

Planning and Design Report

242593 Ontario Inc.

517-525 Fanshawe Park Road

London



AUGUST 2021



Zelinka Priamo Ltd.
LAND USE PLANNERS

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INTRODUCTION

Zelinka Priamo Ltd., on behalf of 2425293 Ontario Inc., is pleased to submit an application to the City of London to amend the City of London Zoning By-Law to permit the proposed 6-storey apartment building on the lands known municipally as 517-525 Fanshawe Park Road East (the “subject lands”). Through this application we request that the City of London initiate an amendment to the 1989 City of London Official Plan in order for the proposed development to have a density of approximately 175 uph.

The purpose of the following Planning and Design Report is to provide design details and evaluate the proposed City initiated Official Plan Amendment and the proposed Zoning By-Law Amendment for the proposed 6-storey apartment building development within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the 1989 City of London Official Plan, *The London Plan*, and the City of London Z.-1 Zoning By- Law.

SUBJECT LANDS

The subject lands comprise three rectangular-shaped parcels located on the southerly side of Fanshawe Park Road East at the intersection of Geary Avenue, approximately 410 m west of Adelaide Street North. For the purpose of this application, the frontage of the subject lands will be denoted as Fanshawe Park Road East as it is the higher order street classification. The subject lands have a total frontage of approximately 106.8m (349.4ft) along Fanshawe Park Road East, a maximum depth of approximately 47.5m (155.8ft) along Geary Avenue, and a total area of approximately 5,669.0m² (61,020.6ft²) (Figure 1).

Figure 1 – Subject Lands (Outlined in Red)



The subject lands contain 1-storey single detached dwellings on each of the three parcels (Figure 2-4) which are to be demolished. The subject lands are relatively flat in topography. Existing vehicular access is provided by two individual driveways on Fanshawe Park Road East for 521 and 525 Fanshawe Park Road East (to be removed) and a driveway on Geary Avenue

for 517 Fanshawe Park Road East (to be replaced and upgraded).

Figure 2 – Existing 1-Storey Single Detached Dwelling (517 Fanshawe Park Road East)



Figure 3 - Existing 1-Storey Single Detached Dwelling (521 Fanshawe Park Road East)



Figure 4 - Existing 1-Storey Single Detached Dwelling (525 Fanshawe Park Road East)



Fanshawe Park Road East is classified as an “Arterial Road/Urban Thoroughfare”, with as many as five vehicular traffic lanes; Geary Avenue is a Neighbourhood Street, with two lanes of vehicular traffic. Public sidewalks are available along both sides of Fanshawe Park Road East and both sides of Geary Avenue.

Access to public transit (Fanshawe at Stoneybrook East EB #711) is available on the southerly side of Fanshawe Park Road East, at the intersection of Stoneybrook Crescent, providing connections to Fanshawe College and Commissioners Road. The westbound stop is located at the intersection of Fanshawe Park Road East and Phillbrook Drive (Fanshawe at Phillbrook WB #708).

SPATIAL ANALYSIS

Within the immediate area, there are three notable uses within proximity to the subject lands:

- Low density residential in the form of single detached dwellings to the immediate north, south, east and west;
- Medium density in the form of a townhouse complex to the east along Fanshawe Park Road East; and,
- A commercial hub at the intersection of Adelaide Street North and Fanshawe Park Road East.

These uses are illustrated in Figures 5, 6, 7.

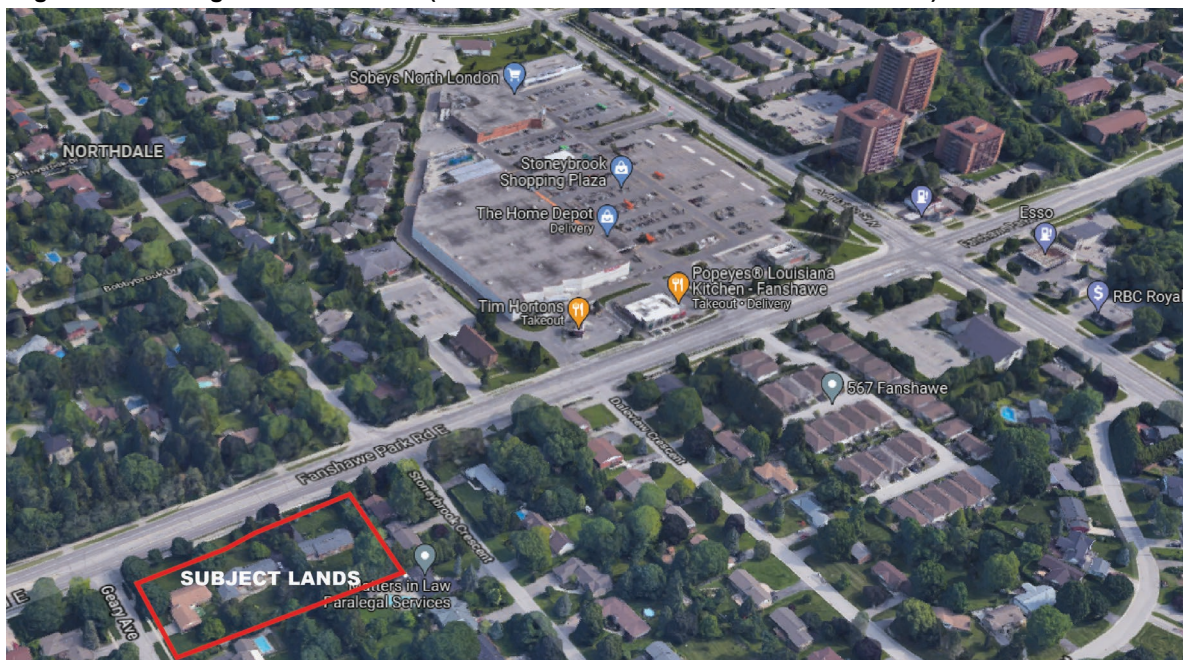
Figure 5 – Existing Low Density Residential (looking southeast)



Figure 6 – Existing Low Density Residential (looking northwest)



Figure 7 – Existing Commercial Hub (Adelaide Street and Fanshawe Park Road E)



Site-Specific Spatial Analysis

Figure 8 below is a Site-Specific Spatial Analysis Plan, which provides information on the immediate context of the site. The front yard (Fanshawe Park Road East) and exterior side yard (Geary Avenue) directly interface with an active street frontage. The interior side yard and rear yard both interface with existing single-detached dwellings. The arterial road is identified with a red arrow and the local street is identified with a grey arrow.

Figure 8 – Site Specific Spatial Analysis

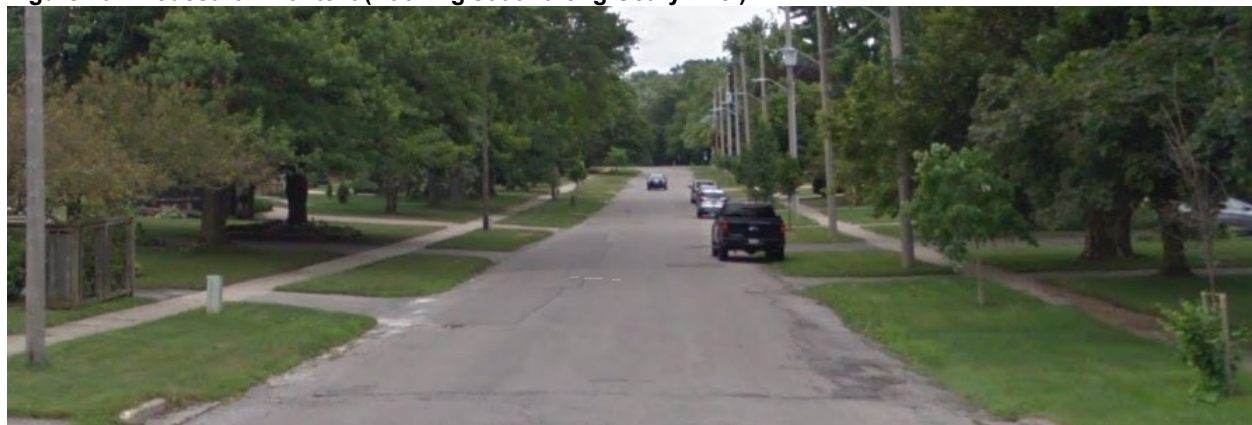


The existing pedestrian experience along Fanshawe Park Road East and Geary Ave. is depicted in Figures 9 and 10.

Figure 9 – Pedestrian Context (Looking west along Fanshawe Park Road East)



Figure 10 – Pedestrian Context (Looking south along Geary Ave.)

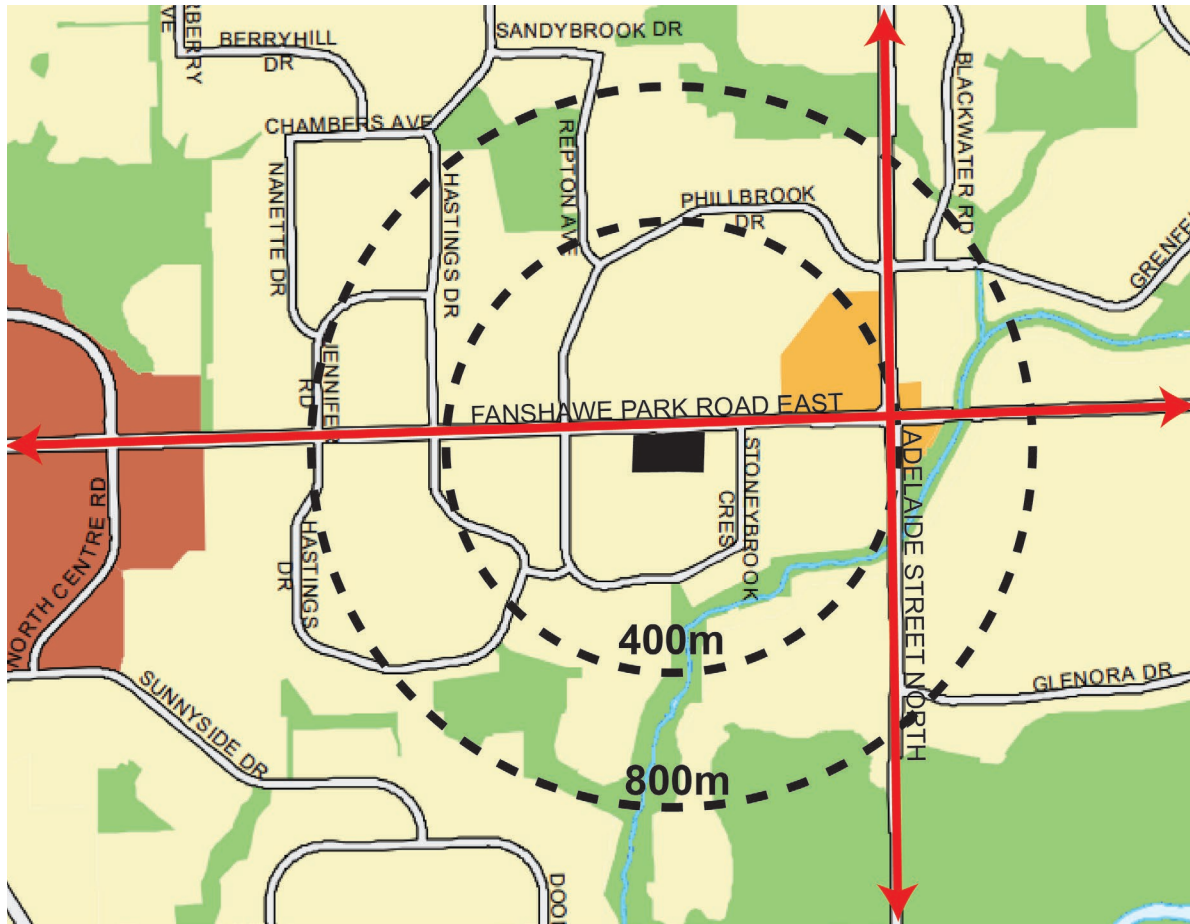


The majority of the abutting and adjacent lands to the north, east, south and west of the subject lands is existing low density residential. The lands in the further surrounding area consist of additional low density residential, medium density residential and commercial shopping area hubs.

Regional Spatial Analysis

Figure 11 illustrates the surrounding land uses, as per *The London Plan* (The City's long-term vision for land use and physical development), and Figure 12 illustrates significant land marks/nodes/focal points. Each shows a 400m and 800m radius from the subject lands, representing approximate walking distances of 5 minutes and 10 minutes, respectively. However, due to sidewalk networks and other physical barriers, the radii may not represent exact walking times. Arterial Roads are shown as red arrows.

Figure 11 – Regional Spatial Analysis (Land Use)



Land uses within both 400m and 800m consist of the “Neighbourhoods”, “Green Space”, and “Shopping Area” Place Types. The subject lands are part of a larger block of “Neighbourhoods” Place Type with convenient access to “Shopping Area” Place Type for recreational and shopping purposes. It is noted that the subject lands immediately interface with “Neighbourhoods” Place Type in all directions.

Figure 12 – Regional Spatial Analysis (Major Landmarks)



Notable features within 400m and 800m include:

- (1) Existing Shopping/Commercial Area – a mixture auto-oriented commercial uses, typically in the form of multi-tenanted or stand-alone buildings, along surrounding arterial roads.
- (2) Existing Medium Density Residential – in the form of townhouse dwellings to the east of the subject lands (567 Fanshawe Park Road E.), providing a transition between the single detached dwellings and the arterial road.
- (3) Existing Low Density Residential – typically in the form of single detached dwellings within the interior of the surrounding neighbourhood.

- (4) Existing Low Density Residential – typically in the form of single detached dwellings within the interior of the surrounding neighbourhood.
- (5) Existing Open Space (Virginia Park) – providing recreational and open space use within walking distance of the subject lands
- (6) Institutional Use (Stoneybrook Public School) – a public school within walking distance of the subject lands.
- (7) Existing Medium Density Residential – in the form of townhouse dwellings immediately to the west of the subject lands (601 Grenfell Drive), providing a transition between the single detached dwellings along the arterial road.
- (8) Existing Medium Density Residential – in the form of townhouse dwellings immediately to the west of the subject lands (59 Pennybrook Crescent), providing a transition between the shopping area and the single-detached dwellings.

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. In order to effectively achieve this goal, the following design objectives have been identified:

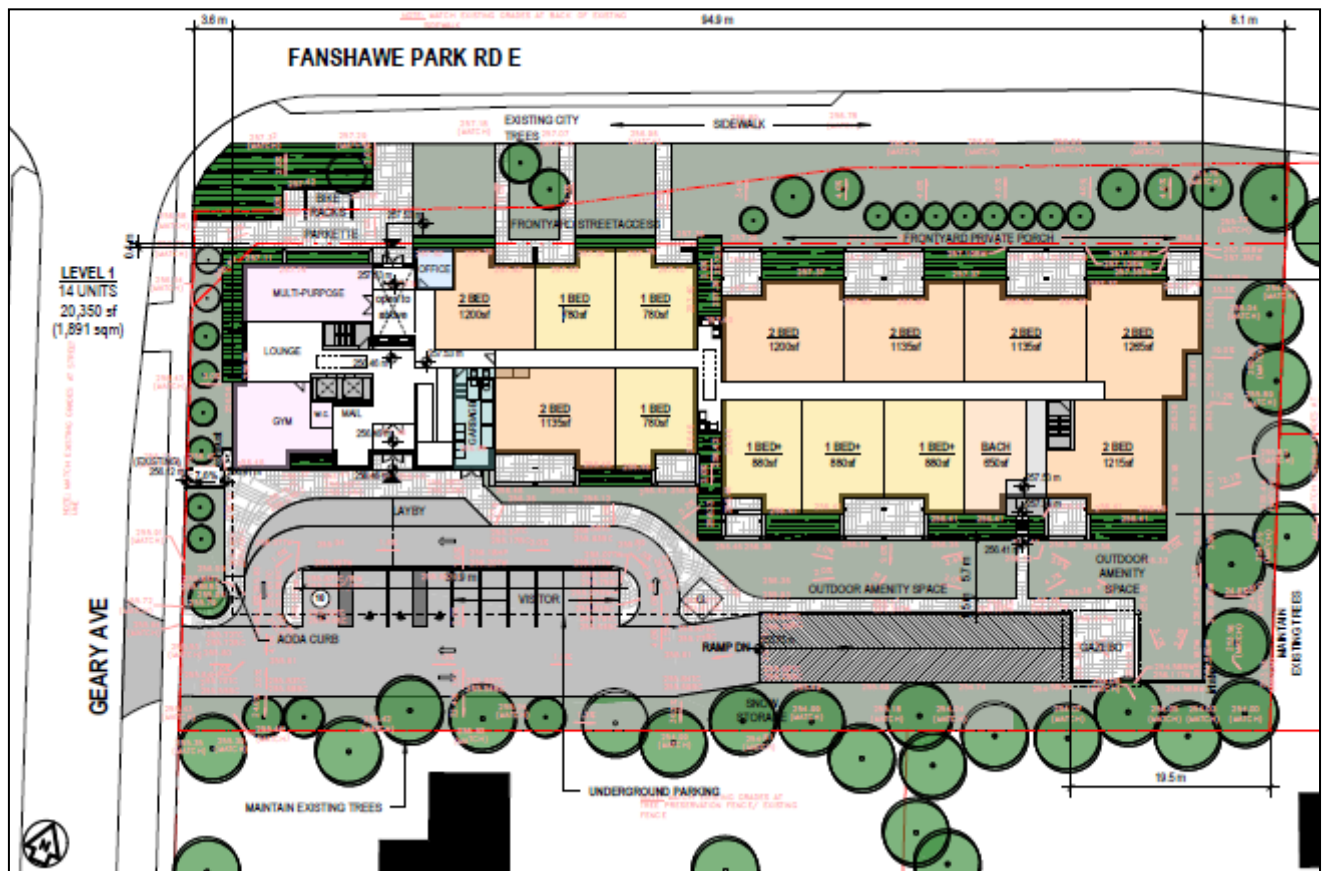
- Provide for a form of mid-rise residential development, along corridors that may vary in use, character, and intensity;
- Revitalize the existing context with a modern, well-designed building constructed of quality materials that create a unique and desirable sense of place in the community;
- Place an emphasis on the corner location of the subject lands, by functionally and/or visually providing active ground floor uses to support a pedestrian friendly environment; and,
- Provide for an enhanced and pleasing public realm for the use and enjoyment of pedestrians.

PROPOSED DEVELOPMENT

The proposed development consists of a 6–storey, 99-unit apartment building (see Figure 13 for the conceptual site plan). The building is orientated to address Fanshawe Park Road E. and Geary Ave., with the building facing the higher order street providing articulated, pedestrian-scale facades, with individual walkways to some of the units on the first floor. The building has been pulled towards the street and away from the adjoining residential properties to maximize separation distances. 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 has a density of approximately 175 units per hectare (uph).

The proposed development will be accessed by a replacement driveway off Geary Ave. A total of 119 parking spaces (1.25 spaces per unit) are to be provided on the lands (10 surface parking spaces with the remaining spaces being provided underground).

Figure 13 – Conceptual Site Plan



In response to the Urban Design comments provided in the Record of Pre-Application Consultation (dated January 26th, 2021), the proposed development incorporates the following features:

- Active ground floor uses along the street-facing elevations (Fanshawe Park Road East and Geary Ave.), including indoor amenity areas and common areas;
- The building has been located close to the intersection to frame and enclose the higher order street. Combined with a staggered footprint along Fanshawe Park Road East, and a unique-coloured roofline canopy, these elements allow the proposed building to have regard for its corner location.
- Articulation of each façade is present to provide depth and variation in the built form through the use of a range of materials, colours, and textures, which highlight different architectural elements and provide interest/rhythm along the building (see Figures 14 -16).
- A surface parking area that has been reduced in size, ultimately providing a more functional and centrally-located common amenity area and which locates the majority of parking underground;
- A hardscaped streetscape treatment, with a range of landscaping and tree plantings, is proposed along the Fanshawe Park Road E. with boundary trees and hedges retained where possible. These details will be further reviewed, refined, and confirmed through the future Site Plan Approval process.
- There is a prominent, well-defined principal building entrance at the corner of Fanshawe Park Road E. and Geary Avenue;
- There are individual entrances to all ground floor units on street facing elevations and amenity spaces designed as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape proposed. Direct walkway access from ground floor units to the public sidewalk are present;
- The top of the building (5th and 6th storey) are differentiated through an articulated roof form, step-backs, cornices, material change and/or other architectural detail;

Figure 14 – Elevation



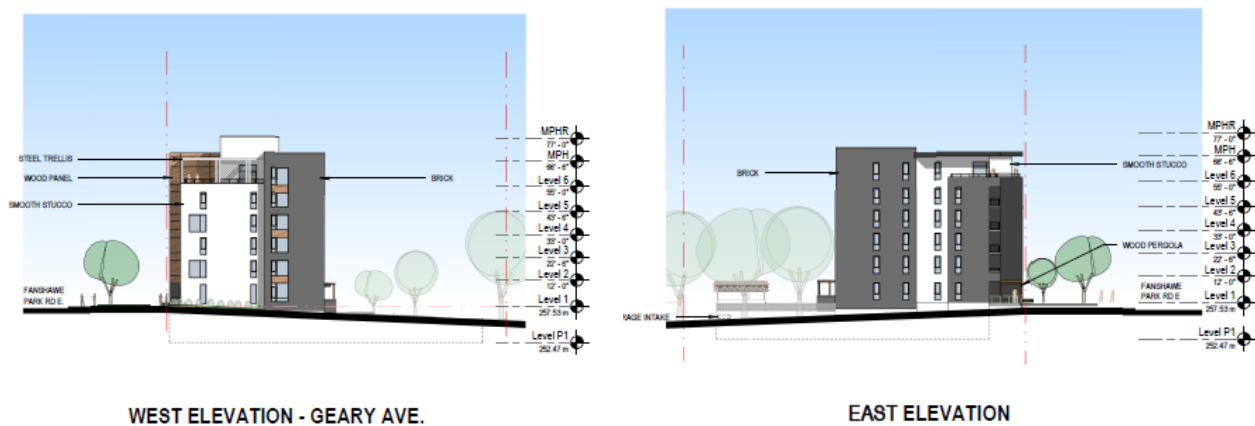
NORTH ELEVATION - FANSHAW PARK RD

Figure 15 – Elevation



SOUTH ELEVATION

Figure 16 – Elevations



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

Direct pedestrian connections from the right-of-way/public sidewalks are provided to the units on the ground floor along Fanshawe Park Road E. The primary building entrance is provided at the intersection. Access leading to the surface parking area and lay-by are located to the rear of the building. Loading and move-ins will be provided within the lay-by the rear of the building. The surface parking area will be screened from view with the use of appropriate landscaping and tree plantings. Conceptual landscaping details are provided on the site plan in the appended architectural materials package.

Each residential unit will have a balcony to provide private, outdoor amenity area for the enjoyment of residents. Hardscaping and landscaping are provided around the perimeter of the building, as well as at the rear of the subject lands. This allows for a comprehensive network of pedestrian pathways, providing connections between the residential entrances, the surface parking area, the common amenity areas, and the public sidewalks. These components complement a pleasant pedestrian experience for residents and for pedestrians walking along Fanshawe Park Road East and Geary Avenue.

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

Figure 17 - Conceptual Building Massing



CONCEPTUAL DESIGN

The *Urban Design Brief Terms of Reference (2009)* lists site design, built form, massing and articulation, character and image, architectural treatment, and servicing for consideration of design.

SITE DESIGN

The proposed building is oriented along, and located close to, Fanshawe Park Road East and Geary Avenue streetscapes. The location of the building allows for a large rear yard setback of 21.8m to separate the building from existing low density uses to the south. A minimal setback is provided in the interior side yard of 8.8m which provides sufficient space for landscape buffering, while providing for a strong street wall with limited gaps between buildings. Overall, there is sufficient space to accommodate pedestrian circulation and/or appropriate landscaping around the building in all yards. These details are to be reviewed, refined and confirmed through the future Site Plan Approval process.

A surface parking area is provided to the rear of the property. There is sufficient space between the parking area and the property lines to provide for adequate screening, including fencing, landscaping, and/or tree plantings. These details are to be reviewed, refined, and confirmed through the future Site Plan Approval process.

BUILT FORM

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

The primary northern orientation of the rectangular-shaped building interfaces well with Fanshawe Park Road East. An emphasis is placed on its corner location, framing the intersection

with an active ground floor, with unique-coloured pillars to enhance the aesthetic of the building when viewed from the intersection.

Treatment at grade along Fanshawe Park Road East and Geary Avenue consists of a higher proportion of glazing, to clearly delineate the attractive, pedestrian-oriented public realm. The upper two storeys of the building will be architecturally different. A contemporary flat roof, with modern cornice lines and canopies for the balconies effectively announce the top of the building and help distinguish the building along the corridors.

MASSING and ARTICULATION

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

A variety of articulation is to be present on the proposed design of the building. Balconies extrude from the face of the building, but not beyond the minimum setbacks requested in the site-specific zone. A variety of materials, colours, and textures are to be proposed to break up the massing of the building into smaller sections to appropriately frame the street and enhance the streetscape (see Figures 18-22).

Figure 18 – Rendering (view from Fanshawe and Geary)



Figure 19 – Rendering (view for Fanshawe)



Figure 20 – Rendering (View from Geary Avenue)



Figure 21 – Rendering (View from rear yard)



Figure 22 – Rendering (view from Fanshawe Park Road)



CHARACTER and IMAGE

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

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

ARCHITECTURAL TREATMENT

It is anticipated that a range of materials, colours, and textures will be provided in an attractive, compatible manner. The range of materials, colours, and textures will be representative of contemporary building practices.

Conceptually, the range of materials includes linear brick, aluminum panels, spandrel glass and vision glass, and the colour palette is yet to be determined.

SERVICING

Vehicular access to the subject lands is provided by a new, full-turns driveway on Geary Avenue. Pedestrian access is available from both Fanshawe Park Road East and Geary Avenue, with direct pedestrian pathways provided from the sidewalk to principal building entrances and the parking area. The building is capable of being fully accessible, consistent with standard Ontario Building Code requirements.

Access to public transit is available along Fanshawe Park Road East (Route #708 & #711). Common parking, loading, and service areas are provided in the surface parking area to rear of the building.

The building is to be serviced by full Municipal services. Based on the Servicing Feasibility Study prepared by Strik Baldinelli Moniz, the City's existing City water distribution sanitary sewer infrastructure have sufficient capacity to accommodate the proposed development. The existing City storm sewer does not have capacity for the site's flows at predevelopment levels and stormwater management quantity controls will be required to mitigate the increased runoff due to site development. The Fanshawe Road Park East ROW appears to have sufficient capacity for the site's overland flows provided the flows do not exceed pre-development levels.

PUBLIC REALM

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

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

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

SUSTAINABILITY TECHNIQUES

The proposed building will incorporate current energy saving technologies that are in accordance with the Ontario Building Code and are cost-effective. The building will not be LEED certified.

PROPOSED PLANNING ACT APPLICATIONS

An Official Plan Amendment to the 1989 City of London Official Plan is to be initiated by the City of London in order to re-designate these lands from the current “*Low Density Residential*” designation, to the proposed “*Multi-Family, High Density Residential Designation*”. This Official Plan Amendment will bring the 1989 Official Plan into conformity with the new London Plan.

The proposed Zoning By-Law Amendment seeks to re-zone the subject lands to a site specific, special regulation “*Residential (R9-7(□))*” zone with a Bonus Zone Provision (B-(□)) for increased density.

Proposed bonusing features to permit the proposed increased density include enhanced urban design, underground parking, and roof-top amenity. The owner of the property is also willing to provide affordable housing within the proposed apartment building.

At a conceptual level, the site-specific, special regulations proposed for the “*Residential (R9-7(□))*” zone include:

- A minimum front yard setback of 0.4m (whereas a 10.0m setback is required);
- A minimum exterior yard setback of 3.5m (whereas an 8.0m setback is required);
- A minimum interior yard setback of 8.1m (whereas a 21.0m setback is required); and
- A minimum parking rate of 1.19 spaces per unit (whereas 1.25 spaces per unit is required).

The site specific, special regulations sought for the “*Bonus (B-(□))*” zone are as follows:

- A maximum building height of 21m; and,
- A maximum density of 175 units per hectare (UPH).

A detailed description of these special regulations, as well as justification for each, are found later in this report.

PLANNING POLICY ANALYSIS

2020 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-law Amendment applications are required to be consistent with these policies. The following policies discussed are relevant to the proposed application.

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.*

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

Section 1.1.3.1

Settlement areas shall be the focus of growth and development.

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

Section 1.1.3.2

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- e) are transit-supportive, where transit is planned, exists or may be developed.*

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

Public transit is available along Fanshawe Park Road East (Route #711 and #708).

Section 1.1.3.3

Planning authorities shall 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.

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

Section 1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding risks to public health and safety.

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

Section 1.4.3

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b. permitting and facilitating:

- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposed development provides a desirable and appropriate housing type and density to meet the needs of current and future residents in this area of the City of London. The proposed building is considered residential intensification, and has been located and oriented on the subject lands in a compatible manner. The subject lands can accommodate the proposed development without any significant undue, adverse land use impacts.

Section 1.6.6.2

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development will make use of full municipal services. The servicing details will be further reviewed, refined, and confirmed throughout the future Site Plan Approval process.

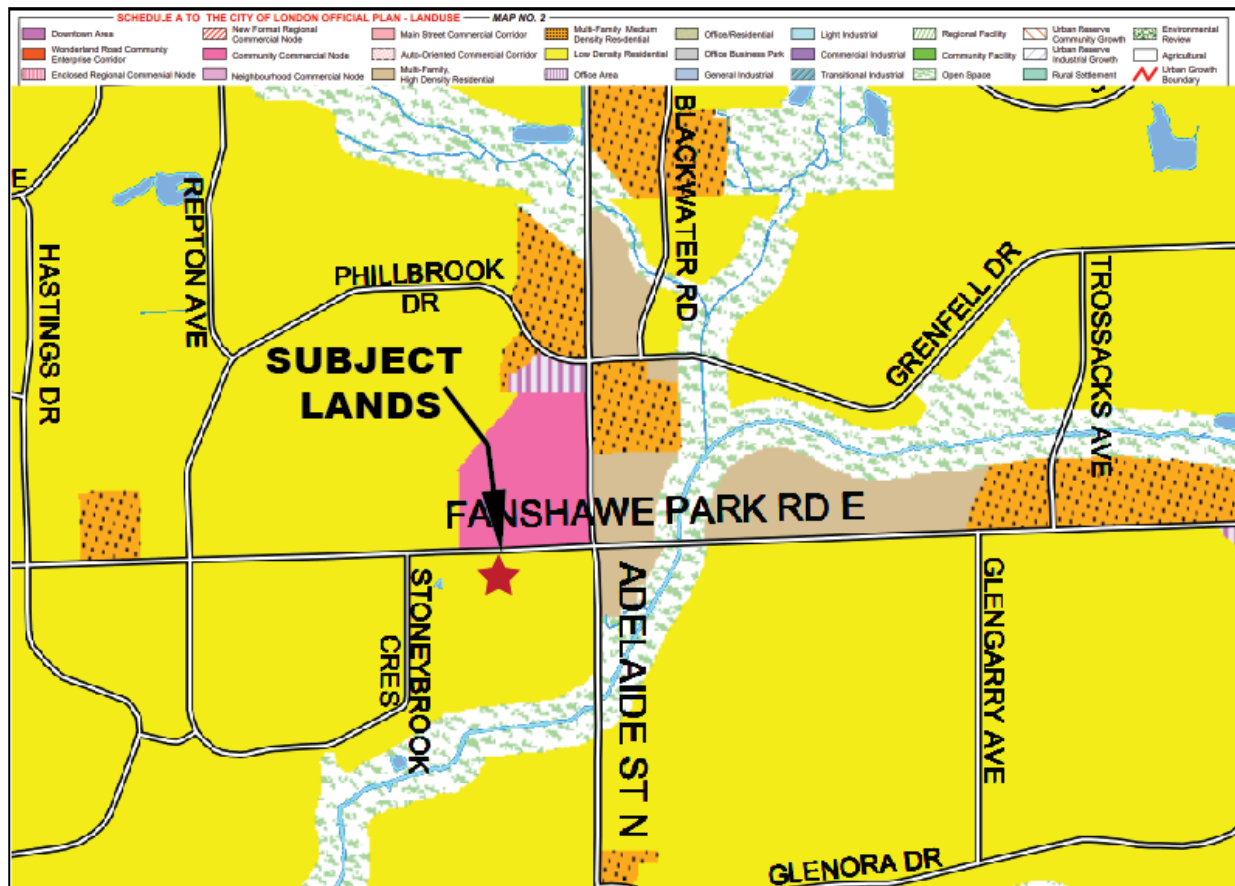
Based on the above, the proposed Official Plan Amendments and the proposed Zoning By-Law Amendment is consistent with the 2020 Provincial Policy Statement.

1989 CITY OF LONDON OFFICIAL PLAN

The subject lands are designated "Low Density Residential" as per "Schedule 'A'- Land Use" in the 1989 City of London Official Plan (Figure 23). This designation permits a range of low-density residential uses in the form of single detached dwellings, semi-detached dwellings, and duplexes.

The proposed development exceeds the maximum height and density within the Low Density Residential designation. However, the proposed development maintains the intent of the London Plan, and therefore it is proposed that the City of London initiate an Official Plan Amendment to the 1989 Official Plan to bring it into conformity with the new London Plan. The proposed designation is the "Multi-Family, High Density Residential" land use designation.

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



Multi-Family, High Density Residential Objectives (Section 3.1.4)

- i) *Support the development of multi-family, high density residential uses at locations which enhance the character and amenity of a residential area and where arterial streets, public transit, shopping facilities, public open space, and recreational facilities are easily accessible; and where there are adequate municipal services to accommodate the development.*

The subject lands are located at an intersection entering the residential neighbourhood south of Fanshawe Park Road East. The proposed development will act as an aesthetically pleasing gateway, enhancing the character and amenity of the neighbourhood. Furthermore, there is access to public transit along Fanshawe Park Road East, as well as shopping and open space/recreational opportunities are located to the east and west.

- ii) *Provide opportunities for the development of multi-family, high density residential buildings at locations adjacent to major public open space areas where compatibility with adjacent land uses can be achieved.*

Considerable effort has gone into the conceptual design of the proposed development, which is consistent 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.

- 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 features on, or in close proximity to, the site.*

There are no notable natural heritage or hazard features on the subject lands that are to be retained. As such, the subject lands are an appropriate location for the proposed development. The building and parking areas have been designed to ensure that existing mature trees, hedges are retained where feasible.

Location (**Section 3.4.2**)

- i) *Development of the site or area for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area.*
- ii) *Adequate municipal services can be provided to meet the needs of potential development.*
- iii) *Traffic to and from the location should not have a significant impact on stable low density residential areas.*
- iv) *The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses.*
- v) *Public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance.*

The subject lands are in proximity to the Fanshawe Park Road and Richmond Street intersection as well as the Fanshawe Park Road and Adelaide Street intersection, which both provide a commercial district for the shopping needs of future residents.

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.

A noise study was prepared for the proposed development and attenuation recommendations include: installation of central air conditioners, specific materials for building construction, and the inclusion of interior and exterior noise clauses for purchasers and tenants. The Assessment concludes that the proper execution of the above noise mitigation measures should produce noise levels within this development that will meet noise requirements of the City and the MECP.

The subject site is of suitable shape and size to accommodate the proposed development. The proposed building has been located as close to Fanshawe Park Road and Geary Ave. as possible to create the large separation distance from the existing single detached dwellings further to the south and east. Open space uses, in the form of public parks, are within walking distance to the north (i.e. Virginia Park). The subject lands have good access, being located along an Arterial Road (Fanshawe Park Road E).

Scale of Development (**Section 3.4.3**)

Development within the proposed “Multi-Family, High Density Residential” designation is intended to accommodate large-scale, multi-unit forms of development adjacent to major employment centres, and shopping areas along transit routes (**Section 3.4**). Heights may be permitted to exceed 4-storeys if determined through a **Compatibility Report** to be appropriate, and all proposals with a density greater than 75 units per hectare (UPH) are to be evaluated with a **Planning Impact Analysis**.

Compatibility Report (**Section 3.7.3**)

The required analysis through a Compatibility Report includes built form elements, massing and articulation, and architectural treatment. Please reference the **Conceptual Design** section of this report for the required analysis of the Compatibility Report. The analysis of the built form elevations, massing and articulation, and architectural treatment are some of the elements captured in the **Conceptual Design** section, which confirms why the proposed development is compatible with its surrounding context.

In summary, the proposed development is located and oriented on the subject lands in a compatible manner with the surrounding context (i.e. located close the street as far as possible from the low-density residential uses to the south and east, which in turn develops a strong relationship with the public realm). The anticipated selection of architectural materials will provide for a massing and articulation that provides for a unique sense of place, and that will fit well into the neighbourhood.

Planning Impact Analysis (**Section 3.7.2**)

- a) *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.*

There are single detached dwellings located to the north, south, east and west. There is adequate separation between the abutting single detached dwellings and the proposed building, with no significant impacts anticipated between the function of residential uses.

An 8.8m interior side yard setback is proposed. This will allow for the building to appropriately interface with the existing dwellings and create a strong street-wall and pedestrian environment along Fanshawe Park Road East. Merits of the proposed development that illustrate compatibility with the surrounding present land uses, include: providing for a buffer between noise and activity along Fanshawe Park Road East and the existing and planned uses to the north, northeast, and northwest; it enhances the existing character of the neighbourhood by providing an attractive, well-designed building at the entrance of an existing residential area; and creates a strong pedestrian environment along a corridor with existing pedestrian amenity.

- b) 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;*

As illustrated in the appended conceptual site plan, the size and shape of the subject lands are able to accommodate the intensity of the proposed use. The required requisite components are provided on the subject lands in an appropriate manner, including:

- An appropriately sized common, outdoor amenity area in a centralized, connected location;
- An appropriately sized parking area to serve the proposed residential use, as well as accommodate service vehicle turning radii;
- Pedestrian connections within and around the subject lands, particularly to the public sidewalks along each corridor; and,
- Perimeter greenspace to accommodate landscaping, fencing, and/or tree plantings.

- c) the supply of vacant land in the area which is already designated and/or zoned for the proposed use; and*

It is our understanding that there is no vacant land with the requested height and density provisions that is currently available for sale on the market.

- d) the proximity of any proposal for medium or high-density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.*

Virginia Park is approximately 800m from the subject lands (approximately 10 minute walk), providing open space and recreational facilities. Stoneybrook Public School is located to the south of the subject lands following Geary Avenue (approximately 600m away). Public transit is available along Fanshawe Park Road East, and the existing frequency and service has been deemed appropriate as of current operations. If demand were to increase for Route #711 and #708, the London Transit Commission is able to re-evaluate service frequency on an annual basis.

- e) the need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.*

Affordable housing is proposed as a bonusable feature for the proposed development. As per discussion with the Housing Development Corporation (dated March 17th, 2021), one 1-bedroom unit and one 2-bedroom unit are offered at a rental rate not exceeding 90% of the CMHC Average Market Rent for a period of 30 years.

- f) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;*

The proposed 6-storey apartment building has been located as close to the Fanshawe Park Road East and Geary Avenue intersection, as far as possible from any existing land uses in the surrounding area.

- g) 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;*

City Staff did not request any form of environmental impact study as part of a complete application, nor does any mapping in the 1989 City of London Official Plan indicate any significant natural features on site. Mature vegetation on site is proposed to be preserved where feasible.

- h) 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;*

The new full-turns driveway on Geary Ave. is located at an appropriate distance from the existing intersection with Fanshawe Park Road East, as well provides a sufficient clear-throat for ingress and egress to and from the site. Staff have not requested a Traffic Impact Study as part of a complete application, and as such, there are no significant traffic impacts anticipated.

- i) 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;*

See discussion in a) above for the same analysis

- j) the potential impact of the development on surrounding natural features and heritage resources;*

See discussion in g) above for the same analysis.

- k) 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;*

There are no environmental constraints that apply to the subject lands, including landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety.

- l) 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; and*

As discussed throughout the report, the proposed development generally complies with the provisions of the City's Official Plan(s), the Zoning By-Law, the Site Plan Control By-Law, and the Sign Control By-Law. Where the proposed development does not comply, this report outlines how these provisions still maintain the intent of the policies and/or regulations of the City's Official Plan(s) and the Zoning By-Law.

- m) 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;*

Opportunities for screening of the proposed development, including the building and surface parking area, are available through the use of landscaping, tree plantings, and/or fencing. These site-specific details are to be further reviewed and confirmed through a subsequent Site Plan Approval application. Conceptual landscaping details are illustrated on the conceptual site plan, which is appended to this report.

- n) impacts of the proposed change on the transportation system, including transit.*

There are no anticipated changes to the transportation system, including transit. It is our understanding that the existing systems are able to accommodate the proposed residential density.

URBAN DESIGN – RESPONSE TO CITY DOCUMENTS

The 1989 City of London Official Plan includes design principles that are to be applied to new developments. Section 11.1 lists the general design principles that are promoted in the preparation of development approvals. The individual principles listed are **bolded**. The design principles relevant to this proposed development and how they are addressed are outlined as follows:

- **Natural Features** - There are no significant natural features on the subject lands.
- **Trees** - There are a limited number of trees on, or within 3.0m from a property line, around the subject lands. Trees (and hedges) will be retained where feasible.
- **Open Views** – The proposed development does not obstruct views to any significant natural features or landmarks.
- **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.
- **Architectural Continuity** - The orientation, location, and scale of the building is appropriate for the subject lands, compatible with the surrounding context, and desirable along an arterial road. The building is located close to both streets, creating a new and desirable street wall along this portion of the corridor. There are no nearby uses that are known to have architectural or historical significance.
- **Redevelopment** – Fanshawe Park Road is characterized by a mix of uses, and Savoy Street is characterized by a low-density residential land uses. The proposal would enhance an underutilized property and will architecturally improve the character of the existing area, create an attractive entrance to the existing neighbourhood, and add to the existing and planned mix of residential dwelling types.
- **Streetscape** – The proposed development seeks to enhance the quality of the streetscape by orienting the building and primary residential building entrances towards Fanshawe Park Road East, and providing ground floor entrances both streetscapes. These new connections promote an improved pedestrian experience along both of these corridors.
- **Pedestrian Traffic Areas** - Hardscaped pedestrian pathways are provided on the interior and along the street-facing lot lines, providing connections from the public sidewalk to the subject lands.
- **Access to Sunlight** - The building has been positioned as close to Fanshawe Park Road East and Geary Ave. as much as possible to reduce potential shadowing impacts on surrounding land uses.
- **Landscaping** – New landscaping will contribute to the quality of the streetscape along the

fronts and exterior sides of the buildings, screen the surface parking area from the public realm, and provide amenity to the residents of the property.

- **Building Positioning** - The building has been positioned to maximize functional and operational characteristics of the development, as well as to position the building as far as possible from the existing single detached dwellings to the south and east. Parking can be accessed from Geary Ave., which is generally screened from view from the public realm.
- **Parking and Loading** - Parking and loading areas are located in the rear of the property, generally screened from public view, with parking space dimensions and drive aisle widths consistent with the City of London Site Plan Control By-Law. Appropriate areas are provided to facilitate turning movements within the parking area.
- **Privacy** - The proposed building is located as close to the Fanshawe Park Road East and Geary Avenue intersection as possible, creating a significant distance between existing low density residential land uses. Boundary trees are to be retained and planted in order to help screen the proposed building from neighbouring properties.
- **Outdoor Space** – A common, outdoor amenity area is provided in the rear yard of the subject lands. As well, adequately sized, clearly defined balconies are proposed for each unit. Rooftop amenity is also provided on the 6th floor.
- **Noise Attenuation** - It is anticipated that each unit will be supplied with a HVAC system that will allow for windows and exterior doors to remain closed should residents wish so. A noise study has been prepared for the proposed development and is appended to the application.
- **Resource Conservation** - Energy conservation measures will be in accordance with Ontario Building Code requirements.

Given the above analysis, the proposed 6-storey, 168 unit per hectare apartment building conforms to the applicable intent and policies of the 1989 City of London Official Plan. As such, the proposed City initiated Official Plan amendment to re-designate the lands to the “*Multi-Family, High Density Residential*” land use designation to permit the proposed development is considered appropriate.

THE LONDON PLAN

The subject lands are located within “*Neighbourhoods*” Place Type, at the intersection of an “*Urban Thoroughfare*” Street Classification (Fanshawe Park Road East) and a *Neighbourhood Street* (Geary Avenue), in The London Plan (Figures 24 and 25). These lands are intended to accommodate a range of residential uses and intensities, from single detached dwellings to low-rise apartment buildings, between 1- and 6-storeys in height.

Permitted Uses and Intensity (Policy 921-935; Tables 10, 11, & 12)

As per Table 10 and 11 in The London Plan, low-rise apartment buildings up to 6-storeys in height (with bonusing) are contemplated on the subject lands.

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

Figure 24 – The London Plan, “Map 1 – Place Types” (Lands shown as red star)

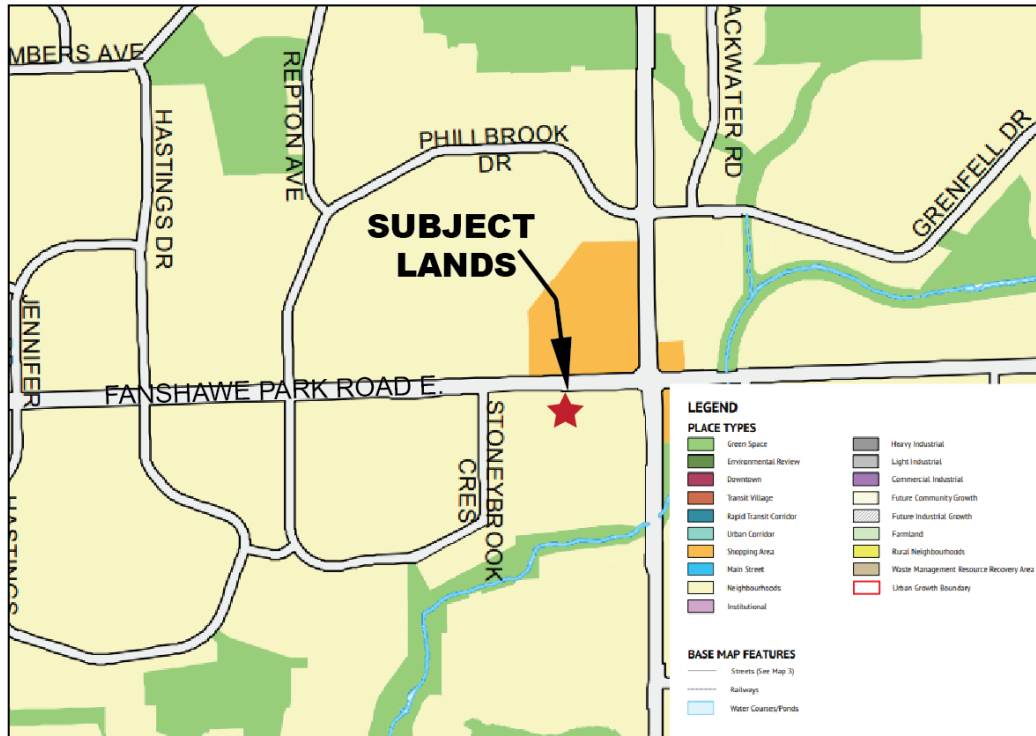
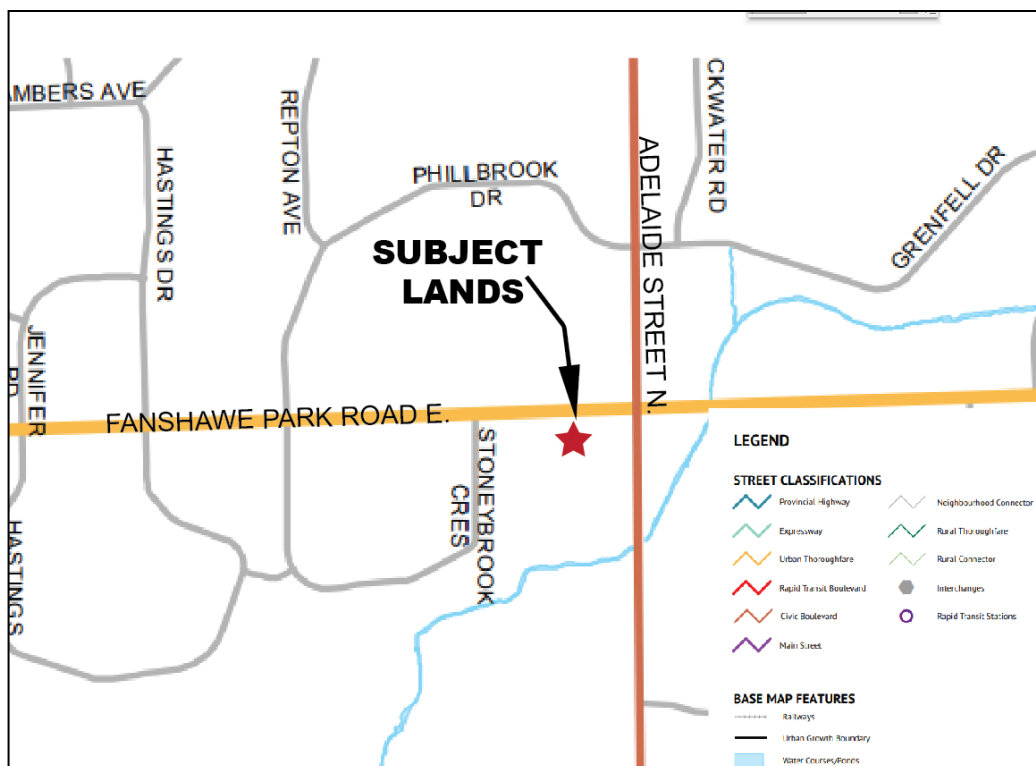


Figure 25 – The London Plan, “Map 3 – Street Classifications” (Lands shown as red star)



As described below, the proposed development maintains the intent of the applicable policies in The London Plan, and as such, the proposed City-initiated Official Plan Amendment is considered appropriate.

Our Vision for Neighbourhoods Place Type (Policy 916)

The proposed development is consistent with the key elements of the vision for the “Neighbourhoods” Place Type:

1. *A strong neighbourhood character, sense of place, and identity;*

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

2. *Attractive streetscapes, buildings, and public spaces;*

Streetscape enhancements to both Fanshawe Park Road E. and Geary Ave are proposed, including hardscaped and landscaped features.

3. *A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so;*

The proposed development provides for a new form of housing that does not yet exist in the immediate community, providing a full-range of housing choices in this neighbourhood for all demographics. To support to provision of a bonus zone on the subject lands, two (2) affordable housing units are included in the development.

4. *Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown;*
5. *Lots of safe, comfortable, convenient, and attractive alternatives for mobility;*

The subject lands are located at the periphery of an existing residential neighbourhood, with convenient access to an Arterial Road (Fanshawe Park Road E.), providing vehicular connections between North London, West London and East London. Public transit is available (Route #708 & #711), providing connections throughout the City, where additional routes for access to the other areas of the City, including express options to downtown, are provided. The neighbourhood is a walkable community, with access to open space/recreational areas within 10 minutes from the subject lands as well as access to convenient commercial land uses.

6. *Easy access to daily goods and services within walking distance;*
7. *Employment opportunities close to where we live; and,*

There are daily goods and/or services within walking distance for the immediate residential community which will serve the residents of the proposed building. Employment opportunities are currently available for the surrounding residents and residents of the proposed building in the immediate vicinity.

8. *Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.*

Virginia Park is within a 10-minute walk from the subject lands, providing opportunities for recreational activities and outdoor gathering locations for the community.

How Will We Realize Our Vision? (Policy 918)

The vision of the “Neighbourhoods” Place Type can be implemented through the permission of the proposed development by:

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

Given the subject lands location to the surrounding 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 residents of the area and for those passing by.

2. *Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.*

Existing housing types include single detached dwellings, and a townhouse block at 567 Fanshawe Park Road E. The proposed apartment building adds to the housing mix, intensity, and form in an appropriate location that provides a desirable form of housing that is consistent with the objectives of this Place Type.

3. *Affordable housing will be planned for, and integrated into, all neighbourhoods.*

Two (2) affordable housing units are included in this proposal.

4. *Housing forms will be encouraged that support the development of residential facilities that meet the housing needs of persons requiring special care.*

The proposed building is capable of being accessible, as per the requirements of the Ontario Building Code.

5. *Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents.*
6. *Live-work opportunities will be planned for at appropriate locations within neighbourhoods.*

The proposed development is located proximate to commercial uses at Fanshawe Park Road E. and Adelaide Street and Fanshawe Park Road E. and Richmond Street. Given the proximity of the commercial uses and the proposed residential use, this is a suitable opportunity to provide live-work opportunities.

7. *Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit- oriented, giving priority to these forms of mobility.*
8. *Schools, places of worship and other small-scale community facilities to support all ages will be permitted in appropriate locations within neighbourhoods.*
9. *Facilities to support neighbourhood urban agricultural systems may be integrated into neighbourhoods.*
10. *Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.*
11. *Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.*
12. *Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.*

Policies 7-12, noted above, identify elements that have been located through previous Draft Plan of Subdivision applications and pre-determined as appropriate (i.e. the extent and location of streets, schools, places of worship, other facilities, parks, public spaces, and natural heritage systems). The proposed development does not negatively impact the extent or location of any of these elements, but will make efficient use of the elements on an as-needed basis, particularly schools, places of worship, and public parks.

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

The proposed development is located within an existing neighbourhood, proximate to low density residential land uses, acting as a buffer from noise and vehicular activity along Fanshawe Park Road E. 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.

The proposed building places more residents in the neighbourhood which, in turn, supports local businesses, encourages walkability between these commercial uses and the existing neighbourhood, and provides for a more active and engaging entrance to the neighborhood to the south.

Form (Policy 936)

As outlined in this report, the proposed building has been located close to, and oriented along, Fanshawe Park Road E., away from the existing low density residential uses located beyond to the south and east of the subject lands. A modest-sized surface parking area has been appropriately positioned to the rear of the building to serve as visitor parking at grade.

The lands are of a suitable size to functionally accommodate the proposed density, and are within an appropriately located building that will not present any significant undue impacts on surrounding land uses, including the existing low density residential uses in the community. There is sufficient separation between existing land uses and the proposed 6-storey building, and as such, an appropriate transition between these uses will be present. Land use impacts, such as privacy concerns, overlook, and shadowing, are minimized/mitigated given the location and proposed landscaping around the property line in relation to the existing neighbourhood. As such, the proposed development will fit well within the existing context.

Additional Urban Design Considerations for Residential Intensification (Policy 953)

The proposed development is considered intensification, as it proposes the replacement of existing single-detached dwellings with a develop comprising a greater number of dwelling units than what currently exists. As such, the compatibility and fit of the proposal with the existing context, from a form perspective, are to be evaluated with the following policies:

- a. *Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.*

Given the location of the subject lands at an Arterial Road within an existing residential area, the proposed access point/driveway via Geary Ave. is proximate to Fanshawe Park E., the primary access point to the surrounding neighbourhood. As such, traffic flows will be directed off the busy arterial road but still far enough away from the existing neighbourhood.

Given the location and orientation of the building close to, and along, Fanshawe Park Road E., the surface parking area and amenity areas are located in the rear yard. Landscaping will be used to help screen the surface parking area from the public realm, as well as from abutting lands by retaining vegetation and providing sufficient plantings around the perimeter of the subject lands. These details will be further reviewed, refined, and confirmed through the future Site Plan Approval process.

b. Building and main entrance orientation.

Primary building locations are oriented along Fanshawe Park Road E., away from existing low and medium density residential uses.

c. Building line and setback from the street.

The proposed building is located close to both street corridors to activate the streetscape and create an inviting pedestrian environment.

d. Character and features of the neighbourhood.

The existing neighbourhood is comprised of varying housing types and forms, and is ever changing. The proposed development enhances the developing character of the area, and will improve the pedestrian features along the streetscape on both Geary Ave and Fanshawe Park Road E.

e. Height transitions with adjacent development.

As noted previously, there is sufficient separation between sensitive land uses, particularly the low-density residential uses beyond to the south and east, and the subject lands. Land use matters such as privacy, overlook, and shadowing, are anticipated to be minimized.

f. Massing appropriate to the scale of the surrounding neighbourhoods.

The massing of the building is visually broken into smaller portions, through the use of varying colours, materials, and textures that help articulate the building. As discussed throughout this report, the massing of the building is considered appropriate and compatible with the surrounding context.

Furthermore, the intensity of the proposed development will be appropriate for the size of the lot, such that it can accommodate the required requisite design facets such as driveways/aisle, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas. Landscaping is retained and provided around the perimeter of the subject lands, particularly providing an effective screen between the building and the existing single-detached dwellings to the south and east, as well as the surface parking area and the public realm. The setbacks, as proposed, provide sufficient separation between surrounding land uses in the area.

URBAN DESIGN – RESPONSE TO CITY DOCUMENTS

The City Design policies of *The London Plan* set out general urban design policies that apply to the entire city. It is recommended that this report be read in its entirety, rather than the urban design sections alone, to gather a comprehensive understanding of the merits of the proposed development. The proposed development is consistent with these urban design policies as follows:

Character

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

199_*All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context.*

The 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.

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

The proposed building has been located close to the Fanshawe Park Road East and Geary Ave. intersection to better frame one entrance to the existing neighbourhood. This enhances the existing neighbourhood character and identity, which is defined by a mix of existing and planned residential dwelling types.

208_*Signs will be designed as an integral part of development and will be compatible with the architectural style of the building and the existing and planned character of the surrounding area.*

Signage for the proposed residential apartment building will be appropriately integrated and oriented towards the street to create an attractive pedestrian environment, consistent with the objectives of The London Plan.

210_*Trees should be recognized, maintained and planned for as important features of a neighbourhood's planned character and sense of place.*

The site is to include a tree planting and greenery strategy throughout the perimeter and interior to create a green environment and enhance the visual wellbeing of the residents, visitors, and the neighbourhood. Where possible, existing quality trees will be preserved.

Street Network

211_The City's street network will be designed to ensure high-quality pedestrian environments, maximize convenience for mobility, access to focal points, and to support the planned vision for the place type.

The proposed development will be an important defining element of the pedestrian experience along this portion of Fanshawe Park Road East and Geary Ave. Sidewalks are provided on both sides of Avenue, and on both sides of Fanshawe Park Road E., to accommodate safe pedestrian movement to and from the property. The building's design connects functionally to the sidewalk system, ensuring safe and navigable pedestrian features.

213_Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.

Geary Ave. connects the existing residential area to the south with the primary arterial road that serves the area, being Fanshawe Park Road E., which connects to a mix of uses along the corridor in the direction of Masonville area, Hyde Park area and East London. Both corridors connect future residents with goods, services, and employment along each corridor, with potential future rapid transit beyond the life of The London Plan.

Streetscapes

221_The design of streetscapes will support the planned vision of for the place type and will contribute to character and sense of place.

On-street parking is not permitted on this portion of Fanshawe Park Road E., as such the full rights-of-way are required to maintain adequate traffic flow. Standard sidewalks are provided along the intersecting streets. The proposed building is to have direct connections to these public sidewalks connecting future development to the public right of way. New street trees and grassed boulevard areas between these pedestrian pathways will enhance the existing streetscape. Pedestrian-scaled lighting will also be provided where feasible to enhance the amenity of pedestrian connections. For these reasons, the streetscape along both of these corridors is enhanced, and provides a safe, convenient corridor for pedestrians to travel along to and from the subject lands. Such features contribute to the character and sense of place.

235_Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

Beyond the landscaping improvements within the streetscape, it will help screen the rear yard surface parking area from view on Geary Ave.

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.

253_ The site layout should be designed to minimize and mitigate impacts on adjacent properties.

The layout of the proposed development is to provide a built form that is oriented towards, and located close to the Fanshawe Park Road E. and Geary Ave. intersection. This ensures the proposed development is as far as possible from existing low density residential uses to the south and east, providing sufficient separation and a buffer between vehicular noise and activity along Fanshawe Park Road E. and these existing residential uses.

254_ Site layout, and the corresponding building design, should respond to the topography of a site.

The topography of the subject lands, and the surrounding area, is generally flat. As such, there are no topographic features that assist in separating the proposed development from existing sensitive land uses beyond the subject lands to the south. As such, the proposed location of the building, and ultimately the separation distances between the proposed building and the existing development in the neighbourhood appropriately responds to the topography of the site.

255_ Site layout will promote connectivity and safe movement between, and within, sites for pedestrians, cyclists, and motorists.

The site layout has been designed with a new full-turns access to Geary Ave., and ultimately connects through Fanshawe Park Road E., creating for safe, predictable and visible vehicular traffic movements. Parking and loading areas are located to the rear of the subject lands generally out of view from the public realm. Internal pedestrian pathways will be provided to connect the building entrance(s) to the remainder of the site.

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line or existing and planned buildings.

The building is located close to each street to create and enforce a prevailing street line for existing and planned buildings.

259_ Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.

The proposed building is located close to each street at a minimal front yard setback to form a strong street edge that forms a sense of enclosure and comfortable pedestrian environment.

261_*Buildings at corner sites will be oriented towards the higher-order street classification.*

The proposed building is oriented along Fanshawe Park Road E., with key features including a staggered footprint entrance oriented towards the corner, that create a strong relationship with the intersection.

268_*Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.*

Pedestrian pathways will connect the public sidewalk to the principal entrances along the sides of the buildings.

269_*Buildings should be sited to minimize the visual exposure of parking areas to the street.*

The location of the surface parking area in the rear of the subject lands will be generally screened from view by a combination of building location/orientation, as well as landscaping and tree plantings. These details are to be further reviewed, refined, and confirmed through the future Site Plan Approval process.

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

Given the proximity of the proposed development to a transit route, and that it has solely residential uses on site, there is an emphasis on encouraging active transportation to, from, and on the subject lands. The surface parking area has been appropriately sized for visitors and is generally screened from view from the public realm, which reduces association of the proposed development with vehicular activity. The remainder of the parking is provided underground. As a result, it is anticipated that the amount of the mobility to and from the subject lands by foot, by bike, or with public transit will be highlighted.

271_*The Zoning By-Law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower within those place types and parts of the city that have high accessibility of transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction.*

A compliant number of parking spaces are provided for the residential use which does not require relief from the Zoning By-law. The site also has access to public transit available, and suitable walking distances to recreational areas and schools.

272_ *The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.*

Surface parking in the rear yard is generally screened from view from the public realm with the use of landscaping and tree planting. These details are to be further reviewed, refined, and confirmed through the future Site Plan Approval process.

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

Lights internal to the site, as well as around the perimeter, will be directed inwards across the property, away from adjacent properties.

280_ *Secure, covered and non-covered bicycle parking should be incorporated into multiple-unit residential, commercial, retail, institutional, and recreational developments.*

Covered bicycle parking is provided in the underground parking garage, and short-term/non-covered bicycle parking will be provided at-grade in proximity to the building entrances.

Buildings

284_ *All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations.*

This report illustrates how the proposed development supports the planned vision of the “Neighbourhoods” Place Type, enhances character, and forms a unique sense of place. Components including scale, massing, materials, relationships, and other form-related considerations are described. The required architectural materials are appended to this report to visually describe these features.

285_ *To support pedestrian activity and safety, blank walls will not be permitted along the street edge.*

No blank walls are proposed along the street edge. A combination of glazing, metal panels, and brick are to be provided in varying degrees along each unique elevation.

286_ *Buildings will be designed to achieve scale relationships that are comfortable for pedestrians.*

Different architectural features are to be provided on the upper floors and lower floors along both corridors at the intersection of the street. This differentiation will effectively achieve a scale relationship that is comfortable for pedestrians.

287_ *The height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.*

As described earlier in this report, the height of the building is generally in-line with the width of the right-of-way along Fanshawe Park Road E and Geary Ave.

290_ *Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*

As described earlier in this report, the building effectively addresses its corner location by incorporating a staggered footprint, with entrances oriented towards the intersection. Both of these features draw attention to the building, particularly the portions of the building that directly relate with the corner.

291_ *Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.*

The principal building entrances to the building, which all interface with the street, are provided from both Fanshawe Park Road E. and Geary Ave. The extensive use of glazing on entrances and windows contributes to an enhanced streetscape through animation, and passive surveillance.

295_ *Residential and mixed-use buildings should include outdoor amenity spaces.*

In addition to private balconies for each individual unit, a common, outdoor amenity area is provided at the rear of the building.

296_ *Roof-top utility equipment should be screened from view. The preference is for such equipment is to be integrated into the overall building design.*

Roof-top utility equipment will be screened from view from the public realm, and will likely be integrated with the mechanical penthouse and elevator shafts for the building.

298_ *An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities.*

As described throughout this report, the proposed development is appropriately separated from existing low density residential uses, providing an adequate transition between these different intensities that limit their land use relationship.

301_*A diversity of materials should be used in the design of buildings 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.

302_*Materials should be selected for their scale, texture, quality, durability, and consistency within their context.*

A range of contemporary and traditional materials will be selected for the building.

Given the above analysis, the proposed 6-storey, 99-unit residential apartment building conforms to the applicable intent and policies of The London Plan. The existing “Neighbourhoods” Place Type permits proposed development and is considered appropriate.

THE CITY OF LONDON ZONING BY-LAW

A proposed Zoning By-law Amendment is required to re-zone the subject lands from the existing “Residential 2 (R2-4)” zone to a site specific, special regulation “Residential (R9-7())” zone with a *Bonus Zone Provision (B-())* for increased density.

Proposed bonusing features to permit the proposed increased density include enhanced urban design and underground parking. The owner of the property is also willing to provide affordable housing within the proposed apartment building.

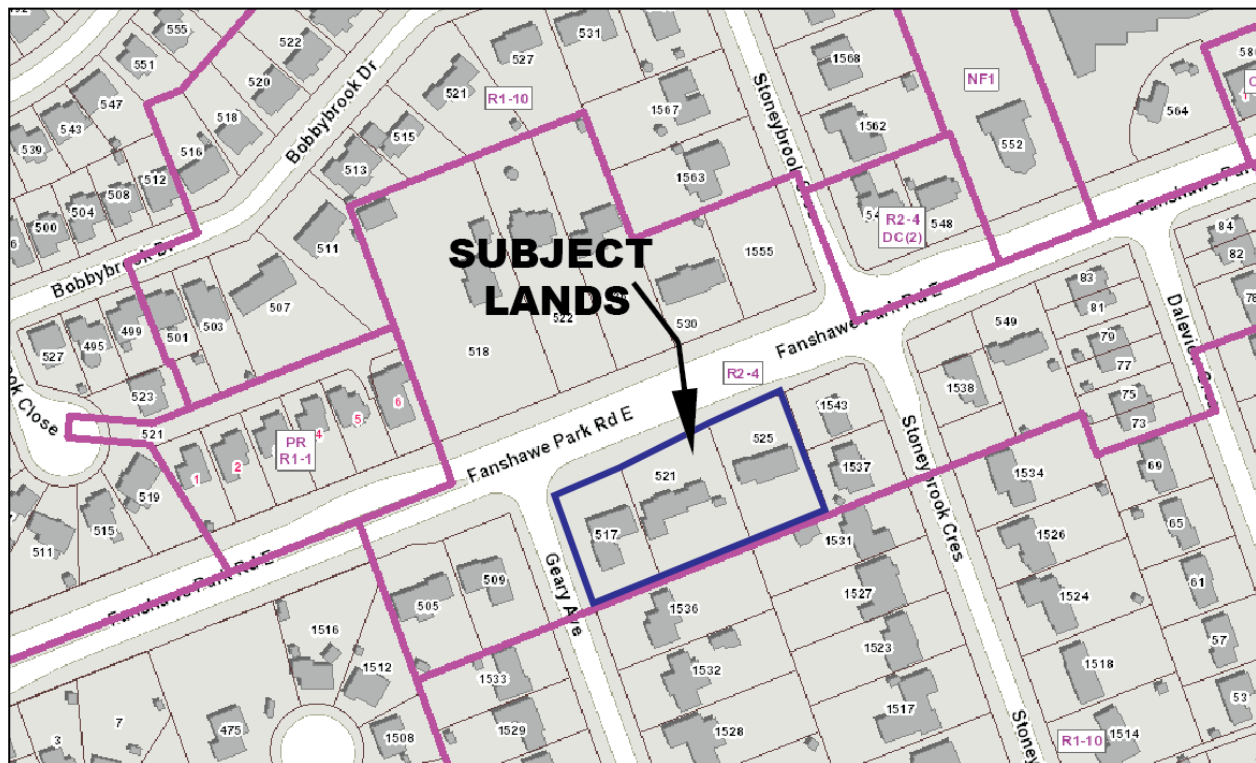
The site specific, special regulations sought for the “Residential 9 (R9-7())” zone are as follows:

- *A minimum front yard setback of 0.4m (whereas a 10.0m setback is required);*
- *A minimum exterior yard setback of 3.5m (whereas an 8.0m setback is required);*
- *A minimum interior yard setback of 8.1m (whereas a 21.0m setback is required); and*
- *A minimum parking rate of 1.19 spaces per unit (whereas 1.25 spaces per unit is required).*

The site specific, special regulations sought for the “Bonus (B-())” zone are as follows:

- *A maximum building height of 21m; and,*
- *A maximum density of 175 units per hectare (UPH).*

Figure 20 – City of London Zoning By-Law (Excerpt)



Front Yard Depth

Consistent with contemporary urban design principles relating to buildings addressing and activating the street, the building has been located close to both Fanshawe Park Road E. (front yard for the purpose of this application). This is a direct response to the urban design comments in the Record of Pre-Application Consultation, and as such, is considered consistent with the applicable Official Plan policies. The proposed zoning regulation to provide a maximum 3.5m front yard setback maintains the intent and policies of all Official Plans, and is considered appropriate.

Exterior Side Yard Depth

As above, the proposed building is located close to the street (Geary Ave.) as per urban design comments in the Record of Pre-Application Consultation. This provision is representative of urban development along an Arterial Road, and characteristic of other development in settlement areas. As such, the proposed exterior side yard of 1.0m maintains the intent and policies of all Official Plans and is considered appropriate.

Interior Yard Depth

A minimum interior side yard depth of 20.0m is required in the proposed zone as the lands abut a residential R2 zone that directly interfaces with the interior side yard of the proposed development/building. The relationship and interface of the proposed building and the existing single-detached dwelling to the east is to be screened with boundary trees in order to help minimize/mitigate matters such as the loss of privacy, overlook, and shadowing. This regulation will be representative of urban development along an arterial road, characteristic of other development in settlement areas.

Height & 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.

OTHER CONSIDERATIONS

Noise Assessment

A Noise Assessment was prepared by Development Engineering Ltd. in January 2021. Attenuation recommendations include: installation of central air conditioners, specific materials for building construction, and the inclusion of interior and exterior noise clauses for purchasers and tenants. The Assessment concludes that the proper execution of the above noise mitigation measures should produce noise levels within this development that will meet the noise requirements of the City of London and the MECP.

CONCLUSION

The proposed City-initiated Official Plan Amendments and the proposed Zoning By-Law Amendment seeks to permit a 6-storey apartment building with a total of 99 residential units. 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. Based on the above, and as detailed throughout this Planning and Design Report, the proposed applications are consistent with the intent and policies of the 2020 Provincial Policy Statement, the 1989 City of London Official Plan, The London Plan, as well as the intent of the regulations of the City of London Z.-1 Zoning By-Law. As such, the proposed City-initiated Official Plan Amendment and the proposed Zoning By-Law Amendment are appropriate and represent good land use planning.