



PLANNING JUSTIFICATION REPORT

**1170 Fanshawe Park Road East
Zoning By-law Amendment
City of London**

January 23, 2023



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1.0 INTRODUCTION

A Zoning By-law Amendment application has been submitted to the City of London to allow 26, stacked townhouse units on lands located at 1170 Fanshawe Park Road East. The purpose of the following land use assessment is to provide planning justification for the Zoning By-law Amendment application to permit the proposed development on the subject property.

1.1 DESCRIPTION OF SUBJECT PROPERTY

The subject lands are located on the northeast corner of Fanshawe Park Road East and Stackhouse Avenue (Figure 1). The property has approximately 40 m (131 ft) of frontage on Fanshawe Park Road, 92 m (302 ft) of frontage along Stackhouse Avenue and a total site area of 0.37 ha (0.9 ac). The property contains an existing single detached dwelling and a detached garage at the rear of the property. Access to the lands is currently provided from Fanshawe Park Road to the existing dwelling and Stackhouse Avenue to the rear garage.

Figure 1 – Subject Property



1.2 SURROUNDING LAND USES

The site is located in the southeast quadrant of the Stoney Creek Planning District and is surrounded by existing built-up areas to the north, south and west, with lands to the east experiencing new development over the past several years. These surrounding areas contain a broad range of uses including single family homes, townhouses, mid-rise buildings, schools, churches, public parks, parkland corridors, automotive uses and future neighbourhood commercial uses. Most recently, a six-storey apartment building is under construction across Stackhouse Avenue on 1150 Fanshawe Park Road East as well as six, stacked townhouses also at 1150 Fanshawe Park Road East.

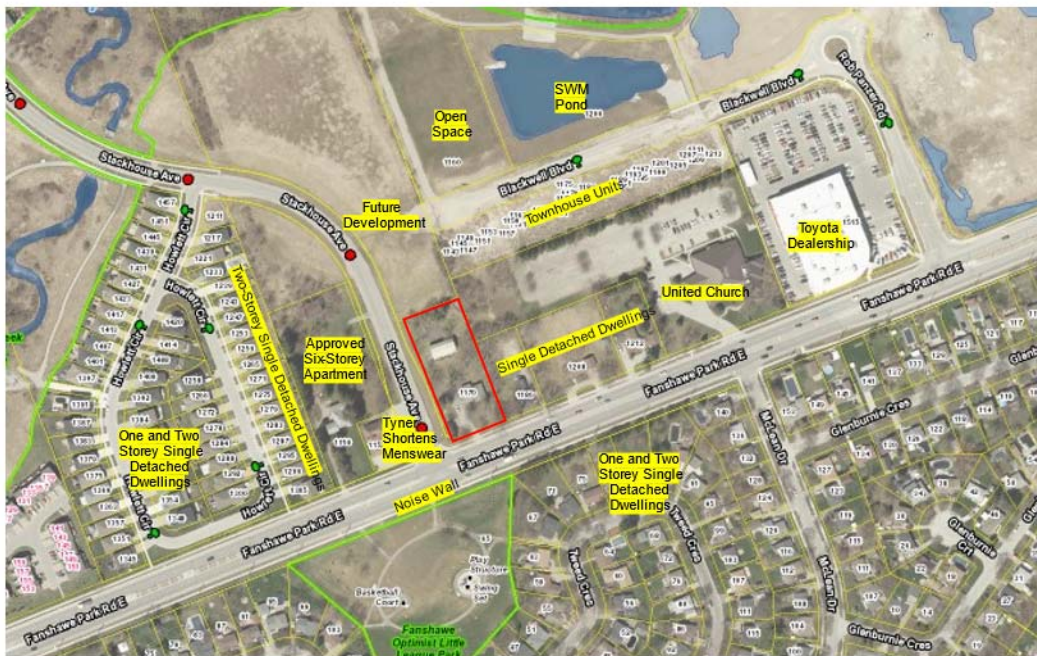
Figure 2 – Surrounding Land Use



In the immediate area, adjacent land uses include a one-storey retail store at the northwest corner of Fanshawe Park Road East and Stackhouse Avenue, a six-storey apartment building just north of that, two-storey, stacked townhouse units to the west and single-detached dwellings further west; vacant, future development lands to the north, existing single detached dwellings to the east, along the north side of Fanshawe Park Road, and the Fanshawe Optimist Little League Park to the south (Figure 3). Of particular note is the existing dwelling immediately adjacent to the east, at 1186 Fanshawe Park Road East, which is currently listed on the City’s heritage inventory.

Beyond these immediate surrounding uses are open space lands to the northeast, a church and automotive dealership to the east, additional single detached dwellings to the south, two-storey townhouses to the west and the Stoney Creek Valley Corridor to the north. Further north are additional lands intended for future development.

Figure 3 – Immediate Surrounding Land Uses



1.3 THE PROPOSAL

The proposed development of the subject lands consists of 26, 3.5-storey, stacked townhouse units and 37 parking spaces at a density of 70 UPH. Access to the site is proposed at the north end of the property, off of Stackhouse Avenue.

The proposed townhouse units are sited along both the Fanshawe Park Road and Stackhouse Avenue frontages with reduced front and exterior side yard setbacks being proposed to bring the buildings closer to the street. Each unit has been designed to face the street with access to the principle building entrance accommodated directly from the municipal sidewalk while secondary building entrances are located to the rear (north and east sides) of the units. Exterior balconies have been incorporated into the second and third floors to provide private outdoor amenity space for the upper townhouse units.

The units have been designed at a scale and massing similar to our recently approved stacked townhouse units to the west, at 1150 Fanshawe Park Road East, to create a complimentary and cohesive streetscape.

Access to the site is proposed off of Stackhouse Avenue to a total of 37 surface parking spaces.

The existing vehicular access to Fanshawe Park Road is proposed to be closed.

Figure 4 – Proposed Site Plan

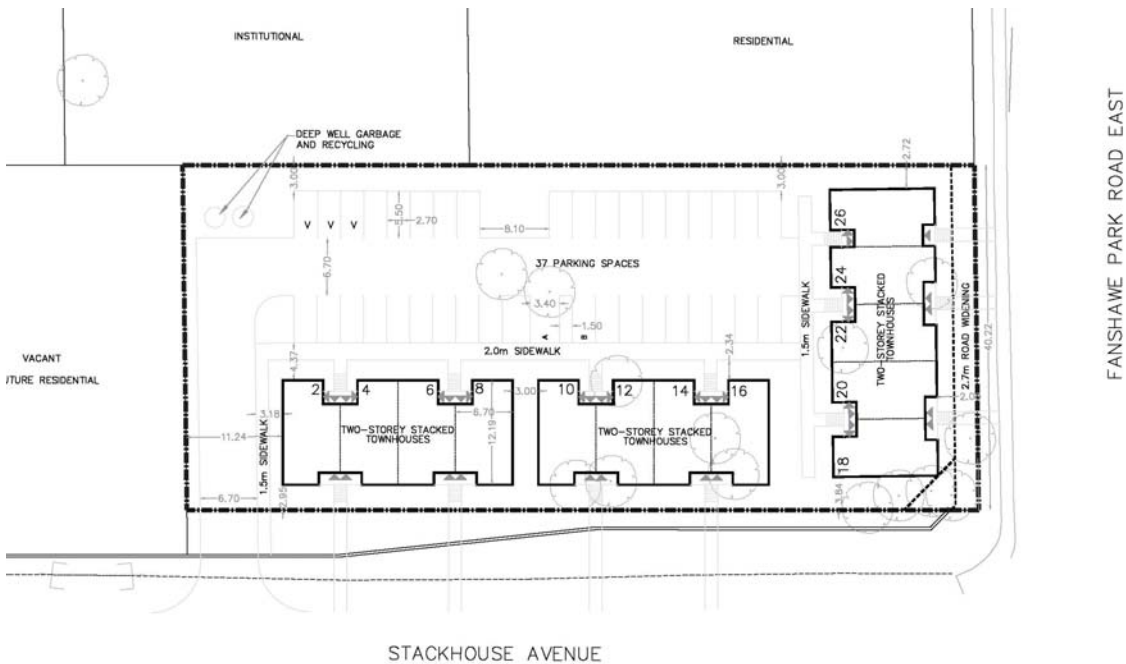


Figure 5 – Proposed Rendering

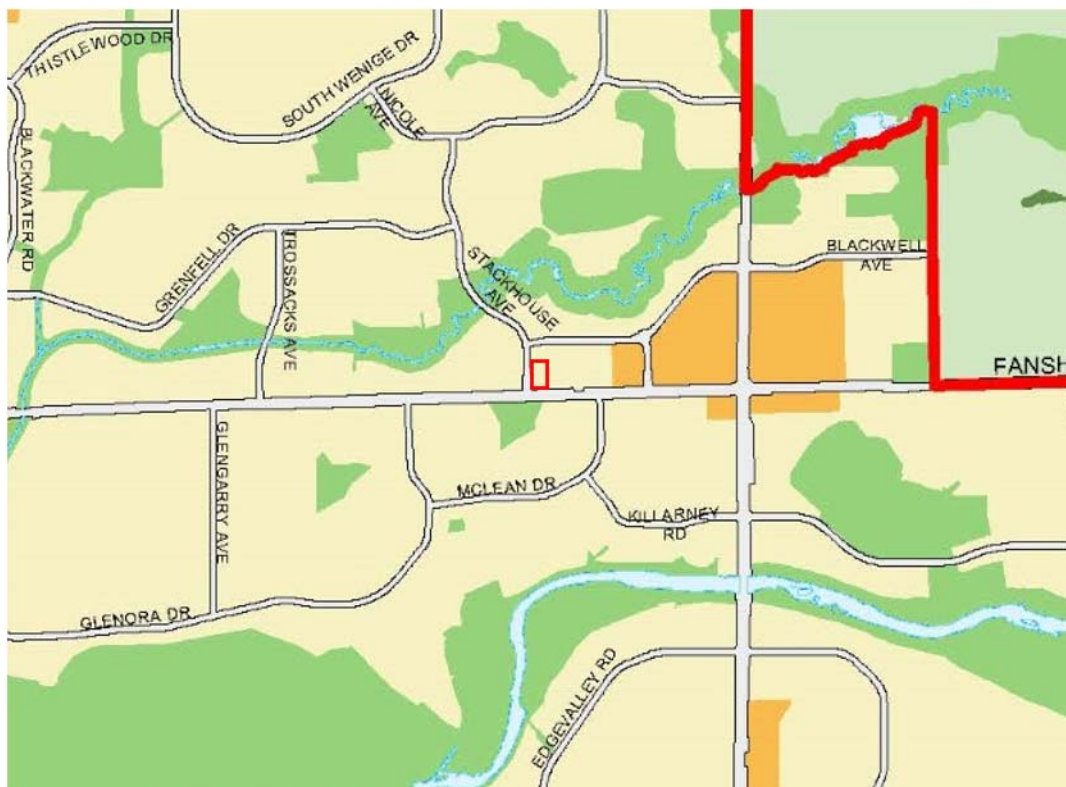


1.4 CONTEXT OF THE SUBJECT LANDS WITHIN THE LONDON PLAN

The subject lands are identified in the London Plan as being a “Neighbourhoods Place Type” (Figure 6) at the intersection of an Urban Thoroughfare (Fanshawe Park Road) and a Neighbourhood Connector (Stackhouse Avenue). Sites along an Urban Thoroughfare permit low-rise apartment buildings up to four storeys or six stories with bonusing.

The proposed development is consistent with the policies as set out in the London Plan.

Figure 6 – The London Plan

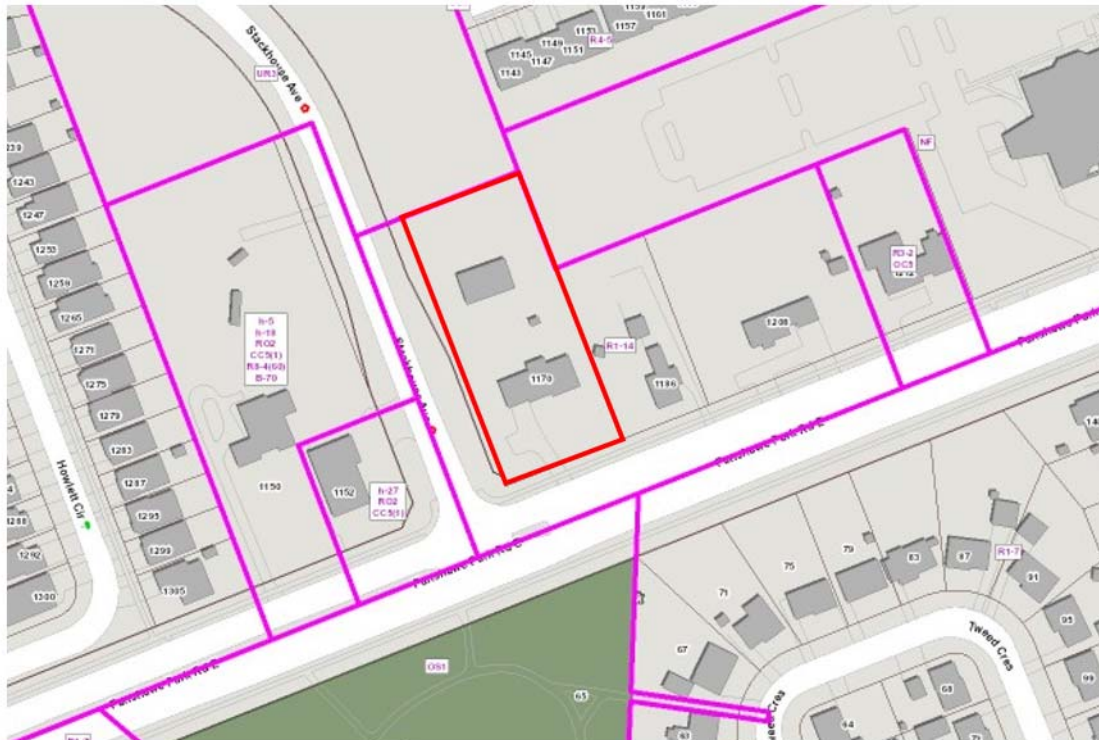


1.5 CONTEXT OF THE SUBJECT LANDS WITHIN THE CITY OF LONDON ZONING BY-LAW

The subject lands are currently zoned “Residential 1 (R1-14)” in the City of London Zoning By-law. The R1 zone is the most restrictive zone and permits only single

detached dwellings. The proposed stacked townhouse units are not permitted under the current zone and a Zoning By-law Amendment application is required.

Figure 9 – City of London Zoning By-law



2.0 PROPOSED AMENDMENT

Given the above, a Zoning By-law Amendment application is required to permit the proposed stacked townhouse units on the above noted lands.

The application would rezone the subject lands to a site-specific, Residential 6, R6-4(*) zone. The following site-specific regulations are also proposed to accommodate the proposed development:

- An increased maximum density from 30UPH to 70UPH;
- A reduced interior side yard setback from 6.0m to 2.5m;
- An increased maximum building height from 10.5m to 12.0m to accommodate the contemporary building design and increased ceiling heights;
- A reduced front yard setback from 8.0m to 3.0m;
- A reduced exterior side yard setback from 6.0m to 2.0m; and
- A total required parking of 35 spaces, to allow flexibility in the final site plan design.

3.0 PLANNING ANALYSIS

3.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (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 and development*” in order to ensure efficient, cost efficient development and the protection of resources. Zoning By-law Amendment applications are required to be consistent with these policies.

3.1.1 Relevant Policies of the PPS

The policies outlined in Sections 1.1.1, 1.1.3.2, 1.1.3.4, 1.1.3.6, 1.4.3.a), b.2), c), d), e), f), 1.6.3.a), 1.6.6.1, 1.6.7.4, 1.7.1.a), 1.8.1.a), b), e) and g) of the PPS are relevant with respect to the proposed development. These sections relate to promoting economic development through redevelopment and the efficient and cost-effective use of infrastructure and public services.

3.1.2 Analysis of the PPS

The development of the underutilized subject parcel is consistent with the Provincial Policy Statement (PPS) and the provision for “*efficient land use and development patterns to support strong liveable and healthy communities*” as follows:

- The subject lands are located within the City of London Urban Growth Boundary and are already connected to full municipal services (*Section 1.1.3.2*) and as such, the proposed development promotes cost-effective development to minimize land consumption and servicing costs by reusing existing facilities (*Sections 1.1.1, 1.1.3.6 and 1.4.3.e*);
- The necessary infrastructure and public service facilities are already available for the subject lands (*Sections 1.1.1*);
- The proposed development utilizes enhanced design standards to deliver an appropriate form that does not result in any health and safety issues to the public (*Section 1.1.3.4*);
- The proposed development is within a long-established area of the City and is surrounded by existing development (*Section 1.1.3.6*);
- The proposed development provides housing to moderate income households through the redevelopment of an underutilized parcel of land (*Sections 1.4.3.b.2*);

- The subject lands are within 1.5 km of multiple schools, churches and medical and recreational facilities that will serve the residents of the proposed development (*Section 1.4.3.c*);
- The subject lands are located along a major transit corridor with bus stops located next to the site and is proximate to one of the City's primary transit hubs at Masonville Mall (*Section 1.4.3.d* and *e*) and *1.8.1.b*) and *e*);
- The proposed development will utilize existing infrastructure available to the site (*Sections 1.6.3.a* and *1.6.6.1*);
- The proposed development supports an increased density in a location that is proximate to future commercial uses and promotes alternative modes of transportation and minimizes the length and number of vehicle trips (*Sections 1.6.7.4* and *1.8.1.b* and *e*);
- The proposal consists of the development of a vacant parcel of land and promotes compact form (*Section 1.7.1a*);
- The proposed development is located along an arterial road in an area intended for commercial growth and greater residential densities (*Section 1.8.1.a*) and *b*); and
- The building height proposed, together with the reduced parking requirement allows for increased landscape open space, well above the minimum requirement (*Section 1.8.1.g*).

The proposed development is consistent with the PPS.

3.2 THE LONDON PLAN

The Neighbourhood place type within the London Plan sets out the policy framework for residential intensification projects within the City. The proposed stacked townhouse development is consistent with these policies as follows.

The subject lands are located at the intersection of an Urban Thoroughfare (Fanshawe Park Road) and a Neighbourhood Connector (Stackhouse Avenue). As per Table 10 of the London Plan, a range of residential uses are permitted on the subject lands, including stacked townhouses. For properties located on an Urban Thoroughfare, Table 11 allows a standard maximum building height of four stories.

Section 953_2 of the London Plan requires that intensification proposals, such as the application proposed, are required to be evaluated to confirm compatibility and fit on the subject lands.

In terms of site layout, the buildings are located along the Stackhouse and Fanshawe Park Road street frontages framing the street frontages, and are as far from the existing residential dwelling to the east as possible. A single driveway entrance is proposed off Stackhouse Avenue at the northern most limit of the site to avoid traffic conflicts with Fanshawe Park Road. Parking is located internal to the site out of view from both street frontages. Landscape areas are provided around the perimeter of the site, with a larger amenity block for tenant common space along the easterly property line.

The only portion of the proposed buildings proximate to adjacent properties is units 25/26 along the easterly property line. A reduced side yard setback of 2.7m is proposed as only transom windows would be included on the easterly elevation of the buildings and the proposed units make efficient use of the lands while still maintaining a density, lot coverage and landscaped open space that is typical of contemporary, stacked-townhouse developments.

The buildings have been designed to incorporate a main entrance on each side of the building to animate the street and as well, provide convenient access for tenants entering their units from the parking area to the rear of the units.

The buildings are located as close to the street line as possible, consistent with other new developments in the area. Opposite this proposed development at 1150 Fanshawe Park Road West is the construction of a 6-storey apartment building. This building has a 3.0 m exterior side yard setback on Stackhouse Avenue. The newly constructed townhouse units to the west, also at 1150 Fanshawe Park Road East, and the proposed townhouse units to the east at 1208 Fanshawe Park Road East have existing and proposed setbacks of 3.0 m. Moreover, the existing adjacent dwelling at 1208 Fanshawe Park Road East has an existing front yard setback of approximately 2.0 m (taking into account the 2.7 m road widening required along Fanshawe Park Road). As this existing house is listed on the City's heritage inventory it is anticipated that the house will remain over the long term.

The character of the current Fanshawe Park Road street frontage consists of a broad variety of features including front and rear facing single family dwellings, larger scale

institutional and commercial buildings and existing side lotted townhouse units. However, the most recent developments along Fanshawe Park Road are street facing stacked-townhouses, making the proposed development consistent with the direction of redevelopment along the corridor.

Vacant lands along the east and west side of Stackhouse Avenue, directly north of the subject lands, were recently approved by the Ontario Land Tribunal for cluster housing to a maximum height of four-stories or 14.0m, confirming that the proposed development is consistent with the development plans for surrounding vacant lands in the immediate area.

There are no concerns or compatibility issues with the transition in building height or massing from the proposed development to surrounding lands. At 3.5 stories, the proposed buildings are at an appropriate scale in relation to the existing two-storey dwelling to the east, the future, four-storey townhouse units to the north and the six-storey apartment building to the west. Opposite the site, across Fanshawe Park Road is the Optimist Little League Park ensuring there are no overlook issues onto any existing single detached dwellings.

The size of the subject lands can readily accommodate the proposed development and associated parking area. This is confirmed by the significant building setbacks from the north and east property lines at 11.2 m and 25.0 m (save and except for units 25/26), respectively, as well as the 3.0 m parking area setback also from the easterly property line. Moreover, the proposed lot coverage of 29% and landscaped open space of 41% are well within the standard regulations in the proposed R6-4 zone. While the maximum density permitted within the R6-4 zone is 30 UPH, this limitation dates back to the existing Z-1 Zoning By-law and is not reflective of the Province's direction for intensification and more recent site specific zone variations within the R6 zones which allow for 70 UPH and greater.

In addition to the notable landscaped open space on the property, it is important to note that the subject lands have direct access to several public open spaces. Opposite the subject lands, across Fanshawe Park Road is the Fanshawe Optimist Little League Park, 150m to the north is the Stoney Creek Valley Corridor which provides linkages to Constitution Park to the west and Blackwell Park to northeast. The site is also within 500m of Dalkeith Park and the Kilally Meadows Environmentally Significant Area. With respect to recreational facilities, the site is within 2km of the Stoney Creek YMCA, which

was constructed in 2012 to serve communities in the northeast area of the City, while the Northridge Community Pool is located 500m to the south.

In terms of community facilities, the site is well served with several churches and schools within 1.5km of the site including AB Lucas Secondary School, Northridge Public School, St Mark Catholic Elementary School, Mother Teresa Secondary School, North London Children's Centre, Stoney Creek Baptist Church, London Gospel Church, North Park Community Church, Siloam United Church, Eitz Chaim Messianic Fellowship, Ridge View Community Church and Eastern Star Temple. While the majority of the facilities outlined above are within walking distance, the site is also located along two bus routes, Fanshawe Park Road (#25) and Stackhouse Avenue (#34) which provide direct access to the facilities to the east, west and south. These routes connect to several other routes, including Hastings Drive (#19) which provides public transit to all facilities to the north and to the Masonville Terminal at Fanshawe Park Road and Richmond Street, a primary transit hub for the City.

Given the above, the proposed development is consistent with the London Plan policies to support a Zoning By-law Amendment on the subject lands.

3.3 CITY OF LONDON ZONING BY-LAW

The proposed amendment applies an implementing R6-4 zone consistent with the current Neighbourhood place type as identified in the London Plan.

The site-specific regulations proposed are typical zone variations as follows:

- The proposed density makes efficient use of the land and is reflective of the intensity of use permitted in the London Plan for Neighbourhood place types at the intersection of a Neighbourhood Connector and Urban Thoroughfare;
- The reduced front and exterior side yard setbacks allow the building to provide a building close to the street frontage, consistent with City's urban design directives and existing and proposed buildings in the immediate area;
- The reduced interior side yard setback from the east property line is required only for units 25/26 which do not contain any main floor windows. As well the existing vegetation along the joint property line will maintain an appropriate buffer between the proposed units and the existing single detached dwelling;

- A 12.0 m building height is a typical building height for a 3.5-storey building, which is permitted under the London Plan; and
- The reduced parking requirement is a slight variation from the current requirement of 1.5 spaces per unit to 1.3 spaces per unit, which is appropriate given the site's proximity to the bus stop at the intersection.

4.0 CONCLUSIONS

The proposed Zoning By-law Amendment is consistent with the PPS and is in conformity with the London Plan policies. The site-specific regulations will allow for an increased density on the subject lands under the current Neighbourhood Place Type. The proposed development meets most of the standard R6-4 zoning regulations that are typically applied to stacked townhouse units including lot coverage and landscaped open space, with minor setback reductions as is typical of contemporary site designs.

The separation of the proposed building and parking area from the surrounding lands, together with the limitation of windows on the east elevation of units 25/26 will ensure there are no adverse impacts from the proposed development on surrounding land uses. The building location will also serve to frame the Stackhouse Avenue and Fanshawe Park Road intersection and will tie in with future development to the north and east.

The proposed amendment represents good land use planning and is in the public interest.