21 years ago. Our reasons for purchase included the expansive size of the lot, the feeling of space around your home/your lot while still living in the city, the serenity of the location, the enjoyment of outdoor activity time, and the enjoyment of extensive gardens on the property.

Unfortunately, at this time, all the reasons for our purchase of our home/our lot, seem to be negated and down-played by individuals who frankly have no right to denounce nor devalue our comments and thoughts, nor our property.

My Position:

The request to amend the Current Zoning, Residential R2 (R2-4) Zone, for the Subject Lands (517 – 525 Fanshawe Park Road London, to the Proposed Zoning, Residential R9 Special Provision Bonus (R9-7 ( ) \*B- ) Zone, MUST BE DENIED.



The Permitted Uses of Residential R2 (R2-4) Zone include: Single detached dwellings; semi-detached dwellings, duplex dwellings; and converted dwellings (maximum 2 dwelling units).

With the focus of the new London Plan on intensification of land, the intensification of these Subject Lots to fit within the current R2 (R2-4) Zone is possible and appropriate within the Stoneybrook Community. The focus, on Multi-Family dwellings, fits into the Residential R2 (R2-4) Zone and uses the resources already established on these lots which I understand to be the prudent way to proceed. The driveway into this new development must be from Fanshawe Park Road, just like it is at the development of 307 Fanshawe Park Road East and just like it is at the development of 420 Fanshawe Park Road East.

Review of the Planning and Design Report 242593 Ontario Inc. 517 – 525 Fanshawe Park Road London August 2021 Report, Per Section, referenced by page numbers, with my comments in brackets:

Page 2 – “a driveway on Geary Avenue” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 10 – “DESIGN GOALS AND OBJECTIVES A key goal of the proposed development is 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.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 11 – “a replacement driveway off Geary Ave.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 14 – “Vehicular access to the surface parking area is provided by a new full-turns driveway via Geary Avenue. The new access has been positioned as far from the intersection as possible.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 19 – “Character and Image 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. Overall, the proposed development adds to the uniqueness of this area, providing an attractive and desirable use along transitional corridor.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.)

Page 19 – “Servicing Vehicular access to the subject lands is provided by a new, full-turns driveway on Geary Avenue.” (The driveway must be created onto Fanshawe Park Road. Further information will be provided regarding this point later in this Review.)

Page 20 – “Public Realm The public realm is primarily defined by the existing range of large-lot, single-detached dwellings surround the subject land and along the Fanshawe Park Road E streetscape and medium density and commercial uses to the east. 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 street scape and provides a more comfortable and diverse pedestrian experience.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an actual understanding of living and being in this residential community, which would out weigh any Developer’s, his Consultant’s, a Planner’s, or a City Councillor’s viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected. Did anyone ask the neighbours or community if we find “the proposed development enhances the street scape and provides a more comfortable and diverse pedestrian experience”? I can tell you that no one asked me, nor my husband. For the past 21 years, we have enjoyed our walks in our community, down our street and the surrounding streets, and near the Thames River, and I can tell you that “the proposed development”, monstrosity, does not enhance the street scape nor will it provide a more comfortable and diverse pedestrian experience. We enjoy the deer that walk and run down Geary Ave, the beautiful gardens that neighbours tend to on their properties, etc. How disrespectful of the Developer and his Consultant to tell us what will give us a “more comfortable and diverse pedestrian experience”. These dictator like comments will not be accepted as facts, simply because the Consultants put them in their report on behalf of the Developer.

Page 20 – “Proposed Planning Act Applications Multi-Family, High Density Residential Designation. This official Plan Amendment will bring the 1989 Official Plan into conformity with the new London Plan.” (Multi-Family intensification at the Subject Lots within the current R2 (R2-4) Zone would be acceptable, with a driveway from Fanshawe Park Road.)

Page 21 – “PLANNING POLICY ANALYSIS 2020 PROVINCIAL POLICY STATEMENT Section 1.1.1 Healthy, liveable and safe communities are sustained by: b) accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.” (To support the Provincial Policy Statement, appropriate Multi-Family intensification on the Subject Lots is acceptable within the current R2 (R2-4) Zone which is in keeping with the character of the community. This would also be an appropriate use of existing municipal services on the Subject Lots. I am certain that there would be many families who would be grateful to have the Subject Lands developed as Multi-Family intensification to allow them the opportunity to secure a residence in the Stoneybrook Community. There are also many immigrant and refugee families that would be grateful for same. Maintaining the current R2 (R2-4) Zone would also avoid possible deception of the community, by the Developer, that has been evidenced by Student Housing rentals at Masonville Yards (Richmond Street at Hillside) and on Windermere Road. Western University has mandates for Student Housing and it is not the appropriate for any Zoning Amendments to allow for such deception by Developers of the community.

Page 22 – Last Phrase on the page: “Appropriate setbacks, landscaping, tree planting, and/or fencing will allow for the 6-storey building to integrate appropriately into the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. My opinion, and I know it is the opinion of others as well, is that this monstrosity is not compatible with, nor sensitive to, the neighbourhood community. Just because the Developer’s Consultant documents their viewpoint in a Report, certainly does not validate this as a fact. We as individuals who actually reside in this community, and myself living in the second lot to the south of this proposed development, have an

actual understanding of living and being in this residential community, which would outweigh any Developer's, his Consultant's, a Planner's, or a City Councillor's viewpoints, when they do not physically live on the lots that will be affected by this development nor do they live in the Stoneybrook Community that will be affected.) (When my husband and I purchased our home, the privacy of the lot, the space/air around you, and the serenity of the area, were important to us. If we wanted to live by a monstrosity, that peers over our yard like a peeping Tom violating our right to privacy, that will suffocate our space by encroaching over us, then we would have bought a home by a monstrosity. How dare anyone say that that is acceptable and permissible to do. There must be respect to the community and character of the community. This is why intensification of the Subject Lots in the current R2 (R2-4) Zone is appropriate.

Page 23 – “The subject lands can accommodate the proposed development without any significant undue, adverse land use impacts.” (Certainly, this statement is from the Developer's & Consultants' viewpoint. I have already stated the concerns regarding privacy, and encroachment, however, the impact to the immediate eco-system is a concern as well. I have to ask, had the Developer, his Consultant, the City Planner, the City Councillor, or any members of the Environmental and Planning Committee, been to our yard to see the deer leaping over the fence lines and then graciously feeding in our yards, the humming birds sucking nectar from our flowering gardens, the wood pecker busily pecking at a tree trunk, rabbits scurrying around, the muskrat sleeping in our window well, the turtle taking a stroll on our front yard, the moles burying into a little nest in the flower beds, a racoon curiously peeking through our family room door, etc. The answer is “no”, none of you have been here and none of you have the right to say there is no impact by this Development to our lots/our homes/our lives, our Stoneybrook Community, as you have no credibility to say this or say that this is true.

Page 24 (bottom) and Page 25 (top) – “Considerable effort has gone into the conceptual design of the proposed development with the urban design comments provided in the Record of Pre-application Consultation dated January 26th, 2021. As Such, the Proposed development is well-designed and considered visually attractive.” (Certainly, this statement is from the Developer's & Consultants' viewpoint. It is puzzling to read the date of “January 26th, 2021, given the Public was not informed of this proposed development until the “Date of Notice: November 10, 2021”. It is also puzzling why the Developer and his Consultant have had all this time to Plan/Develop their Application and Reports and the Public will be allowed only 5 minutes per individual to speak their thoughts/present their opinion at a Public Meeting on March 28, 2022. Oh yes, we can submit our reports in writing as well.

Page 25 – “iii) Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural feature on, or in close proximity to, the site. “ (I have already spoken to the fact that the “scale and character” of the monstrosity does not fit within the community. The neighbouring lots are R1-10 – Large Estate Lots Zone. Designing a Multi-Family development within the current Residential R2 (R2-4) Zone in keeping with the scale and character of adjacent lots would be welcomed.)

Page 25 – “Location (Section 3.4.2) iii) Traffic to and from the location should not have a significant impact on stable low density residential areas.” “It is anticipated that municipal services can be provided to the proposed development, and that traffic generated from the proposed development will not have significant impact. City Staff have confirmed that a servicing capacity study and traffic impact assessment was not required for a complete application.” (“Traffic generated from the proposed development will not have a significant impact”. At the Developer Open House, the Consultant was asked about traffic, cars turning out of the development onto Geary Avenue and then onto Fanshawe Park Road, or cars turning out of the development onto Geary Avenue proceeding to Stoneybrook Crescent, through a 40 km school zone, to Fanshawe Park Road and her response to direct questioning was repeatedly, “we hope” that people turn right onto Fanshawe and “we hope” that they do not go around to Stoneybrook Crescent, and “we hope” that the traffic levels are not impacted. “We hope” is not an objective measurement, nor is it an acceptable response. My neighbour who brought up the traffic volume and safety issue, also spoke about the infrastructure of Geary Avenue as a road itself and the concerns with its age, stability etc.. The proposal is for a 99 unit apartment building. When you consider this number and the number of vehicles, there will certainly be an impact on the traffic on Geary Avenue and on Stoneybrook

Crescent. As I work on my garden beds, or shovel snow, I have seen 6 or more cars lined up at the top of Geary Avenue, waiting to turn right onto Geary Avenue. We do not have traffic control calming measures on Geary Avenue and speeding remains an ongoing issue. I had reached out years ago to the Traffic Control Officer London Police Service, and he had kindly written an article in the Londoner about the speeding situation on our Street and his attempts to address this issue generally. The people who live in this community know objectively that one cannot make a left turn onto Fanshawe Park Road from Geary Avenue at times due to intense traffic volumes and one must go around Stoneybrook Crescent to Fanshawe Park Road to the traffic light to safely make a left turn. The proposed driveway must be from Fanshawe Park Road, not Geary Avenue. This would be in keeping with the driveway directly entering Fanshawe Park Road at the developments at 307 Fanshawe Park Road and 420 Fanshawe Park Road.)

Page 28 – “City Staff did not request any form of environmental impact study as part of a complete application” (This is puzzling to read as there will be an impact to the environment related to the wildlife which I outlined previously, increased volume of vehicles in the neighbourhood producing vehicular pollution, noise, and shadowing of our lots by the monstrosity.)

Page 29 – “High Design Standards – The proposed development provides a contemporary building design that makes use of modern design practices and materials, enhancing the streetscape along the corridors.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. This development is not “Enhancing the streetscape”; it is a monstrosity. The Developer and Consultant seem to have this written as a fact through their report, however, as I continue to review their report, a pattern is clearly emerging regarding how many times I have repeated that this is their viewpoint and not mine, nor the community’s. With us living in the community, I think our opinion is of more weight than individuals who do not live here.

Page 33 – “Given the subject lands location to the surround neighbourhood, the proposed development enhances the existing neighbourhood character by adding a well-designed apartment building, creating a unique and attractive sense of place for resident of the area and for those passing by.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. Please refer to the rest of my point in the Page 29 section. The Developer and Consultant continue to consistently try to present this monstrosity to “enhance” the existing neighbourhood character. After living here for 21 years, it is clear the Developer and the Consultant have no idea what the character of this community is, what we as the community are passionate about, what we value, and the monstrosity that is proposed is certainly not at all an enhancement of the community. It is a blatant eye sore encroaching on privacy, a sense of space and serenity.

Page 34 – “It is anticipated that the proposed development will enhance the existing neighbourhood character and maintain the level of certainty for existing residents that development will be located at an appropriate distance away from their properties and at locations that are beneficial for the broader area.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “will enhance the existing neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 35 – “Given the location of the subject lands at an Arterial Road within an existing residential are, the proposed access point/driveway via Geary Ave. is proximate to Fanshawe Park E., the primary access point to the surround neighbourhood. As such, traffic flows will be directed off the busy arterial road but still far away from the existing neighbourhood.” (Please refer to page 25 section for feedback as it is applicable to Page 35.)

Page 37 – “Character The proposed design contributes to the planned vision of the “Neighbourhoods” Place Type, by providing a compatible development that fits well within the existing context, enhances the existing character of the neighbourhood, maintains predictability and stability within the neighbourhood, and forms a unique sense of place for residents, the surrounding neighbourhood, and the public. The location of the subject lands within an existing neighbourhood, along an arterial road, creates a strong pedestrian environment and frame the street, away from the existing

low density residential uses beyond the subject lands to the south and east. For these reasons, and for reasons noted throughout this report, it is designed to fit well within the existing context.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. I find that as their Report continues, the excessive repetition that this Developer and his Consultant use, stating that this development “enhances the existing character of the neighbourhood” is quite repulsive to read. The lack of knowledge and understanding of what the Stoneybrook community defines as its character and what we find “enhancing” is grossly evident in their report.)

Page 43 – “301\_A diversity of materials should be used in the design of building to visually break up massing, reduce visual bulk and add interest to the building design.” “A range of materials varying in colour and texture are proposed to vertically and horizontally articulate the buildings and break up the massing. Additionally, architectural features such as canopies, balconies, and plane changes help create interest and assist in defining the various components of the buildings, such as the entrances, base, middle, and top components of the buildings.” (Once a monstrosity, always a monstrosity; covering up with lipstick and make up does not hide what it really is, a monstrosity invading privacy, encroaching community space, and not in keeping with the character of our community.)

Page 45 – “Height and Density The height and density of the proposed development have been determined to be appropriate, as described throughout the analysis of the relevant planning documents. The proposed development maintains the purpose and intent of the applicable, existing land use designations, does not present any undue, adverse significant impacts to surrounding existing and planned land uses, and a bonus zone will be implemented to ensure there are bonusable features that are commensurate with the requested height and density of the proposed development. As such, the proposed height and density maintain the intent and policies of all the Official Plans, and are considered appropriate.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. The Consultants note “The height and density of the proposed development have been determined to be appropriate” and again, this is their viewpoint, not the community’s and I know that the neighbours and the community do not find the height and density of this proposed development as “appropriate”. It is concerning how such a report tries to present the Developer’s proposal as the only right end point.

Page 46 – “Conclusion The proposal appropriately provides an efficient and cost-effective development that is compatible with the surrounding context, is appropriate for its location, and fulfills the planned function of the subject lands.” (Certainly, this statement is from the Developer’s & Consultants’ viewpoint. As noted previously, the development is not compatible with the surrounding context, nor is it compatible with the neighbouring lots and community.

Conclusion:

It is eye-opening to review the number of times I noted “Certainly, this statement is from the Developer’s & Consultants’ viewpoint.” This must noted and the Developer’s & Consultants’ viewpoint cannot be accepted as objective fact(s) – it is their opinion. The objective opinions and feedback of the individuals physically living on Geary Avenue and surrounding community need to be taken into account and valued.

An acceptable option would be maintaining the current R2 (R2-4) Zone and designing a Multi-Family High Density Development within this Zone that is compatible to the character of the abutting large estate lots and constructing a driveway onto Fanshawe Park Road.

Sincerely,  
Anna Ackland  
1532 Geary Avenue

---

Thank you for your reply. Unfortunately it is not the response I was hoping for.

As stated in my original email I would still like to know how I could acquire a copy of the traffic report used to determine the impact of the referenced development on Fanshawe Park Road traffic flow.

I would also like to know the assumptions used in the preliminary analysis of the impact on traffic flow. Where the suppositions based on the number of parking spaces in the

developer's proposal in isolation or did they take into account the traffic added by the other near-by developments on Fanshawe Park Road plus the impact of the traffic added by the current developments north of Fanshawe on Adelaide St., Richmond Rd. and Highbury Ave. as well as additional traffic from the Veteran's Memorial Parkway extension?

The City of London acknowledged traffic congestion when they annexed property at Richmond Road and Fanshawe Park Road. I don't believe the City annexes property without due cause, so I don't understand why a detailed analysis was not considered for this situation when traffic congestion is a known problem. Again, please advise me of the assumptions used.

Further, what was the impact of the overflow parking on the adjacent streets determined to be? In conjunction with the other developments in the area is this considered to affect traffic flow because of vehicles entering or exiting Fanshawe or is it considered to be a separate problem for emergency services, street residents et al? Where any studies undertaken with regards to the impact of the overflow parking?

The report to be submitted to the Planning and Environmental Committee, is that available to the general public? If it is, how do we get a copy?

Thank you, I appreciate the time and effort

Brian Andrews, P.Eng  
62 Daleview Crescent  
London, Ontario

---

Enclosed within the Public Meeting Notice received by mail was the Public Meeting Process insert, which states:

"... in keeping with the regulations and guidelines provided by the Province of Ontario, the Public Participation Meeting process has been modified."

At the onset of the COVID-19 pandemic in March 2020, I understand and commend the City's decision to switch to exclusively virtual engagement to continue advancing work across the City.

In light of recent changes to public health and workplace safety measures from the Province of Ontario, including the removal of capacity limits in all indoor public settings (March 1), a group of individuals are requesting this Public Meeting be changed to in-person at a public facility near the proposed site. Public meetings are held to engage a wide audience in information sharing and discussion, and in-person meetings provide increased transparency, openness, and engagement. We have the skills and ability to combine virtual meeting technology and in-person community engagement to make the most of these opportunities and I urge you to start now.

I've copied Councillor Hopkins and Turner here as members of the PEC who will ultimately need to rule on this matter, and to let them know we are still waiting for responses back from Councillor Cassidy and Planning staff on inquiries surrounding this application. The community near this proposed development are frustrated with the lack of transparency, engagement and rationale for this development. Despite mentioning the Official Plan and London Plan in name only as justification, little has been communicated.

Thank you for your time,

Tucker Morton

---

Community Information Meeting – December 20, 2021 – attended by 55 residents, applicant, City staff and Ward Councillor

\*see Section 4.5 of report for overview of comments

## **Departmental and Agency Comments**

### Urban Design (December 13, 2021)

- The design of the site should implement the following features as part of the bonus zone as demonstrated in the submitted plans, elevations and renderings:
  - A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street-oriented units and active uses along those frontages.
  - An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue.
  - A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s).
  - A significant setback from the property to the East to provide a transition to the existing low-rise buildings.
  - Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
  - A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
  - Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties
  - Locates majority of the parking underground and away from the street.
- As this application contemplates a bonus zone, please include the following revisions and improvements consistent with the previous staff and panel comments:
  - Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
  - We acknowledge the connections provided to the ground-floor residential units along the west portion of the site. Also provide individual or a common walkway that connects the east units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the east. Landscape buffering can be provided between the amenity spaces and the walkway to delineate public from private realm.
  - Ground floor doors along Fanshawe Park Road should be lockable ‘front door’ or French door style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.

### Urban Design Peer Review Panel (November 4, 2021) (see Appendix F)

### Housing Development Corporation (January 11, 2022)

#### Background:

Housing Development Corporation, London (HDC) was engaged to work with Royal Premier Homes (the “Proponent”) and their consultant (Zelinka Priamo Ltd.) to provide a fair recommendation to the Director, City of London Development Services in response to Official Plan and Zoning By-law Amendment applications (City of London Planning File: O-9426/Z-9427) for height and density “bonusing” in exchange for the provision of affordable housing. The applications serve to provide for the development of a six-storey, 99-unit apartment building. This letter reflects the recommendation of HDC and is provided with the concurrence of the Proponent.

#### RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. Four (4) one-bedroom residential units be dedicated to affordable rental housing in exchange for the granting of increased height and density.
2. “Affordability” for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:

- i. AMR is defined at the one-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
  - ii. the identified units will be mixed throughout and not otherwise identifiable within the building; and
  - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance to the Residential Tenancy Act or any successor legislation but not to exceed 80% of the CMHC AMR.
3. The duration of the affordability period be set at 50 years calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
  4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London. This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the Residential Tenancy Act, subject to the established eligibility and compliance requirements.
  5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies. This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

The Proponent's application proactively aligned their bonus interests to the City's affordable housing priorities and the associated discussions establishing the above recommendation were achieved with their concurrence.

#### Rationale for Affordable Housing Bonus:

**Guiding Policy:** The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. The Plan identifies bonusing as a planning tool in support of the provision of affordable rental housing within planning and development proposals.

**Location and Application Considerations:** The Subject Lands are on located on the south side of Fanshawe Park Road East between Geary Avenue and Stoneybrook Crescent. The lands are proximate to a broad range of residential, community shopping, convenience commercial, neighbourhood facility and office uses. The lands are served by public transit, bicycle and pedestrian infrastructure.

**Alignment to Need:** The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the Housing Stability for All Plan and CMHC analytics related to housing stock, affordability rates, vacancy rates, rental rates, incomes, and other market conditions.

#### Conclusion:

The Planning Act provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London, noting that London is currently ranked 5th in Canada for the highest percentage of households in "Core Housing Need" in major urban centres (CMHC, July 2018). This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).



### Parks Planning & Design (November 15, 2021)

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

### Landscape Architecture (November 22, 2021)

1. Much of the existing vegetation along the south property line is proposed for retention, [removals will need consent from co-owner/neighbour at Site Plan] increase setback to 5 meters to maintain the vegetative screening. Two trees are growing in or touching an existing chainlink fence. The health and structure of these trees will be compromised and should be included in removals. Infill planting can be included at Site Plan.
2. Tree 49, a large Silver Maple *Acer saccharinum*, [in excellent health, with full form, and excellent condition] should be retained. Shift down ramp to underground parking to west, to reduce parking structure footprint in SE corner.

### Site Plan (November 23, 2021)

- Echoing the Landscape comments, we are looking for a 5m buffer from the property to all structures (including buildings and below ground construction of the parking garage) to preserve the existing trees along the east and south property lines. Also, in order to maintain tree 49 the applicant will need to revise their underground parking structure. Depending on the logistics this may result in the loss of parking spaces.
- Landscaped islands in the parking area must be a minimum of 3m in width.
- The barrier-free path of travel must be identified from the barrier-free parking spaces to the entrance of the building. Curb ramps must be shown on the site plan.
- The layby must be dimensioned to ensure it is at least 3.0m x 12.0m as required by the Site Plan Control By-law.
- Relocate the garbage pickup point to ensure bins are accessible by collection vehicles.

### Engineering (February 7, 2022)

Additional information on Stormwater was provided. We have no further concerns regarding the SWM at this point. We have enough information to allow the application to proceed through re-zoning.

### Engineering (December 6, 2021)

- SWED is not supportive of the reduced interior sideyard setback as the proposed setbacks do not appear to provide adequate space to allow for self-containment of storm water flows. At a minimum, the applicant must demonstrate how stormwater flows will be safely conveyed on this site at the proposed 8.1m interior sideyard without impacting neighbouring residential properties.

The following items are to be considered during a future development application stage:

#### *Transportation:*

- Right-of-way dedication of 19.5 m from the centre line be required along
- 6.0m x 6.0m daylight triangle required at Fanshawe Park Rd E and Geary Avenue intersection corner;
- Detailed comments regarding access design and location will be made through the site plan process

#### *Water:*

- Water servicing is available from the 150 mm watermain on Geary Avenue and 400 mm on Fanshawe Park Road East. All servicing is to meet City of London Design standards.

#### *Wastewater:*

- It is noted that the existing single detached dwellings at 521 and 525 Fanshawe Park Road East are serviced by the existing 200 mm sanitary sewer on Fanshawe Park Road East and that the existing single detached dwelling at 517

Fanshawe Park Road East is serviced by the existing 200 mm sanitary sewer on Geary Avenue.

- Additional comments may be forthcoming as part of a future application.

*Stormwater:*

Comments to the site servicing and grading plans

1. Stormwater flows are to be self-contained on site. The Consultant is requested to minimize areas of uncontrolled flow, in particular those areas between the proposed building and the east adjacent residential lands. The consultant may wish to consider capturing these flows and conveying them internally through the parking structure.
2. The proposed grading plan indicates major overland flows also being directed east towards existing residential lands. The consultant is to revise the grading plan to direct major overland flows and roof runoff internally and to a safe outlet.

Comments from pre-consultation

3. As per City as-constructed drawing 12414, the site is not tributary to the existing 450 mm storm sewer on Fanshawe Park Road East which only conveys road runoff. Therefore, the consultant is to provide a SWM functional report indicating
4. As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
5. The proposed land use of a medium density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
6. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
7. The subject lands are located in the Stoney Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stoney Creek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
8. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
9. The owner is required to provide a lot grading plan for Stormwater flows and major overland flows on site and ensure that Stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
10. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
11. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
12. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

13. Additional SWM related comments will be provided upon future review of this site.

London Hydro (November 11, 2021)

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

## Appendix D – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

### Provincial Policy Statement, 2020

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a), b), c), d), e),

1.1.3

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

### The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7\_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54\_ Our Strategy, Key Directions

Policy 59\_ 1. 2. 4. and 5. Our Strategy, Key Directions, Direction #5 – Build a Mixed-use Compact City of London

Policy 61\_ 10. Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62\_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66\_ Our City, Planning for Growth and Change

Policy 79\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84\_ Our City, City Structure Plan, The Growth Framework, Intensification

\*Policy 193\_ City Design, What are we trying to achieve?

Policy 235\_ City Design, Streetscapes

Policies 252\_, 253\_, 256\_, \*258\_, \*259\_, \*261\_, 268\_, 269\_ City Design, Site Layout

Policies \*277\_, \*278\_, \*279\_, \*280\_, \*282\_, \*283\*\_ City Design, Parking

Policy \*284\_, \*285\_, \*286\_, \*287\_, \*289\_, \*291\_, \*295\_, \*301\_ City Design, Buildings

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

\*Table 11 Range of Permitted Heights in Neighbourhoods Place Type

Policy 916\_3., 8. Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918\_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

Policy 919\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

921\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

\*935\_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Intensity

936\_ 4., Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods - Form

Policy 937\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

Policy 939\_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

Policy 1578\_ Our Tools, Planning and Development Applications, Evaluation Criteria For Planning and Development Applications

Policies 1638\_ - 1654\_ Our Tools, Bonus Zoning

Policies 1766\_ , 1768\_ , 1770\_ , Our Tools, Noise, Vibration and Safety

### Official Plan (1989)

#### 3. Residential Land Use Designation

##### General Objectives for All Residential Designations

3.1.1 ii)

3.1.2 – Low Density Residential Objectives

3.2 – Low Density Residential Designation

3.2.1 – Permitted Uses

3.2.2 – Scale of Development

3.2.3 – Residential Intensification

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

10 – Policies for Specific Areas

11 – Urban Design Principles

11.1.1 ii), v), x), xi), xiii), xiv), xv), xvi), xvii), xviii)

19 Implementation

19.4.4. Bonus Zoning

19.9.5 Noise, Vibration and Safety

19.9.5 i) Noise Attenuation

19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

<b>3.7 Planning Impact Analysis</b>	
<b>Criteria</b>	<b>Response</b>
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is a contemplated use in the Official Plan, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site concept achieves an intensity that allows for other on-site functions such as visitor and accessible parking, emergency services and landscaped open space, including an enhanced width buffer strip along the south and east property line.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area which is already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high-density residential development to public open space and recreational	The site is located close to a regional shopping area, offices, commercial and service uses, elementary schools,

<p>facilities, community facilities, and transit services, and the adequacy of these facilities and services;</p>	<p>numerous parks, public open space and pathways, community facilities (libraries) and transit services, including the planned Bus Rapid Transit system along Richmond Street.</p>
<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>The City is experiencing an affordable housing crisis. The Housing Development Corporation and the applicant have arrived at an agreement for the provision of affordable housing units in exchange for additional height and density through Bonus Zoning.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>The scale/height of the proposed 6 storey apartment building is mitigated to the south by the placement of the building toward the front of the property and the provided setback of the building from the interior side yard of the property to the south. A suitable relationship exists between the proposed building and the rear yards of the single detached dwellings located to the east along Stoneybrook Crescent and south along Geary Avenue. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation of lighting at the site plan approval stage.</p>
<p>The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;</p>	<p>Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage, including enhanced landscaping along the south and east property boundary and the interface between the parking lot and Geary Avenue road allowance.</p>
<p>The location of vehicular access points and their compliance with the City’s Road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;</p>	<p>As noted in the Intensity analysis in this report, traffic impacts of this development will be negligible in relation to the anticipated function of the local road and arterial road.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>The applicant is commended for providing a built form that establishes a built edge along both Fanshawe Park Road East and Geary Avenue frontage; 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 with direct walkway access from ground floor units to the public sidewalk; provides for a significant setback from the property to the south and an enhanced buffer between the parking ramp and property</p>

	<p>line; includes a common outdoor amenity space in a centralized, connected location and includes limited surface parking with the majority of the parking underground and away from the major street frontage. Desirable design features are to be implemented through the use of Bonus Zoning.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>Not applicable.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>Not applicable.</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment is consistent with the recommended Official Plan Amendment. The requirements of the Site Plan Control By-law will be considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage through the site plan approval process.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>Enhanced, robust tree planting and landscaping in combination with privacy fencing and building massing treatments are expected to mitigate adverse impacts on the surrounding land uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.</p>

<b>1577_ Evaluation Criteria for Planning and Development Applications</b>	
<b>Criteria – General Policy Conformity</b>	<b>Response</b>
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan.	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy, and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage.
Conformity with the policies of the place type in which they are located.	The proposed 6 storey apartment building provides for the use and intensity of development contemplated within the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare and a Neighbourhood Street. Compatible intensification is encouraged in existing neighbourhoods. (937_).
Consideration of applicable guideline documents that apply to the subject lands.	No additional guideline documents apply to the subject lands.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The site will be fully serviced by municipal water, sanitary and storm sewers.
<b>Criteria – Impacts on Adjacent Lands</b>	
Traffic and access management	Further consideration of traffic controls related to the driveway will occur at the site plan approval stage.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was submitted for the application which addressed the impact of road noise from Fanshawe Park Road on the future development. Recommendations for warning clauses

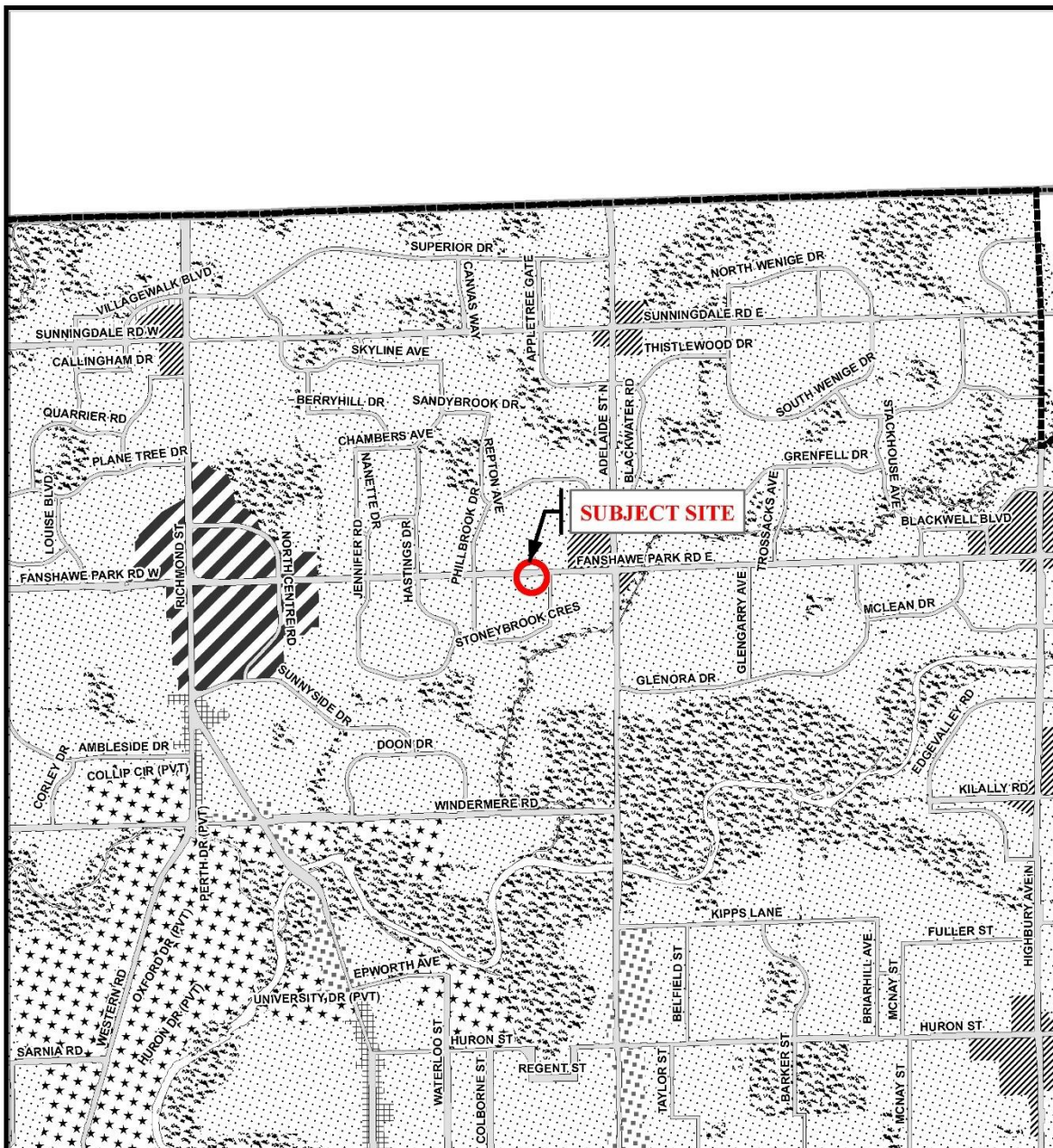


	and mitigation measures will be implemented at site plan.
Parking on streets or adjacent properties.	The proposal includes a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), whereas 124 spaces are required (1.25 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, whereas 5 spaces are required. Ten (10) surface parking spaces will be provided at grade, with the balance of parking to be provided underground, thereby minimizing impacts on adjacent lands. It is not anticipated that overflow parking will be required on local streets.
Emissions generated by the use such as odour, dust or other airborne emissions.	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at this site plan approval stage. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties.
Garbage generated by the use.	Garbage facilities should be screened, storage inside the building is a standard requirement for apartment forms, with garbage to be placed outside on collection day.
Privacy	The proposed development situates the proposed apartment building as far from abutting properties as possible. In addition to the spatial separation between the buildings and the lot lines, the provision of a combination of privacy fencing and enhanced landscaping to soften the property boundaries and provide screening to the neighbouring single detached lots will help screen views from the proposed building to neighbouring properties.
Shadowing	Minor shadowing may impact adjacent and nearby properties in the early morning or late afternoon, depending on the season.
Visual Impact	Enhanced landscaping, articulated building design, and architectural details and materials to be implemented through Bonus Zoning are expected to have a positive visual impact on the area. A low-rise apartment building oriented to Fanshawe Park Road East provides visual cues that this is a highly travelled corridor.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed building.

Trees and canopy cover.	The development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the City. At the site plan stage, a complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources.	Not applicable.
Natural heritage resources and features.	Not applicable.
Natural resources.	Not applicable.
Other relevant matters related to use and built form.	Not applicable.

# Appendix E – Relevant Background

## The London Plan



### Legend

- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

### CITY OF LONDON

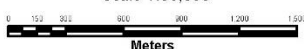
Planning Services / Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000



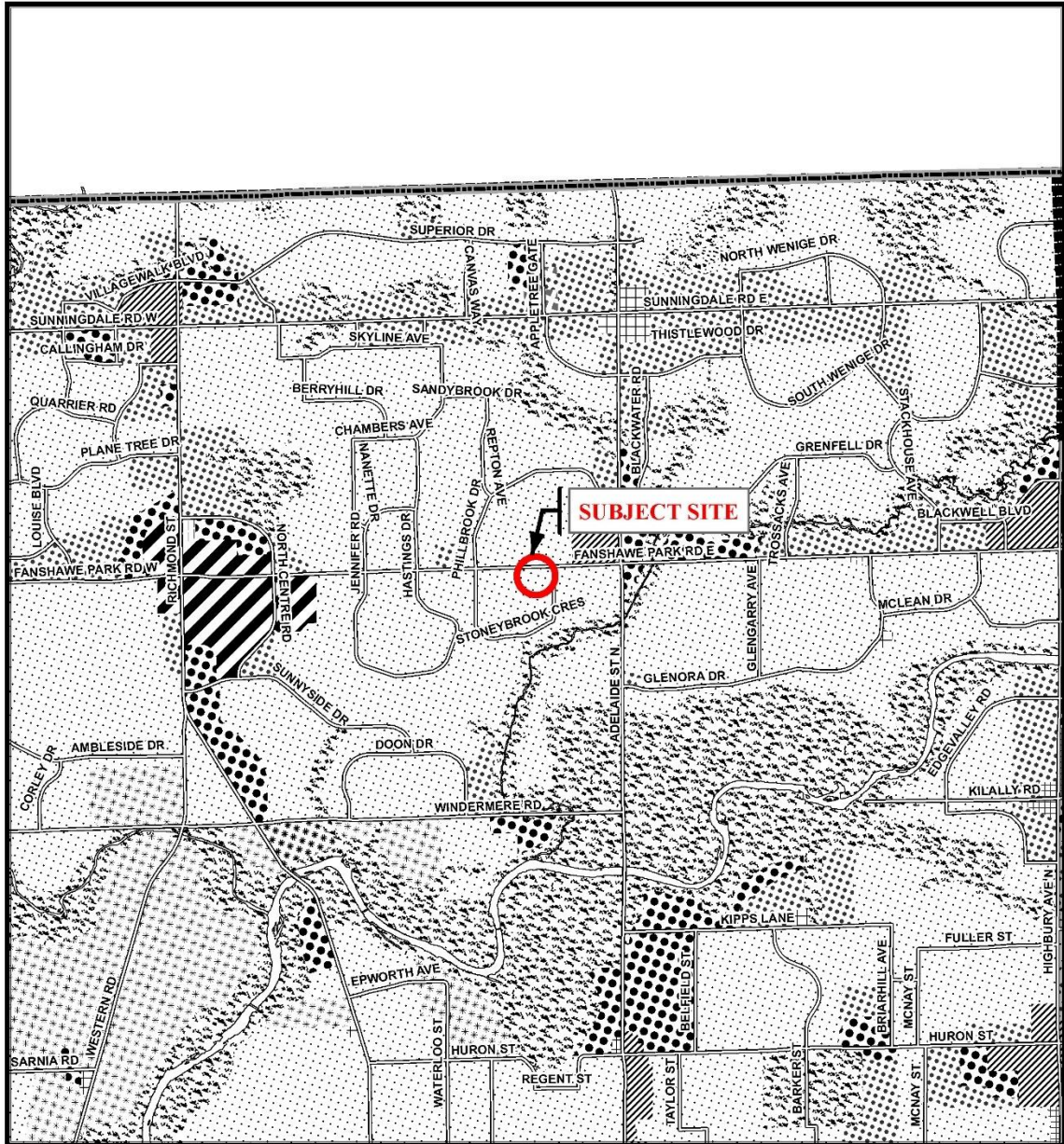
File Number: O-9426/Z-9427

Planner: NP

Technician: RC

Date: January 17, 2022

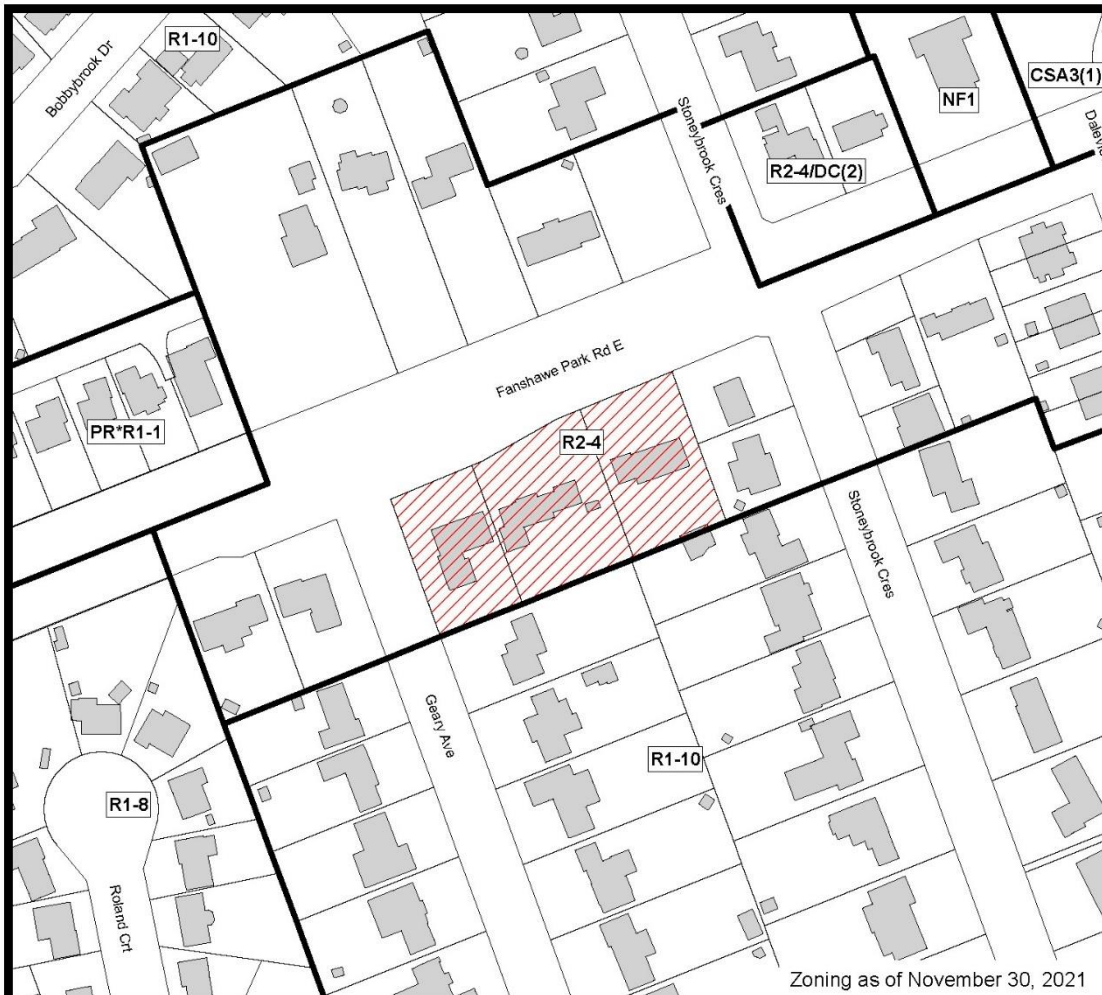
# 1989 Official Plan – Schedule A – Land Use



Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		Commercial Industrial
	Community Commercial Node		Regional Facility		Transitional Industrial
	Neighbourhood Commercial Node		Community Facility		Rural Settlement
	Main Street Commercial Corridor		Open Space		Environmental Review
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth		Agriculture
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth		Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9426/Z-9427</p>
		<p>PLANNER: NP</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/01/17</p>

# Zoning By-law Z.-1 – Zoning Excerpt



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
|   | LI - LIGHT INDUSTRIAL             |
| DA - DOWNTOWN AREA                        | GI - GENERAL INDUSTRIAL           |
| RSA - REGIONAL SHOPPING AREA              | HI - HEAVY INDUSTRIAL             |
| CSA - COMMUNITY SHOPPING AREA             | EX - RESOURCE EXTRACTIVE          |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | UR - URBAN RESERVE                |
| BDC - BUSINESS DISTRICT COMMERCIAL        |                                   |
| AC - ARTERIAL COMMERCIAL                  | AG - AGRICULTURAL                 |
| HS - HIGHWAY SERVICE COMMERCIAL           | AGC - AGRICULTURAL COMMERCIAL     |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL               | TGS - TEMPORARY GARDEN SUITE      |
| SS - AUTOMOBILE SERVICE STATION           | RT - RAIL TRANSPORTATION          |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL |                                   |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|   | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z-1  
SCHEDULE A**



FILE NO:  
O-9426/Z-9427 NP

MAP PREPARED:  
2022/1/17 rc

1:2,000  
0 10 20 40 60 80 Meters

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

## Appendix F – Applicant’s Reply to UDPRP Comments

<b>Comment:</b>
The panel commends the applicant for the submission of a clearly rendered and complete urban design brief.
<b>Applicant Response:</b>
Acknowledged and thank you

<b>Comment:</b>
Elevations of the proposed project within the site context would help clarify the design intent and project relationship to adjacent properties and buildings.
<b>Applicant Response:</b>
Noted. Detailed elevational drawings will be provided as part of the future required Site Plan Approval application. High-quality conceptual renderings, coloured elevational, section and isometric drawings were provided as part of the OPA/ZBA applications, some of which illustrate the proposed development within the existing site context. Moreover, the submitted Planning and Design Report examines and discusses the relationship between the proposed development and surrounding lands uses.

<b>Comment:</b>
The panel commends the applicant for positioning the building to define the street edge and to address the exterior corner condition.
<b>Applicant Response:</b>
Acknowledged and thank you

<b>Comment:</b>
The panel commends the applicant for careful building articulation to the benefit of the public pedestrian experience, as well as the resident’s building wayfinding and hallway experience.
<b>Applicant Response:</b>
Acknowledged and thank you

<b>Comment:</b>
The panel commends the applicant for the well-formed three-dimensional composition and playful arrangement of glazing of the exterior corner volumes.
<b>Applicant Response:</b>

Acknowledged and thank you

**Comment:**

The panel commends the applicant for developing a well resolved rear building elevation.

**Applicant Response:**

Acknowledged and thank you

**Comment:**

The panel expressed concern that the exterior corner is opaque where there appears to be active uses inside the building, resulting in an unnecessarily defensive architectural expression at grade, at the corner.

**Applicant Response:**

Additional clear glazing will be provided at the main entrance to help improve the notion of active uses within the building.

**Comment:**

The panel commends the applicant for a site plan strategy that appears to be driven by the desire to provide a deep, street front landscape buffer.

**Applicant Response:**

Acknowledged and thank you

**Comment:**

The panel notes that this positive design intent appears to be at the expense of buffer space/transition to adjacent low density residential properties. Angular plane diagrams would help to describe these contextual relationships so that they can be fairly evaluated in their effectiveness, and recommends these diagrams be included with future submissions.

**Applicant Response:**

Careful consideration has taken place to ensure the proposed building is located as far as practical from the properties to the south. In addition, all existing trees and hedges along the southerly boundary will be retained, where possible, and additional screening/buffering landscaping will be provided. The proposed site layout maximizes the separation distance while also optimizing the street frontages of Geary Avenue and Fanshawe Park Road. Detailed elevations assessing the height of the proposed development is provided.

<b>Comment:</b>
The panel questions the scale and seemingly arbitrary location of planting in the boulevard, and encourages the applicant to develop this landscape strategy in more detail and at a higher level of resolution for future submissions.
<b>Applicant Response:</b>
A Tree Preservation Plan and Tree Assessment Report were prepared by RKLA for the proposed development. The general intent is to try to retain as many trees along the southerly and easterly boundaries as possible, to help buffer the surrounding residential properties. The proposed building location will also allow for appropriate spaces for areas of additional peripheral landscaping and planting. Further details will be provided, reviewed and refined as part of the required future site plan approval process.

<b>Comment:</b>
The panel questions the specific character and detail, as well as the seemingly residual location of the amenity space, and encourages the applicant to provide a better connection between indoor and outdoor amenity spaces in future submissions.
<b>Applicant Response:</b>
The proposed outdoor amenity area is located in the south easterly corner of the property behind the building, to offer future residents an outdoor area sheltered as much as possible from on-site vehicles and vehicle noise from Fanshawe Park Road East. Pedestrian walkways provide appropriate linkages from the buildings main rear entrance and secondary rear access to the amenity areas. The amenity area's design will be further reviewed and refined through future submissions.

<b>Comment:</b>
The panel commends the applicant for providing underground parking for the development with minimal parking at grade.
<b>Applicant Response:</b>
Acknowledged and thank you

<b>Comment:</b>
A larger landscape buffer and/or more resolved landscape solution for protecting the boundary between common outdoor space and private suites at the rear of the building is encouraged.
<b>Applicant Response:</b>
Due to the location of the underground parking level, it will be challenging to provide appropriate soil depths to provide meaningful areas for planting between the units and common outdoor space. However, a more resolved landscape solution (such as planters) will be explored as part of the future site plan approval process to ensure these areas are buffered.



**Comment:**

In future planning submissions, the applicant is encouraged to provide an indication of soil depth and more detailed solutions for planting above the parking garage to ensure a positive outcome for proposed landscaping.

**Applicant Response:**

As above, a more resolved landscape solution, including confirmation of proposed soil depths will be provided as part of the future site plan approval process.

**Comment:**

Provide more detail to describe the proposed character of buffer planting for private outdoor spaces, and consider landscape solutions to manage transitions between the proposed development and adjacent low-rise, low-density properties.

**Applicant Response:**

As above, a Tree Preservation Plan and Tree Assessment Report were prepared by RKLA for the proposed development. RKLA's brief was to try to retain as many trees along the southerly and easterly boundaries as possible, to help buffer the surrounding residential properties. The proposed building location will also allow for appropriate spaces for area of additional peripheral landscaping and planting. Further details will be provided, reviewed and refined as part of the required future site plan approval process.