

## Report to Planning and Environment Committee

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

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

**Subject:** Mamdouh Ahmed (c/o Monteith Brown Planning Consultants)  
691 Fanshawe Park Road East  
File Number: Z-9800, Ward 5  
Public Participation Meeting

**Date:** December 3, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application of Mamdouh Ahmed (c/o Monteith Brown Planning Consultants) relating to the property located at 691 Fanshawe Park Rd E: the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 17, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-9) Zone **TO** a Residential R5 Special Provision (R5-7( )) Zone.

**IT BEING NOTED**, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Planning Statement, 2024 (PPS)*;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies; and
- iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the context of the site and surrounding neighbourhood.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-9) Zone to a Residential R5 Special Provision (R5-7( )) Zone. Requested special provisions include a maximum density of 74 units per hectare, a minimum lot frontage of 23.0 metres, a minimum front yard setback of 3.0 metres, a minimum rear yard setback of 3.5 metres, a minimum west interior side yard setback of 2.7 metres, a minimum east interior side yard of 2.5 metres, and a maximum height of 14.0 metres.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law Amendment with special provisions to permit the development of two (2) 3.5 storey stacked townhouse buildings containing **10 dwelling units**.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

None.

### 1.2 Planning History

None.

### 1.3 Property Description and Location

The subject site municipally addressed as 691 Fanshawe Park Road East is located on the south side of Fanshawe Park Road East, west of Adelaide Street North between Glengarry Avenue and Fremont Avenue, in the Stoneybrook Planning District. The site has a total area of approximately 0.13 hectares, with 23.0 metres of frontage along Fanshawe Park Road East and is currently developed with an existing single detached dwelling.

The surrounding neighbourhood consists of single detached dwellings directly to the south, east and west. Across Fanshawe Park Road East to the north are existing 2-storey townhomes. A mix of residential uses exist in the broader vicinity, including single detached dwellings, townhouses and apartment buildings.

Fanshawe Park Road East is classified as an Urban Thoroughfare on Map 3 – Street Classifications of The London Plan and is a four-lane road, with a traffic volume of approximately 23,000 vehicles per day. There are sidewalks on both sides, and access to LTC transit routes, with several bus stops within close proximity. Further, there is a pedestrian crosswalk provided at the intersection of Adelaide Street North and Fanshawe Park Road East.

#### Site Statistics:

- Current Land Use: Single Detached Dwelling
- Frontage: 23.0 metres
- Area: 0.13 hectares
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

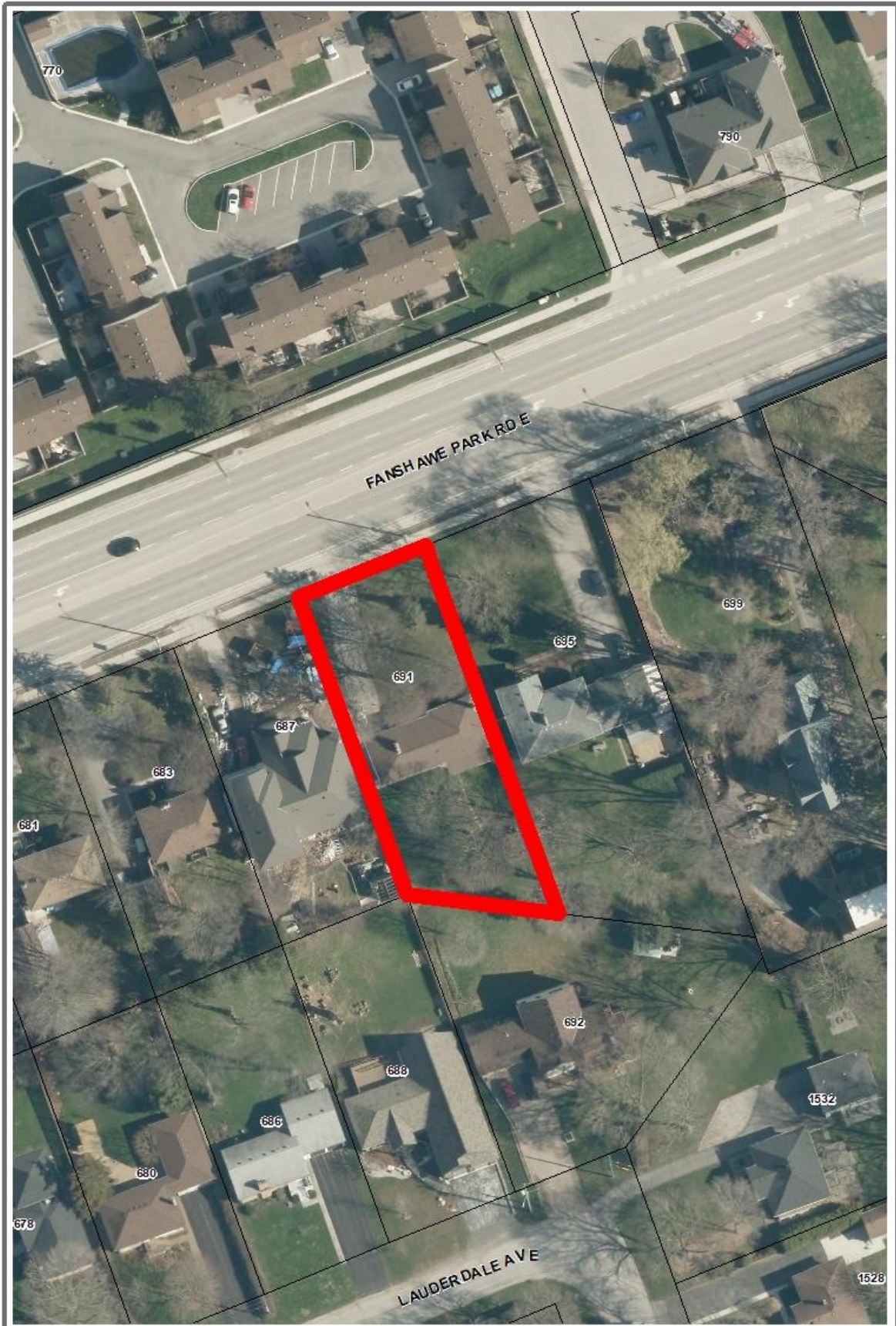
#### Surrounding Land Uses:

- North: Residential
- East: Residential
- South: Residential
- West: Residential

#### Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting on an Urban Thoroughfare (Fanshawe Park Road East)
- Existing Zoning: Residential R1 (R1-9) Zone

Additional site information and context is provided in Appendix “B”.



**LOCATION MAP**

Address: 691 Fanshawe Park Road East

File Number: Z-9800

Planner: Alanna Riley

Date: 2024/10/24

Corporation of the City of London  
Prepared By: Planning and Development



Scale 1:750

**Legend**


 Assessment Parcels

Figure 1- Aerial Photo of Subject Site



Figure 2- Photo of Subject Site

## 2.0 Discussion and Considerations

### 2.1 Original Development Proposal

The proposed development consists of a 3.5 storey cluster stacked townhouse development with two blocks of buildings, one at the front oriented towards Fanshawe Pk Rd E and the other along the rear of the site, totalling 10 dwelling units. Proposed landscaped areas are proposed all over the site, an outdoor amenity space is along the eastern property line and south east corner of the site, and 10 surface parking spaces provided between the two buildings. The proposed access is located on the east side of the site which could be incorporated into joint access with future development. A walkway is proposed providing convenient and safe pedestrian access to the buildings from Fanshawe Park Rd East.

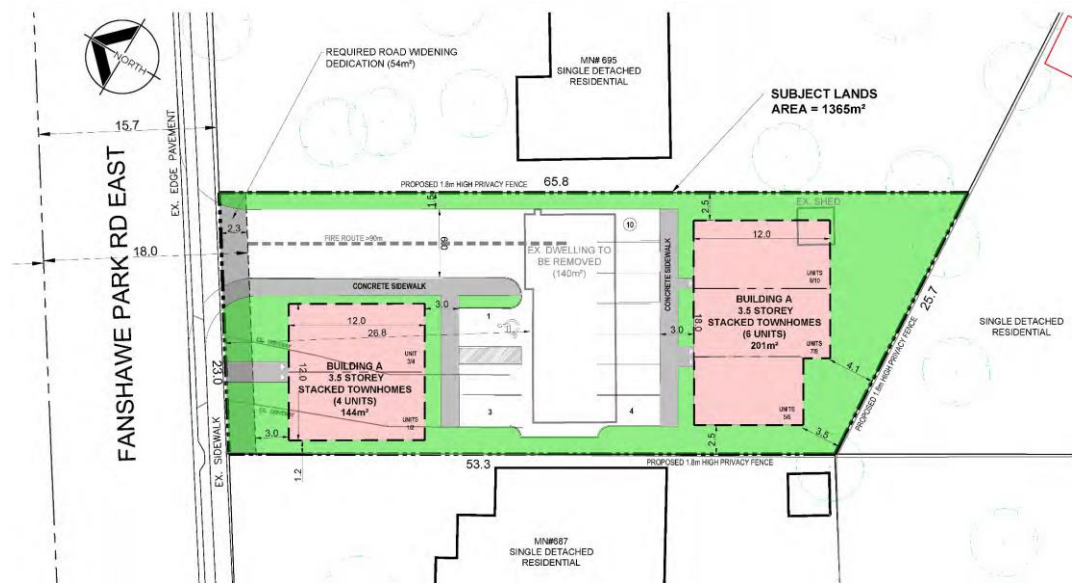


Figure 2 - Conceptual Site Plan

### 2.2 Revised Development Proposal

Following discussions with City staff, the applicant submitted a revised development proposal which provides an increased setback to the west property line to provide greater separation from existing residential and for future development to the west.

The proposed development includes the following features:

- Land use: Residential
- Form: Stacked Townhouses
- Height: 3.5 storeys (22.0m)
- Residential units: 10
- Density: 73 units per hectare
- Building coverage: 25.5%

- Parking spaces: 10 surface parking spaces
- Landscape open space: 33.3%
- 

Additional information on the development proposal is provided in Appendix "B".

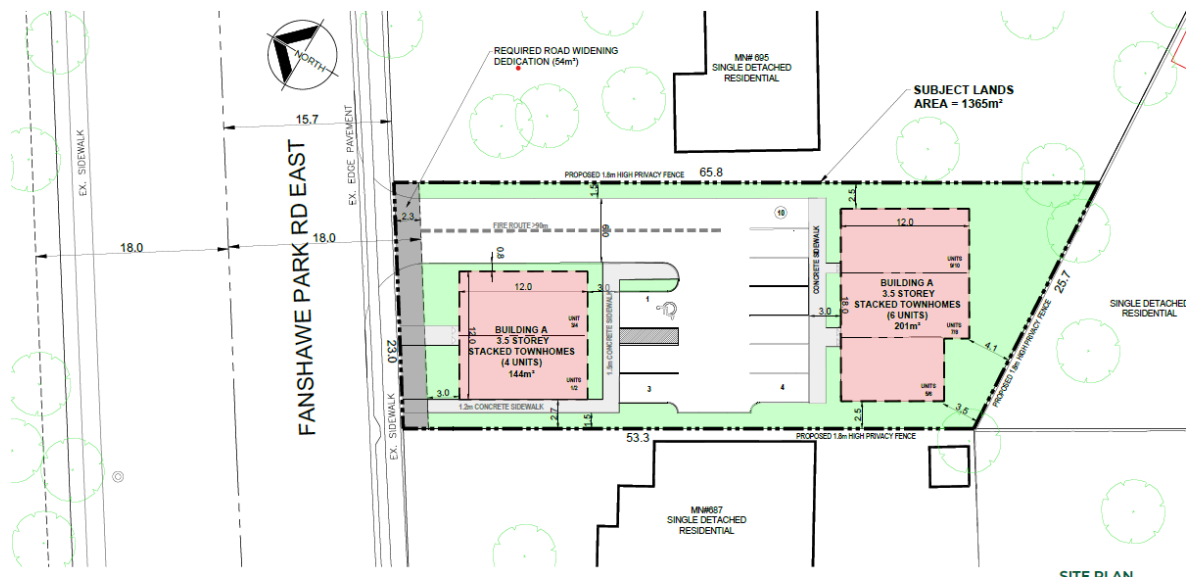


Figure 4 – Revised Conceptual Site Plan



Figure 5 – Rendering of proposed building – view from Fanshawe Pk Rd E



Figure 6 – Rendering of proposed building – view from Fanshawe Pk Rd E

Additional plans and drawings of the development proposal are provided in Appendix "C".

## 2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone R5-7( ) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

<b>Regulation (R5-7)</b>	<b>Required</b>	<b>Proposed</b>
Lot Frontage (minimum)	30.0 metres	23.3 metres
Front Yard Setback (minimum)	8.0 metres	3.0m
Rear Yard Setback (minimum)	0.5m / 1m of main building height, or fraction thereof, but in no case less than 3m when the end wall of a unit contains no windows to habitable rooms, or 6m when the wall of a unit contains windows to habitable rooms. 3m where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard	3.5m to windows to habitable rooms. No access point. (south)
Interior Side Yard Setback (minimum)	0.5m / 1m of main building height, or fraction thereof, but in no case less than 3m when the end wall of a unit contains no windows to habitable rooms, or 6m when the wall of a unit contains windows to habitable rooms. 3m where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard	2.5m (east) 2.5m (west) provided there are no windows to habitable rooms

<b>Regulation (R5-7)</b>	<b>Required</b>	<b>Proposed</b>
Building Height (maximum)	12.0 metres	14.0 metres
Density (maximum)	60 units per hectare	74 units per hectare

### **2.3 Internal and Agency Comments**

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application; however, no major concerns were identified by staff.

Detailed internal and agency comments are included in Appendix “C” of this report.

### **2.4 Public Engagement**

On October 16, 2024, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 16, 2024. A “Planning Application” sign was also placed on the site.

There have been two responses to date. Concerns expressed by the public include privacy, property, values, servicing, fencing, parking, school, capacity, access, safety, traffic, construction, open space, and traffic congestion,

Detailed internal and agency comments are included in Appendix “D” of this report.

### **2.5 Policy Context**

#### ***The Planning Act and the Provincial Planning Statement, 2024***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

#### ***The London Plan, 2016***

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

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

#### **3.1 Financial Impact**

There are no direct municipal financial expenditures with this application.

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

#### **4.1 Land Use**

The subject lands are in the Neighbourhoods Place Type of The London Plan with frontage on an Urban Thoroughfare, in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Table 10 – Range of Permitted Uses provides the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type by street classification (TLP 921\_). At this location, Table 10 permits a range of low-to-medium density residential uses, including stacked townhouses. Staff are satisfied the proposed use is in conformity with the policies of the Neighbourhoods Place Type of The London Plan.

#### **4.2 Intensity**

The proposed residential intensity is consistent with the policies of the PPS 2024 that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (PPS 2.2.1.2), compact form (PPS 2.4.1.3.c), and an appropriate mix of housing options and densities (PPS 2.3.1.3). The proposed intensity conforms with Table 11 – Range of Permitted Heights in Neighbourhoods Place Type, which contemplates a minimum height of 2-storeys (8 metres), a standard maximum height of 4-storeys, and an upper maximum height of 6-storeys for properties fronting on an Urban Thoroughfare. As a maximum height of 3.5-storeys is proposed, the recommended amendment is in conformity with The London Plan.

Servicing is available for the proposed number of units and no concerns were raised by City staff and agencies regarding traffic, parking or other negative impacts.

#### **4.3 Form**

Within the Neighbourhoods Place Type, and in accordance with the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (TLP 953\_ 2, a. to f.).

All planning and development applications will conform with the City Design policies of The London Plan (TLP 194\_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP 193\_1 and 193\_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (TLP 252\_ and 255\_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP 256\_ & 269\_).

The built form consists of a residential stacked townhouse building oriented towards Fanshawe Park Road East and another residential stacked townhouse building at the rear of the site. As proposed, the built form directs the height and intensity towards the higher order street with appropriate buffering and setbacks towards the existing surrounding residential uses (TLP 918\_13 and 953\_2). The proposed built form and massing have consideration for the adjacent low density residential uses and is appropriate within the context of the surrounding neighbourhood (TLP 953\_2).



Access to the site is proposed from Fanshawe Park Road East, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255\_). As proposed, the parking is to be visually screened by the building from Fanshawe Park Road East, encouraging a pedestrian oriented streetscape (TLP 936\_4).

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of London residents (TLP 937\_). Specifically, facilitating a development that supports aging in place, affordability, and the effective use of land in neighbourhoods (TLP 193\_7).

#### **4.4 Zoning Provisions**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-9) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and are recommended by staff.

**Lot Frontage** – The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. In this case, a 23.0 metre wide frontage along Fanshawe Park Road East is requested to recognize the existing lot configuration. Staff are of the opinion that the existing lot configuration provides for sufficient space to accommodate appropriately sized new buildings in addition to contextually sensitive side yard setbacks.

**Front Yard Depth** – The applicant is requesting a special provision to permit a front yard depth of 3.0 metres. The reduced setback is supported by the policies of The London Plan, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (TLP 259\_). Staff are supportive of the reduced setback as one of the proposed buildings will create a human-scale relationship with the public realm that is comfortable for pedestrians.

**Interior Side Yard Depths** – The applicant is requesting a special provision to permit an east interior side yard depth of 2.5 metres and a west interior side yard depth of 2.7 metres. The requested east interior side yard depth provides a total building separation of 5.5 metres to the existing residential building on the adjacent property and west interior side yard depth provides a total building separation of approximately 5.0 metres to the existing residential building on the adjacent property. Additionally, the reduced west interior side yard depth is required to provide sufficient width on the east side of the building at the front for emergency access and amenity area. Staff are supportive of the reduced setback, as the development maintains appropriate spacing between buildings to allow for sunlight, landscape buffering, and fencing. However, staff are recommending that there be no windows to habitable rooms along these portions of the building.

**Rear Yard Depth** – The applicant is requesting a special provision to permit a rear yard depth of 3.5 metres. The requested rear yard depth provides a total building separation of approximately 20.0 metres to the existing residential building on the adjacent property to the south metres to the existing residential building on the adjacent property. Staff are supportive of the reduced setback, as the development maintains appropriate spacing between buildings to allow for sunlight, landscape buffering, and fencing.

**Height** – The applicant has requested a maximum building height of 14.0 metres (3.5-storeys). Staff are satisfied the increased height is appropriate for the subject site given the street classification and height permissions in Table 11 of The London Plan, which allows for a standard maximum height of 4 storeys. The site is located in proximity to other similar building heights across Fanshawe Park Road East, therefore the proposed height aligns with existing context of the surrounding area.

**Density** – The applicant has requested an increased maximum density of 74 units per hectare, whereas 60 units per hectare is the maximum permitted. The increased density will allow for the implementation of the proposed redevelopment, facilitating an

appropriate scale of development that is compatible within the existing neighbourhood character (TLP 918\_13). Further, the proposed development is located in proximity of existing transit routes, which will support the use of transit by future residents. On this basis, staff are supportive of the proposed density but recommend a density of 75 units per hectare to build in some flexibility.

#### **4.5 Noise Attenuation Measures**

The subject site fronts onto an Urban Throughfare with a traffic volume of approximately 23,000 vehicles per day. To ensure that development is not adversely impacted by noise, the owner should consider conducting a Noise Study. Recommendations from this study with any attenuation measures should be incorporated into the design of the development, and any warning clauses included in tenancy agreements, as recommended by the Noise Study.

### **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-9) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with a holding provision and special provisions.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and will permit the development of two (2) 3.5-storey stacked townhouse buildings containing a total of 10 residential units.

**Prepared by:** Alanna Riley, MCIP, RPP  
Senior Planner, Planning Implementation

**Reviewed by:** Catherine Maton, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

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

Copy:  
Britt O'Hagan, Manager, Current Development  
Mike Corby, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering

## Appendix A – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)  
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 691  
Fanshawe Park Road East

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 691 Fanshawe Pk Rd E. as shown on the attached map from Residential R1 (R1-9) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone.
2. Section Number 9.4 of the Residential R5-7 Zone is amended by adding the following Special Provisions:  
  
R5-7(\_) 691 Fanshawe Pk Rd E
  - a. Regulations
    - i) Lot Frontage (minimum) – 23.0 metres
    - ii) Front Yard Depth (minimum) – 3.0 metres
    - iii) Rear Yard Depth (minimum) – 3.5 metres
    - iv) Interior Side Yard Depth (minimum) – 2.5 metres, provided there are no windows to habitable rooms
    - v) Building Height (maximum) – 14.0 metres
    - vi) Density (maximum) – 75 units per hectare
3. This Amendment shall come into effect 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.

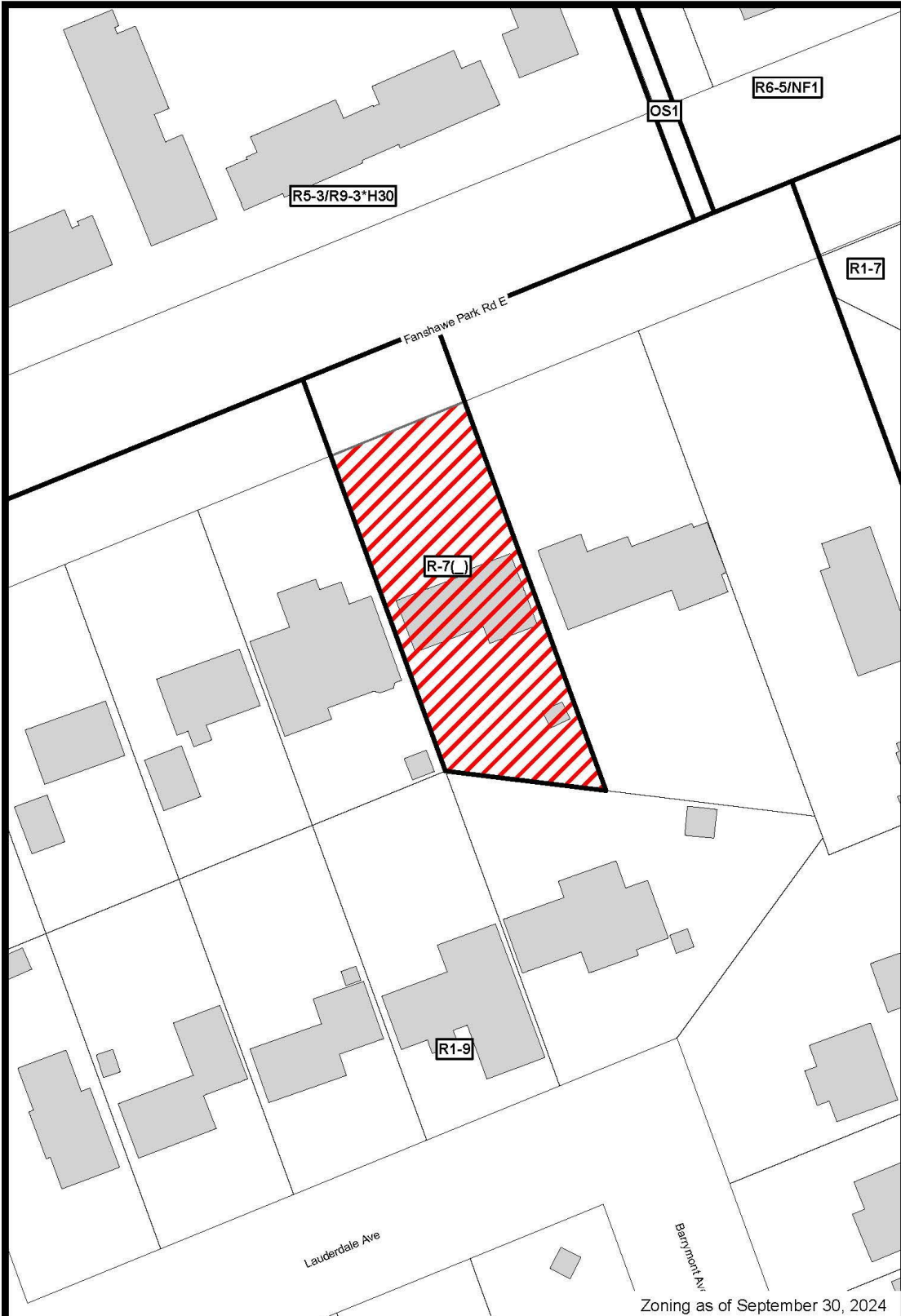
PASSED in Open Council on December 17, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor


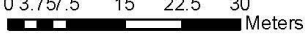

Michael Schulthess  
City Clerk

First Reading – December 17, 2024  
Second Reading – December 17, 2024  
Third Reading – December 17, 2024

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



Zoning as of September 30, 2024

<p><b>File Number: Z-9800</b> <b>Planner: AR</b> <b>Date Prepared: 2024/10/24</b> <b>Technician: JI</b> <b>By-Law No: Z.-1-</b></p>	<p><b>SUBJECT SITE</b> </p> <p><b>1:750</b></p> <p>0 3.75 7.5 15 22.5 30 Meters </p> <p></p>
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## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Residential
Frontage	23.0 metres (Fanshawe Park Rd E)
Depth	N/A
Area	0.13 hectares
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Low Density Residential
East	Low Density Residential
South	Low Density Residential
West	Low Density Residential

#### Proximity to Nearest Amenities

Major Intersection	Fanshawe Pk Rd E and Fremont Ave 97 metres
Dedicated cycling infrastructure	Fanshawe Pk Rd E – bike lane, 0 metres
London Transit stop	Fremont Ave 97 metres
Public open space	Stoney Creek Valley, 348 metres
Commercial area/use	Fanshawe Pk Rd E and Adelaide St N, 600 metres
Food store	Sobeys, 700 metres
Primary school	Stoney Creek Public School, 2,200 metres
Community/recreation amenity	Stoney Creek Community Centre, 3,350 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods Place Type fronting an Urban Thoroughfare
Current Special Policies	N/A
Current Zoning	Residential R1 (R1-9) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-7(_))

#### Requested Special Provisions

Regulation (R5-7)	Required	Proposed
Lot Frontage (minimum)	30.0 metres	23.3 metres
Front Yard Setback (minimum)	8.0 metres	3.0m
Rear Yard Setback (minimum)	0.5m / 1m of main building height, or fraction thereof, but in no case less than 3m when the end wall of a unit contains no windows	3.5m to windows to habitable rooms. No access point. (south)

Regulation (R5-7)	Required	Proposed
	to habitable rooms, or 6m when the wall of a unit contains windows to habitable rooms. 3m where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard	
Interior Side Yard Setback (minimum)	0.5m / 1m of main building height, or fraction thereof, but in no case less than 3m when the end wall of a unit contains no windows to habitable rooms, or 6m when the wall of a unit contains windows to habitable rooms. 3m where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard	2.5m (east) 1.2m (west) provided there are no windows to habitable rooms
Building Height (maximum)	12.0 metres	14.0 metres
Density (maximum)	60 units per hectare	74 units per hectare

## Development Proposal Summary

### Development Overview

Two (2) 3.5-storey stacked townhouse buildings with 10 residential units and 10 parking spaces.

### Proposal Statistics

Land use	Residential
Form	Stacked townhouses
Height	3.5 storeys (14.0 metres)
Residential units	10
Density	74 uph

Building coverage	28.0%
Landscape open space	40.0%
New use being added to the local community	No

### **Mobility**

Parking spaces	10 surface parking spaces
Vehicle parking ratio	1.0 spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

### **Environmental Impact**

Tree removals	8
Tree plantings	6
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	N/A
Green building features	Unknown

## Appendix C – Internal and Agency Comments

### Upper Thames River Conservation Authority – Received October 18, 2024

- The subject lands are not affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act*.

### Site Plan – Received October 18, 2024

Site Plan is not required for this application.

### Heritage – Received October 22, 2024

There are no cultural heritage or archaeological concerns with this application.

### Parks – Received November 1, 2024

1. **Major Issues**
  - a. None.
2. **Matters for OPA/ZBA**
  - a. None.
3. **Matters for Site Plan**
  - a. Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of building permit, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

### Urban Design – Received October 21, 2024

#### Major Issues:

- *This site is located within the Neighbourhoods Place Type, along an Urban Thoroughfare in The London Plan [TLP], which generally contemplates the proposed use and height. Urban Design is generally supportive of a townhouse development in this location, but recommends the following comments be addressed.*

#### Matters for OPA/ZBA:

- *Consider increasing the height of the proposed buildings to 4 storeys to avoid below-grade units and sunken amenity spaces adjacent to Fanshawe Park Road E, to address noise and privacy concerns, and to ensure these units have adequate access to sunlight.*
- *Provide a more adequate interior side yard setback that better addresses any potential negative impacts that may occur on adjacent properties (particularly to the west), such as privacy, noise, and shadowing [TLP Policy 252, 253].*
- *Urban Design recommends the following Special Provisions be incorporated into the proposed R5-7 Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:*
  - *Maximum height.*
  - *Minimum front yard setback of 3.0m (as proposed).*
  - *Increased minimum interior side yard setback.*
  - *The front face and principal unit entrances for Building A shall be oriented toward Fanshawe Park Road E.*

#### Considerations for Site Design:

- *This application would not proceed through the Site Plan Approval process given the current unit count; however, Urban Design recommends the following site design matters be considered:*
  - *The applicant is acknowledged for proposing a site layout and building design which includes built form located close to Fanshawe Park Road E with direct pedestrian access from the street-facing unit entrances to the public sidewalk. The applicant is encouraged to carry these design features forward as the proposal moves through the development process.*



- Incorporate human-scale design elements on the Fanshawe Park Road E-facing façade such as porches, windows, lighting and landscaping to assist with wayfinding and to foster a safe, comfortable and active public realm [TLP Policy 286, 291].
- Consider incorporating a mix of complimentary architectural styles, materials and colours in the design of individual townhouse units to assist with wayfinding, break-up the massing and to add interest to the overall building design [TLP Policy 301].
- Provide increased transparent glazing on side elevation of Unit 3/4 (flanking the main drive aisle) to allow for passive surveillance and to reduce potential Crime Prevention Through Environmental Design (CPTED) concerns.
- Design residential ground floor units to be raised slightly (a maximum of 3 to 5 steps) and/or use enhanced all-season landscaping to avoid headlight glare and provide privacy for residents.
- Provide adequate buffering and privacy mitigation measures such as enhanced all-season landscaping and fencing along the interior side and rear property lines [TLP Policy 253].
- Provide direct and safe access to the public sidewalk by extending walkways to address any missing connections or gaps in the pedestrian network and by delineating pathways that cross drive aisles (e.g. inset concrete, painted lines) [TLP Policy 255, 268].
- Ensure any garbage / recycling pick-up areas are located away from the public street frontage and do not detract from pedestrian connections [TLP Policy 266].
- Provide a centrally located and adequately sized common outdoor amenity space [TLP Policy 295].
- Include facilities for temporary bicycle storage (bike racks) to promote active transportation [TLP Policy 280].
- The design and layout of the site should have regard for and incorporate significant mature trees. Consider incorporating mature trees into on-site landscaped areas and/or amenity spaces [TLP Policy 210, 258].

**Landscape Architecture – Received October 22, 2024**

No conflicts with boundary or City trees. One offsite tree will experience a 20% root loss. Small discrepancy between inventory table and photos. Tree #13 is recorded as an *Acer saccharum* 31dbh for preservation. However, the tree in the photo appears to be a *Thuja occidentalis*. Can the applicant please clarify. No new TPP required.

13	Sugar Maple	<i>Acer saccharum</i>	31	Private	3.1	Good	Good	Good	5		N	None	Preserve	N	2 stems (31 and 12cm)
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Replacement trees to be recommendation to Site Plan Review based on total dbh removed. For an Individual Tree proposed to be removed, the calculation of replacement trees shall be 1 replacement tree for a trunk diameter of 50cm measured at a height of 1.4 metres above ground, 2 replacement trees for a trunk diameter between 51cm and 60cm, and 1 additional replacement tree for every 10cm of trunk diameter thereafter to a maximum of 11 replacement trees. Trees required as part of the planning application process may be counted as replacement trees.

**Ecology – Received October 22, 2024**

Major issues identified

- None

Ecology – complete application requirements

- None

**Engineering – October 29, 2024**

During the Pre-application, engineering requested a Road widening, and the conceptual plans shows that widening. Recognizing this application may not be subjected to Sie Plan application, the road widening will not be required. planning is to confirm if the building location will be impacted due to this change.

- As per Bill 23, the proposed development is considered 10 units or less and is not subject to a site plan application. As the applicant is required to demonstrate adequate servicing can provided for the proposed development. All servicing considerations shall be addressed at the servicing permit stage.
- It is recommended that the applicant should hire a consultant to complete a noise report for the noise mitigation measure required.
- As part of a complete servicing permit application, the applicant will be required to provide the following:
  - Servicing Plans
  - Grading Plans
  - Restoration, Sediment & Erosion control plans
  - Stormwater Management Report and applicable hydrogeological studies
  - Sanitary Servicing Brief
  - Water Servicing Brief

### **Wastewater**

- City As-built drawing #27108 shows a new 150mm sanitary PDC ran to property line to service this development
- A new appropriately sized private building sewer will need to be installed to service the 10 new units to the new 150mm sanitary PDC at property line.

### **Water**

- Water service is available via the municipal 400mm PVC Low Level watermain on Fanshawe Park Rd.
- A water servicing design brief will be required addressing proposed watermain layout and domestic demands, fire flows and water quality that all meet City Standards.
- Existing water service to be cut and capped at watermain upon demolition of existing building.
- All Water servicing to the site shall be to City Standards

## Appendix D – Public Comments

### Public Comment #1 - Gideon Bloch – October 29, 2024

I am the property owner of [REDACTED] I returned from an overseas vacation earlier today. Amongst my pile of mail, I discovered the Notice re: 691 Fanshawe Park.

I have two requests:

1. That Mr. Pribil personally visit my residence to see how the building proposal will affect the enjoyment of my property.
2. An extension of time to submit written comments. The Notice states a deadline of November 1. I need time in order to collect my thoughts and properly reduce them to writing. The deadline is too tight given that I only returned from overseas, earlier today. I hope to hear back.

Mr. Gideon Bloch

### Public Comment #2 – Karl Iwanowski – October 29, 2024

Dear Members of the City Council and Planning & Environmental Committee,

I am writing to express my concerns regarding the application for the proposed apartment complex at 691 Fanshawe Park Road East (File: Z-9800). As a resident of the Northridge/Northdale community for over fifty years, I have observed numerous changes in the area, some beneficial and others detrimental.

Over the past fifteen years, I have witnessed the removal of 7.2 acres (29,000 square meters) of green space, resulting in the construction of over forty homes on the site of the former Northdale Elementary School. Additionally, within the past thirty years, close to seventy condominiums and sixty single-family homes have been constructed in the Northridge/Northdale neighbourhood, with no corresponding increase in green spaces or recreational facilities. The approval of two apartment buildings on a standard-sized Northdale lot will contribute to the existing strain on our community's green spaces, which are already exhibiting signs of wear and damage due to overpopulation. By approving this apartment building, you are opening the doors to more overpopulation and problems for this community.

Furthermore, I would like to address the anticipated traffic congestion that this apartment complex will generate on Fremont Avenue. The proposed development includes only ten parking spaces, with no provisions for guests or additional vehicles for families. Presently, congestion is prevalent at the intersection of Fremont Avenue and Fanshawe Park Road, particularly during morning hours and around 2:45 PM, when traffic frequently backs up onto Fanshawe Park Road. This situation is exacerbated by parking on the west side of Fremont Avenue by employees of nearby businesses, along with a high volume of vehicles making turns, which at times makes it impossible for two cars to pass each other. The addition of this apartment complex will only increase the number of vehicles parked on this street, as it represents the nearest available parking area.

Thank you for taking the time to consider my concerns. I sincerely hope that you will factor these issues into your decision-making process regarding this project.

Sincerely,  
Karl Iwanowski

### Public Comment #3 - Gideon Bloch – November 2, 2024

Please accept this email as my initial expression of comments for consideration by Council vis-a-vis File: Z-9800.

I am the owner and resident of the neighbouring property at [REDACTED]

I do indeed have some concerns with the proposed plan as it stands. To put it succinctly, I believe that the plan is too ambitious for the lot known as 691 Fanshawe Park Rd. E. (hereinafter referred to as "691"). I invited Mr. J. Pribil to attend this site in order to assess first-hand the viability of the proposed project; Mr. Pribil was gracious enough to take me up on my offer. Candidly, the artist's rendition of the project looks beautiful but the reality is far different; the lot is too shallow and too narrow for the project as presented. I invite any City representative to gage the reality for her/himself. I know that there is a push for in-fill projects and a great desire to build affordable housing. I would hope that our City elders also take into account the needs and expectations of the current residents in this neighbourhood.

Currently the plan calls for 10 parking spaces. This is a fiction; some unit dwellers will have more than one vehicle, while other unit dwellers will host guests who have their own vehicles. Is it the City's intention that overflow parking be diverted to the neighbouring streets, for example Fremont or Lauderdale? Those two streets are already being used daily as "parking lots" by others (I do not know by whom). Is it the intention that those two streets will act as overflow overnight parking? I presume that the City has no intention of turning this neighbourhood's streets into the nightly residential "parking lots" reminiscent of Toronto neighbourhoods.

From the city-planning perspective, has the City assessed if the local schools are geared to accept more students?

Will the City conduct studies to assess the impact of egress to and from this property? Fanshawe is already a busy street with large daily pedestrian activity given the nearby schools and bus stops. What safety measures will be put in place?

Can the existing infrastructure sustain an additional 10 units at this specific point on Fanshawe? I am thinking of water and sewer lines, gas, electricity and internet services. Will the City broaden the capability of these services or simply add on to an already heavily-burdened network. What safeguards will be put in place re: storm-waters run-off. We hear of rampant basement flooding becoming more prevalent. How will an additional 10 units affect this phenomenon?

I now turn to my "micro-concerns" which perhaps you may view as selfish but allow me this indulgence nonetheless. I have worked hard to own my property and had hoped to spend my retirement in my home.

What assurances can the City give me that the structural integrity of my home will not be damaged by the construction? I ask because earlier this summer when streets were torn up a number of blocks from my home, my home, and those of my neighbours, shook violently on the days that the heavy machinery was being operated. It is clear to me that the entire lot at 691 will have to be torn up in order to lay pipes to connect the proposed units to the City's services. Given that my property is older than 60 years old and I have had no problems thus far, can the City assure me that if anything were to be damaged, the City or developer will repair the damage and return my property to the state it was in prior to the construction?

Will the developer be given a timeline within which he must complete the project? I live two doors down from a never-ending house build; I would like to believe that I am allowed some enjoyment of my property. The development will be loud noisy and dirty, I am resigned to this. However, I would like to know how many months I will have to endure these inconveniences.

The issue of the privacy fence is an issue that I require to have input, after all, I will be on the other side of that fence. As well, I need assurances that the fence will be completed within a day as I have animals. Alternatively, the developer is welcome to pay my kennelling costs. I will also need the developer to reinstall the existing gate to my yard, that is attached to the current fence which will undoubtedly, be taken down.

Again, these are merely my initial thoughts/concerns regarding File: Z-9800. I was graciously allowed an extension to submit these thoughts as I was overseas until a few days ago. As I become more educated on this subject, I will turn to you to share any additional concerns that may arise.

Respectfully,

Mr. G. Bloch

**Public Comment #4 – Patrick and Jennifer Stapleton  
– November 3, 2024**

We're writing to strongly oppose the File Z-9800 Zoning Amendment for 691 Fanshawe Park Road East.

We live at [REDACTED] and our backyard is to the SW of 691 Fanshawe. 687 Fanshawe has a second storey already looking into our backyard. With only single storied buildings surrounding 687, the second story makes that house seem out of place and looking down into multiple backyards. Adding two 3.5 storey buildings (and one of them right up against the rear of the property) will have them looming over the surrounding homes.

These buildings will also have a negative impact on our and other surrounding homes' property values. This is not welcome to us, after we spent over \$400,000 making our home fully accessible as I'm in a wheelchair. I was born and raised in this house and we loved the neighbourhood so much we bought the house from my Father in 2005. We chose to stay in the neighbourhood because it was all single detached homes. If we had known this was going to happen, we would have probably moved.

In summary, having 691 rezoned will cost us the privacy of our backyard and will significantly impact our property value.

Thank you for your consideration.

Sincerely,

Patrick and Jennifer Stapleton

**Public Comment #5– Joe Delmage – November 14, 2024**

Phone Call – concerned about privacy, parking and headlights shining into his residence

# Appendix F – Relevant Background

## Zoning By-law No. Z.-1 – Zoning Excerpt



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-9**

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

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

### CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9800

AR

MAP PREPARED:

2024/10/24

JL

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Meters

