

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Housing and Community Growth

Subject: Magnificent Homes (c/o Siv-ik Planning & Design Inc.)
63 Greenfield Drive
File Number: Z-26016, Ward 12
Public Participation Meeting

Date: April 14, 2026

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Distinctive Homes London Ltd. (c/o Siv-ik Planning & Design Inc.) relating to the property located at 63 Greenfield Drive, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 28, 2026 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-4) 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)*, which encourages growth in settlement areas and land use patterns based on densities and a mix of land uses that provide for a range of uses and opportunities for intensification and redevelopment;
- 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;
- iii) The recommended amendment would permit an appropriate form of redevelopment at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with special provisions to facilitate the proposed development.

The recommended action will permit the proposed two (2) 3-storey cluster townhouse blocks with a total of **nine (9) units** at a density of 45 units per hectare.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **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.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject lands, municipally known as 63 Greenfield Drive, are located on the east side of Greenfield Drive between Wellington Road and Exeter Road in the White Oaks Planning District. The lands at 63 Greenfield Drive are currently occupied by a 2-storey, single detached dwelling and a small detached accessory structure. The subject lands have a total area of approximately 0.2 hectares and a frontage of 25.5 metres along Greenfield Drive.

The subject lands are within a diverse neighbourhood consisting of a mix of land uses including single detached dwellings, cluster townhouses, auto-oriented commercial plazas and park space. The adjacent properties to the north, east and west contain single detached dwellings. Directly to the south are auto-oriented commercial uses in the form of a carwash facility and a motel. The site is in proximity to LTC Transit Route 12, with a bus stop located on Holiday Avenue approximately 300m walking distance from the subject lands. Additionally, the subject lands are approximately 800 metres to the south of the planned Bus Rapid Transit Station and existing LTC bus stops at White Oaks Mall.

Site Statistics:

- Current Land Use: Residential
- Frontage: 25.5 metres (84 ft.)
- Depth: 78.85 metres (258 ft.)
- Area: 0.2 hectares (0.5 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low density residential
- East: Low density residential
- South: Commercial
- West: Low density residential

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type on a Neighbourhood Street
- Existing Zoning: Residential R1 (R1-4) Zone



Figure 1 Aerial Photo of 63 Greenfield Drive and surrounding lands.



Figure 2 Streetview of 63 Greenfield Drive

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing the development of two (2) 3 storey cluster townhouse blocks containing five (5) units and four (4) units respectively, for a total of nine (9) residential units at a density of 45 units per hectare. The most southerly residential unit fronting Greenfield Drive has been oriented to the street, with the other eight residential units oriented towards a new internal driveway accessed from Greenfield Drive. A common outdoor amenity space is proposed to be provided at the rear of the site, providing additional buffering to adjacent properties to the north. Further, each unit has a private outdoor amenity area located behind each unit. The proposed development includes a total of 19 parking spaces, provided through individual driveways and garages and one (1) visitor parking space. An outdoor common amenity area is located on the northerly portion of the subject lands, with additional private amenity spaced located behind each unit.

The proposed development includes the following features:

- Land use: residential
- Form: cluster townhouse development
- Height: 3 storeys (11.0 m)
- Residential units: 9 units
- Density: 45 units per hectare
- Building coverage: 31.7%
- Parking spaces: 19 surface parking spaces
- Landscape open space: 39.1%
- Functional amenity space: outdoor common amenity space & private rear yard amenity space

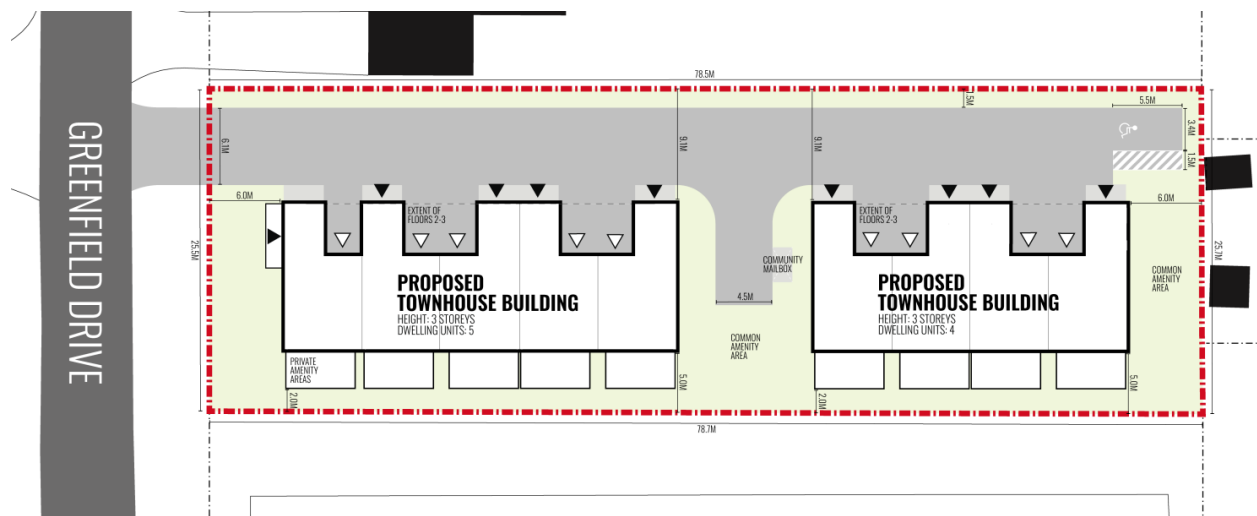


Figure 3 Conceptual Site Plan (received February 2026)



Figure 4 Conceptual Massing 63 Greenfield Drive (view looking southeast)



Figure 5 Conceptual Massing 63 Greenfield Drive (view looking northwest)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (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.

Regulation R5-7() Zone	Required	Proposed	Recommended
Permitted Uses	Cluster Stacked Townhouses are not permitted on a Neighbourhood Street	To remove cluster stacked townhouses from permitted uses in proposed R5-7 Zone	To remove cluster stacked townhouses from permitted uses in proposed R5-7 Zone
Minimum Lot Frontage (metres)	30.0	25.5	25.0
Minimum Interior Side Yard Depth – South (metres)	6.0	5.0	5.0
Minimum Drive Aisle Width (metres)	6.5	6.0	6.0
Maximum Yard Encroachments – Second Storey Deck	N/A	2.0	Not required

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 and are addressed in Section 4.0 of this report.

No major issues identified by staff and agencies. Detailed internal and agency comments are included in Appendix “C” of this report.

2.4 Public Engagement

On February 9, 2026, Notice of Application was sent to 87 property owners and residents in the surrounding area. Notice of Application was also published on the *Public Notices* webpage on February 19, 2026. A “Planning Application” sign was also placed on the site.

There were four (4) responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Congestion
- Density
- Site functionality
- Construction impacts

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, 2026

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

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use is supported by the policies of the PPS 2024 and aligns with the goals of The London Plan to plan for infill and intensification of various types to take advantage of existing facilities and services to reduce our need to grow outward and by ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP 59_4 & _5).

The subject lands are in the Neighbourhoods Place Type on Map 1 – Place Type with frontage along a Neighbourhood Street (Greenfield Drive) on Map 3 – Street Classifications in The London Plan. As provided in Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type of The London Plan, a range of residential uses including townhouses are permitted in the Neighbourhoods Place Type fronting a Neighbourhood Street. On this basis, staff are satisfied the proposed use is in conformity with The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that provide for an appropriate range and mix of housing options and densities by encourage all types of residential intensification, including redevelopment which results in a net increase of residential units (2.2.1.2), compact form (2.4.1.3.c), and an appropriate mix of housing options and densities. The London Plan policy framework sets out that planning and development applications within existing neighbourhoods be required to articulate the neighbourhood's character and demonstrate how a proposal has been designed to fit within that context (TLP 199_). Residential intensification is contemplated for properties in the Neighbourhoods Place Type, including forms such as additional residential units, converted dwellings, adaptive re-use of non-residential buildings, lot creation, infill development, and redevelopment (TP 938_, 939_). The policies seek to ensure that proposals for intensification, including though redevelopment at a higher than existing density, fit well within their neighbourhood, 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 (TLP 940_, 918_13).

The proposed residential intensity conforms to Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan, which contemplates a maximum height of 3 storeys fronting a Neighbourhood Street (TLP 935_1). As the proposed development has a maximum height of 3 storeys, the proposed intensity is in keeping with and supported by the policies of the Neighbourhoods Place Type. The proposed residential intensity will facilitate an appropriate scale of development that is compatible within the existing and planned neighbourhood context (TLP 953_1).

4.3 Form

It is the intent of The London Plan to plan for neighbourhoods with a diversity and mix forms that avoids the broad segregation of different housing types, intensities, and form (TLP 918_2). Thus, residential intensification is fundamentally important to achieve this vision and key directions of The London Plan. Intensification will respect existing neighbourhood contexts and offer a level of certainty, while providing strategic ways to realize our vision for again in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods (TLP 937_).

As set out in Policy 953_, the following urban design considerations apply to the Neighbourhoods Place Type and are relevant to this application. Compatibility and fit, from a form perspective, will be evaluated on factors such as:

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

In addition to the form and residential intensification policies of the Neighbourhood Place Type, all planning and development applications are required to conform to the City Design policies of The London Plan (TLP 936_1). These policies promote compact and efficient forms of growth, encouraging “inward and upward” development patterns (TLP 7_, 59_2, 66_, 79_). The London Plan directs all planning and development to foster a well-designed built form while ensuring development is designed to fit within its context (TLP 193_1 & 193_2). The proposed cluster townhouse development supports the efficient use of land and contributes to housing affordability by providing a range of housing options for all Londoners (TLP 55_13).

The most southerly residential unit fronting Greenfield Drive has been oriented to the street, with the other eight (8) residential units oriented towards a new internal driveway accessed from Greenfield Drive. A minimal front yard depth is incorporated to help define the street edge and create an inviting, active, and comfortable pedestrian environment (TLP 936_, 259_). The proposed built form and massing appropriately consider the surrounding land uses, and is designed to be a good fit and compatible within its neighbourhood context (TLP 193_). Specifically, the site design provides for the common outdoor amenity space in the interior side yard and rear of the site, providing an appropriate setback to the abutting properties to the east.

On this basis, staff are satisfied the proposed form is consistent with the Neighbourhoods Place Type and City Design policies of The London Plan. The proposed 3-storey cluster townhouse dwellings are compatible with the existing surrounding context, which consists of a mix of 1- to 2-storey single detached dwellings, townhouse dwellings, a motel and carwash.

4.4 Zoning

The following summarizes the special provisions under the Residential R5 Special

Provision (R5-7()) Zone, as proposed by the applicant and recommended by staff.

Permitted Uses

Table 10 – Range of Permitted Uses in Neighbourhoods Place Type of The London Plan outlines the range of housing types permitted on the subject lands (TLP 921). To align the proposed zoning with the permitted uses for the lands fronting on a Neighbourhood Street, the applicant is requested to remove Cluster Stacked Townhouses from the list of permitted uses in the requested R5-7() Special Provision Zone. The proposed use, cluster townhouses, will continue to be permitted.

Lot Frontage

A special provision to recognize the existing lot frontage of 25.5 metres is proposed by the applicant and recommended by staff. The existing lot frontage of 25.5 metres is a relatively minor decrease from the required minimum lot frontage of 30.0 metres for the Residential R5-7 Zone. Additionally, the proposed frontage and the substantial lot depth of approximately 78.5 metres accommodate all on-site functions.

South Interior Side Yard Depth

A special provision to permit a minimum south interior side yard depth of 5.0 metres is proposed by the applicant and recommended by staff. The reduced south interior side yard depth allows the townhouse blocks to be shifted further south to increase separation distance to the residential property to the north. The reduction is not anticipated to result in adverse impacts, as the interior side yard abuts the drive-aisle and surface parking area of the motel to the south. The proposed setback continues to provide adequate space for amenity areas and maintenance, while also allowing for opportunities for plantings and buffering.

Drive Aisle Width

A special provision to permit a reduced drive aisle width of 6.0 metres is proposed by the applicant and recommended by staff. Section 4.19.6 of the Zoning By-law requires that parking aisles for developments not subject to Site Plan Control maintain a minimum unobstructed width of 6.5 metres. Due to the existing lot configuration and proposed design, the applicant is proposing a 6.0 metres drive aisle to accommodate two-way vehicle traffic. Staff have no concerns with the reduced drive aisle width, as the development is small-scale and no conflicts with vehicle turning movements are anticipated.

Yard Encroachments – Second Storey Deck

A special provision to permit a 2.0 metre rear yard projection for second-floor decks into the south interior side yard is proposed by the applicant. Staff are supportive of the proposed second-floor decks, however based on Section 4.27(5) of Zoning By-law Z.-1 this special provision is not required. For open or covered but unenclosed decks or porches, a maximum 3.0 metres projection is permitted in all yards provided the projection is no closer than 1.2 metres to the lot line. The proposed decks project 3.0 metres into the yard and would be no closer than 2.0 metres to the lot line. As such, the proposed second storey decks comply with the Zoning By-law and a special provision is not required.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7()) Zone with special provisions to implement the proposed development. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the Provincial Planning Statement 2024, conforms to The London Plan, and provides for a form of residential intensification that is appropriate for the site and surrounding context.

Prepared by: Isaac de Ceuster
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, Housing and Community Growth**

Copy:

Britt O'Hagan, Manager, Current Development

Mike Corby, Manager, Site Plans

Brent Lambert, Manager, Development Engineering

Travis Macbeth, Manager, Planning Policy (Growth Management)

Huyen Le, Economic Research Analyst

Appendix A – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2026

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 63 Greenfield Drive.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW 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 63 Greenfield Drive, as shown on the attached map **FROM** a Residential R1 (R1-4) Zone **TO** a Residential R5 Special Provision (R5-7(□)) Zone.
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-7(□) 63 Greenfield Drive
 - a. Permitted Uses
 - i. Cluster townhouse dwellings
 - b. Regulations
 - i. Lot Frontage (minimum): 25.0 metres
 - ii. Southerly Interior Side Yard Depth (minimum): 5.0 metres
 - iii. Drive Aisle Width (minimum): 6.0 metres
 - iv. The front face and principal entrance of the unit adjacent to Greenfield Drive shall be oriented to the street.
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.

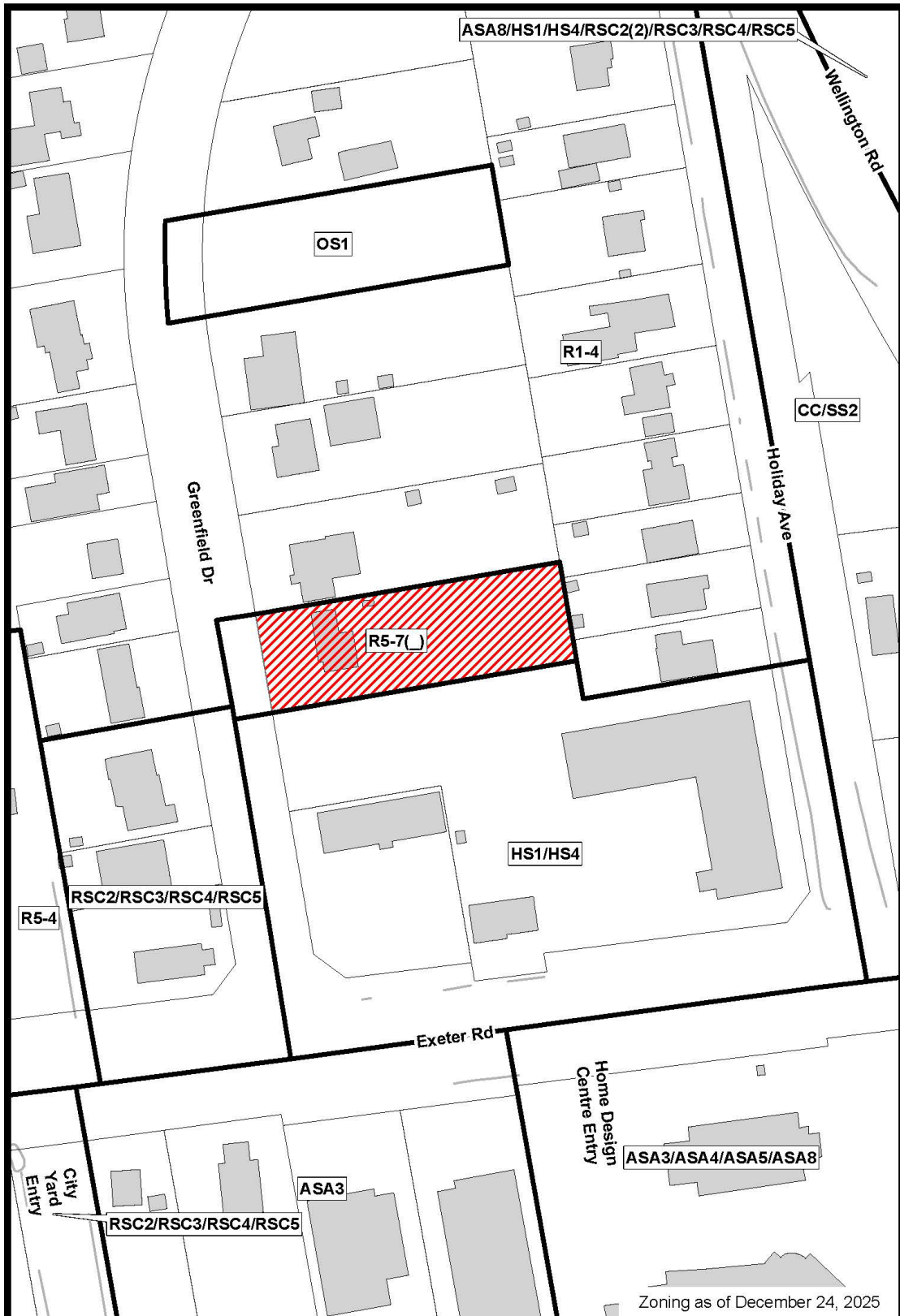
PASSED in Open Council on April 28, 2026 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 28, 2026
Second Reading – April 28, 2026
Third Reading – April 28, 2026

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



File Number: Z-26016
Planner: IDC
Date Prepared: 2026/02/26
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:1,200

0 25 50 Meters



Appendix B – Additional Plans and Drawings

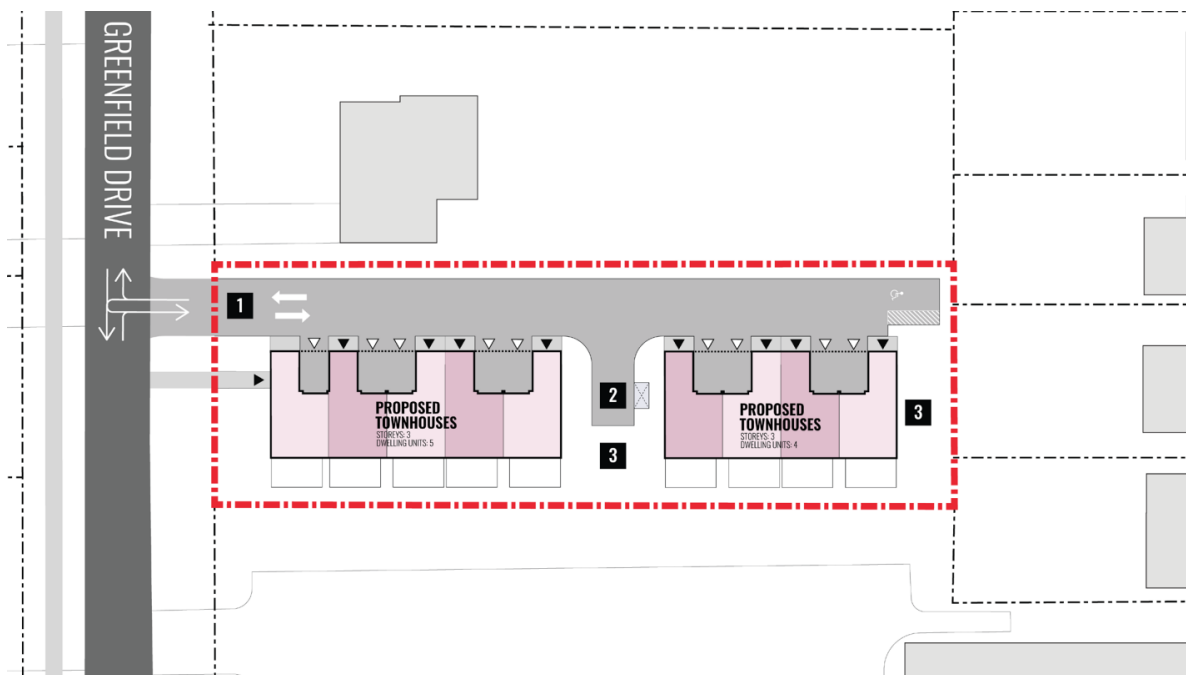
Conceptual Rendering (view looking east from Greenfield Drive)



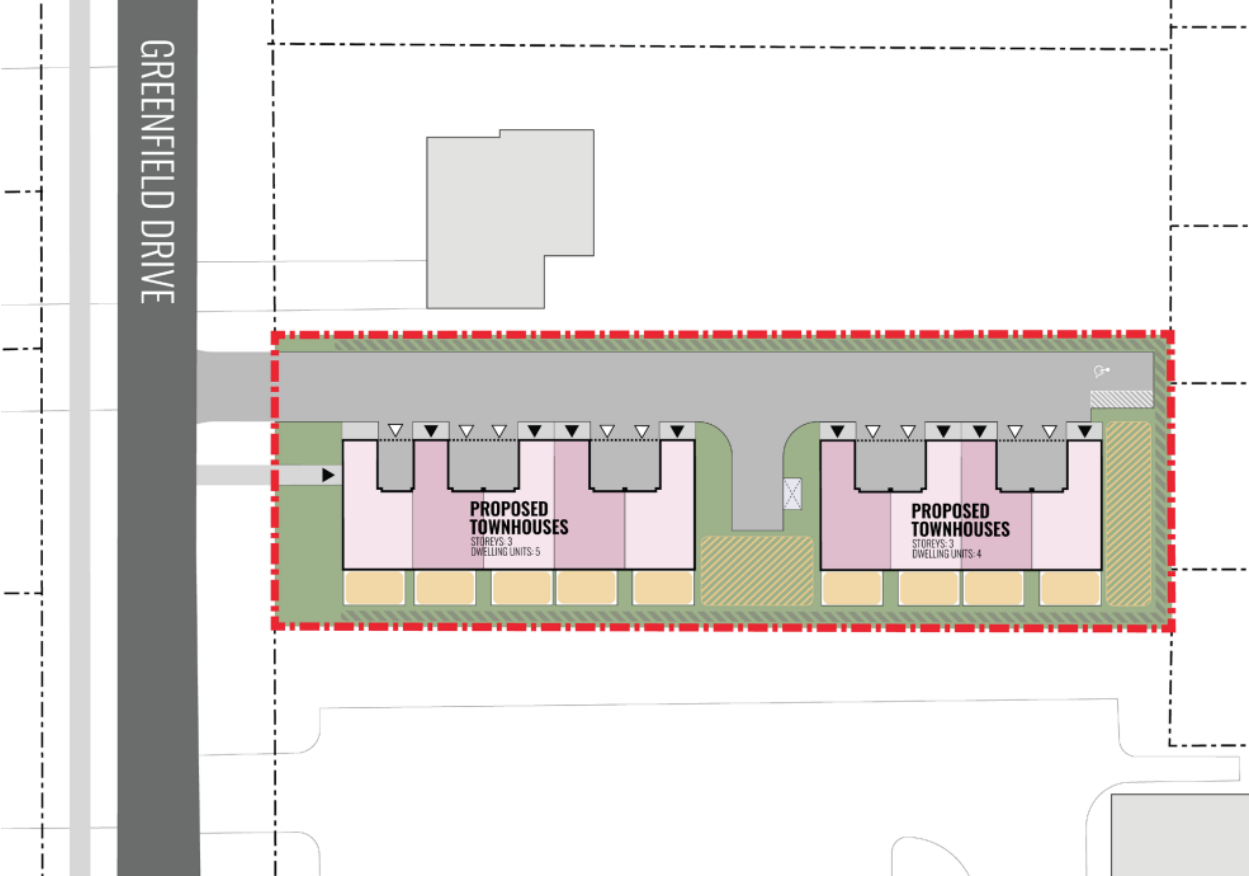
Conceptual Rendering (view looking west towards Greenfield Drive)



Conceptual Site Access and Circulation Plan



Conceptual Landscape Plan



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



Zoning as of December 24, 2025

 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-4**

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-26016

IDC

MAP PREPARED:

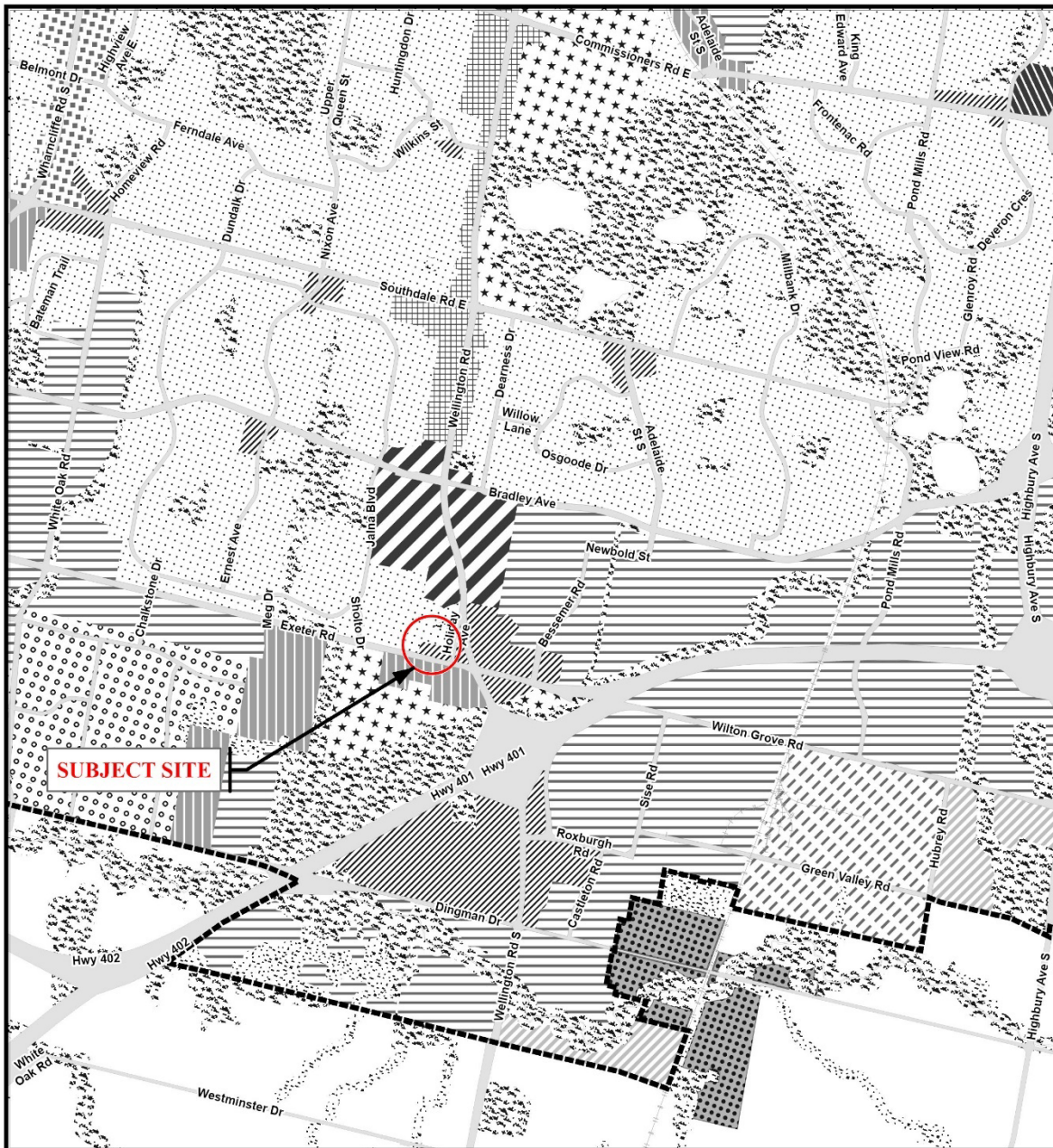
2026/02/26

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The London Plan Map 1 – Place Types



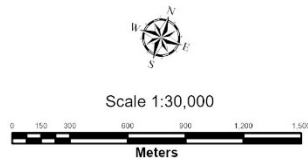
Legend

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

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

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: Z-26016
Planner: IDC
Technician: JI
Date: 2026/02/26

Appendix C – Internal and Agency Comments

Urban Design

This site is located within the Neighbourhoods Place Type, along a Neighbourhood Street in *The London Plan [TLP]* which generally contemplates the proposed use and height. Urban Design is supportive of the proposed 3-storey townhouse development.

Matters for ZBA:

- Urban Design recommends the following Special Provision be incorporated into the proposed R5-7() Zone to foster a safe, comfortable, and accessible public realm:
 - The front face and principal entrance of the unit adjacent to Greenfield Drive shall be oriented to the street (as proposed by the applicant).

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:
 - Orient Unit 1 to the street by including the principal entrance for this unit on the west (Greenfield Drive-facing) façade to promote active transportation, accessibility and activation of the public realm. Include architectural features that would typically be found on the front façade, including windows, a wrap-around porch, canopy, lighting, etc. In addition, provide direct walkway access from this entrance to the public sidewalk on Greenfield Drive [*TLP Policy 291*].
 - Include a pedestrian walkway along the main drive aisle that connects to the public sidewalk on Greenfield Drive to provide safe, accessible and convenient pedestrian access to the site [*TLP Policy 268*].
 - 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 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*].
 - Retain and incorporate as many of the existing mature trees on site as possible [*TLP Policy 258*].
 - Include facilities for temporary bicycle storage (bike racks) close to the unit entrance(s) to promote active transportation [*TLP Policy 280*].
 - Ensure any garbage pick-up areas are located away from the public street frontage and do not detract from pedestrian connections [*TLP Policy 266*].

Site Plan

As the residential development consists of nine residential units, Site Plan is not required.

Heritage

Heritage has received and reviewed the Stage 1-2 Archeological Assessment submitted with this application. With the submitted Ministry Clearance Letter, the property is cleared of its archeological potential.

Ecology

This email is to confirm that there are currently **no** ecological planning issues related to this property and/or associated study requirements.

Major Issues Identified

- None.

Notes

- Based on the best available information for southern Ontario, MECP considers the bat active widow to be between **March 15-November 30**. Avoid tree removal

within the active bat window (March 15-November 30) to avoid contravention of the *Endangered Species Act*.

- Avoid vegetation removal within the active breeding bird period (April 1-August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

Landscape Architecture

Since the application is not required to go through the Site Plan Approval process, the City's Tree Protection Bylaw and City's Boulevard Tree Protection Bylaw are enforced. The removal of any trees on site with a diameter of 50cm plus or any tree growing within the boulevard, will need to be approved through Forestry Operations. If any trees are proposed for injury or removal (destruction) or have the potential to cause injury, contact the Forestry department (trees@london.ca) prior to development, construction, site works, excavation or site alteration.

The below information is for the applicant's knowledge and only applicable if trees are proposed for injury or removal:

- The City of London [Tree Protection Bylaw](#) regulates the injury and/or destruction of trees within the Urban Growth Boundary that have a diameter of at least 50 centimeters growing on private property, and trees of any size in Tree Protection Areas. Permits are required to injure or remove regulated trees. Any person who contravenes any provision of this By-law is guilty of an offence and if convicted is liable to fines and/or court orders. Visit [Privately owned trees | City of London](#) or contact Forestry at trees@london.ca for more information.
- The City of London [Boulevard Tree Protection By-law](#) regulates the injury and/or destruction of all trees located on City of London Boulevards (including their root zones). Any person who contravenes any provision of this By-law is guilty of an offence and if convicted is liable to fines and/or court orders. Contact Forestry at trees@london.ca for more information.
- Boundary trees are regulated by Ontario's [Forestry Act](#) Section 10. Boundary trees are trees whose trunk is growing on or crosses the boundary between adjoining lands, are common property and cannot be removed without written consent from all co-owners. Injury or destruction of a boundary tree without consent is guilty of an offence under this Act. The trunk of a tree is considered everything from the root-collar (at the base) to where the first branch appears.

Parks Long Range Planning and Design

Major Issues

- None

Matters for OPA/ZBA

- None

Matters for Site Plan

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of building permit approval.

Engineering

Matters for Zoning

Engineering has no further comments on this application – Approval is recommended. For the applicant's benefit the following comments have been provided and are to be addressed as future servicing permit application:

Matters for Servicing Permit

Wastewater

- The municipal sanitary outlet for the property is to the 200mm sanitary sewer on Greenfield Drive. City record drawing #1778R1 shows information pertaining to this sanitary sewer and PDC connection
- The existing 100mm sanitary PDC is to be abandoned to City standard at time of construction, and a new 150mm sanitary PDC is to be installed to service this 9 unit townhouse development
- The sanitary drainage area plan #4372 shows the property with a density of 59.55 ppl/Ha. The proposed density of the property is 106.93 ppl/Ha which is 1.80 times over allocated. However, the sanitary sewer does have capacity for this intensification.
- Sewer Engineering has no objection to this rezoning.

Water

- Water Engineering does not object to the proposed Zoning By-law amendment, noting the inclusion of holding provisions related to water infrastructure is not required.
- Water is available for the subject lands via the 200mm municipal PVC watermain located on Greenfield Drive. This is part of the city's low level distribution system, with a hydraulic grade line of 301.8m
- A water servicing report will be required addressing all domestic demands, fire flows, water quality and the various pressure scenarios as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual (DSRM).
- Any existing water service to a building which is to be demolished as part of this development is to be abandoned in accordance with city standards (cut and capped at the main).
- The water servicing is to be configured in such a way as to avoid the creation of a regulated drinking water system.
- Further comments to be provided during servicing permit application.

Stormwater

- As mentioned in PAC24-039, the subject site is tributary to the existing 750mm storm sewer on Greenfield Drive at C=0.50. However, the proposed development represents a significant intensification than compared to allowed design.
- As this development will be less than 10 units, the proponent may not be subject to the SPA process. SWED requires that a Grading plan and SWM brief shall be submitted at Building permit stage to demonstrate that excess flows will be managed on-site without any adverse impact on neighbouring properties.
- For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. Bioretention, bioswales, rain gardens, permeable pavers, or any other LID features are encouraged for Site Plans where private landscapers and maintenance personnel will be employed on regular contracts.
- It appears the existing topography may direct surface flows to the subject property from 59 Greenfield. Conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands are to be assessed and maintained in post-development.
- In accordance with Building Bylaw B-7 section 4.2, for new single detached, duplex or semi-detached dwellings, where no accepted area or subdivision grading plan has been filed with the Corporation engineer, the building permit applicant shall submit with their application a signed and sealed lot grading plan certifying that the drainage scheme depicted by the plan will be compatible with the existing drainage patterns.
- Please ensure compliance with OBC requirements, including, but not limited to the following:
 - the building shall be located, and site graded, so that water will not accumulate at or near the building,

- at downspouts, extensions shall be provided to carry rainwater away from the building in a manner that will prevent soil erosion,
- the site shall be graded so that water will not adversely affect adjacent properties or downstream lands.

Transportation

- Identify and label snow storage location(s) on-site and ensure they don't obstruct visibility at entrance.
- How will waste collection function for this site? If a waste collection vehicle will enter the site, a swept path analysis and turn around movements shall be provided.
- Site entrance shall be designed in accordance with Access Management Guidelines.

UTRCA

The property located at 63 Greenfield Drive in London is not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections to this application and we have no Section 28 approval requirements.

London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Appendix D – Public Engagement

On February 9, 2026, Notice of Application was sent to 87 property owners and residents in the surrounding area. Notice of Application was also published on the *Public Notices* webpage on February 19, 2026. A “Planning Application” sign was also placed on the site.

Nature of Liaison: 63 Greenfield Drive – The purpose and effect of this Zoning Amendment is to permit two (2), 3-storey townhouse blocks containing a total of 9 residential units. Possible change to the Zoning By-law Z.-1 **FROM** a Residential R1 (R1-4) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone with special provisions to implement the proposed development. The City may also contemplate alternative zoning such as a different base zone, additional permitted uses, additional special provisions, and/or the use of holding provisions. File: Z-26016. Planner: I. de Ceuster.

Public Comment #1: Nina Meyn

Good morning,

This is my comment regarding the notice of planning application and public meeting:

The area where this project is being proposed is almost and already congested by the ongoing construction on Wellington Rd.

There are way too many constructions going on around the city with the so called “affordable housing” and yet, none of them are actually affordable. Why the need for more “boxed-like” townhouses?

Furthermore, this will only create more dust (already getting a lot from the road construction) which is a health concern for my family due to allergies and asthma. My family and I do not believe this project should be approved and instead, the project should focus on improving the park located on that area, provide proper repairs to Exeter Rd’s actual road (too many potholes) and place garbage cans.

Best regards,

Nina Meyn

Public Comment #2: Krystie Haire

Good evening Isaac,

I am writing to formally express my concerns regarding the proposed three-story condominium building planned for the end of our Greenfield Drive. While I understand the need for housing, I believe this specific project presents significant safety and density issues for our community.

My primary concerns are as follows:

- **Traffic and Pedestrian Safety:** Our street is home to Wilton Grove Park, a vital space frequently used by local children. We currently face ongoing issues with speeding vehicles - a concern that the City of London is aware of - and I am deeply worried that the additional traffic generated by a multi-unit development will further compromise the safety of our children and neighbours.
- **Excessive Density:** A three-story structure on this particular lot appears to be over-intensive for the lot size. I am concerned that such high density is out of character with the neighbourhood - can this density be reduced?
- **Road Impact:** Increased traffic flow directly adjacent to Exeter Rd. creates a hazardous environment for cars turning on, and off of Greenfield Drive, as we do

not have any dedicated turning lanes on either end of the street off of Exeter Rd or Wellington Rd.

I urge you to consider these impacts before moving forward with the current plans. I would also like to be notified of any upcoming public meetings or consultation sessions regarding this application.

Thank you for your time and for considering my concerns.

Sincerely,

Krystie Haire

Public Comment #3: Stephanie Tonkovic

Good afternoon,

I am a resident of Greenfield Drive. My family has resided here over 35 years. We are the home [REDACTED] from the proposed development.

Firstly, this is a single family neighborhood with a proposed townhouse development being placed on a quiet street.

The proposed site is a newly, completely renovated single family home with a family of five who are being displaced, to make way for 9 units. Actually 8 units, as you have displaced a family who is already there.

Secondly, what is the benefit of 9 homes on a single family street when there are mega development projects all around this street. 9 units will not make a dent.

Currently, I can name four proposals near by; Auburn Developments at Wellington and Bradley, 5 towers, 1272 units; Wesdell, White Oaks Place, 622 units. The proposed redevelopment of 870 Jalna, currently, 23 two storey townhouse (65 units), being redeveloped into a higher density. Additionally, the new townhouse project at Jalna and Exeter, (388 Exeter Road & 1522 & 2514 Jalna Blvd.(92 units).

As you can see the surrounding area is becoming a very high density area. We cannot see the benefit of the 9 units. This small number does not exactly provide much added value to the already proposed high density developments planned for this area.

Given that London is seeing its highest vacancy rate in 15 years. What value is 9 units?

"As of late 2025/early 2026, London, Ontario's apartment vacancy rate has risen to approximately 4% according to Canada Mortgage and Housing,(London Free Press-December 2025). The cause being the speed of new construction and lower demand.

There are 19 parking spaces for the 9 units, which will lead to street parking on a narrow street should more than 2 residents occupy a unit. This is not currently a concern as most homes on the street have parking for 4 vehicles.

This development on a single family street is going to lower property values.

This quiet street has already been uprooted by the City of London by allowing commercial properties to encroach on each end of the street. Archie restaurant at one end. A car wash adjacent to a motel at the other end, and directly across, on Greenfield Drive is a auto mechanic repair shop.

I would appreciate it council would take all of the above-noted items into consideration when making this decision.

Thank you, Tonkovic family.

Public Comment #4: Anthony Johnston

Good afternoon Isaac,

I have reviewed the rezoning submission documents for 63 Greenfield Drive, I would like to highlight several concerns regarding the proposed site plan.

It is important to note that the subject property is approximately 0.2 hectares in size. Given this, the need for minor variances from the R5-7 subzone provisions suggests that the proposed development may be over-intensive for the site. In its current form, the density appears excessive for a property of this scale.

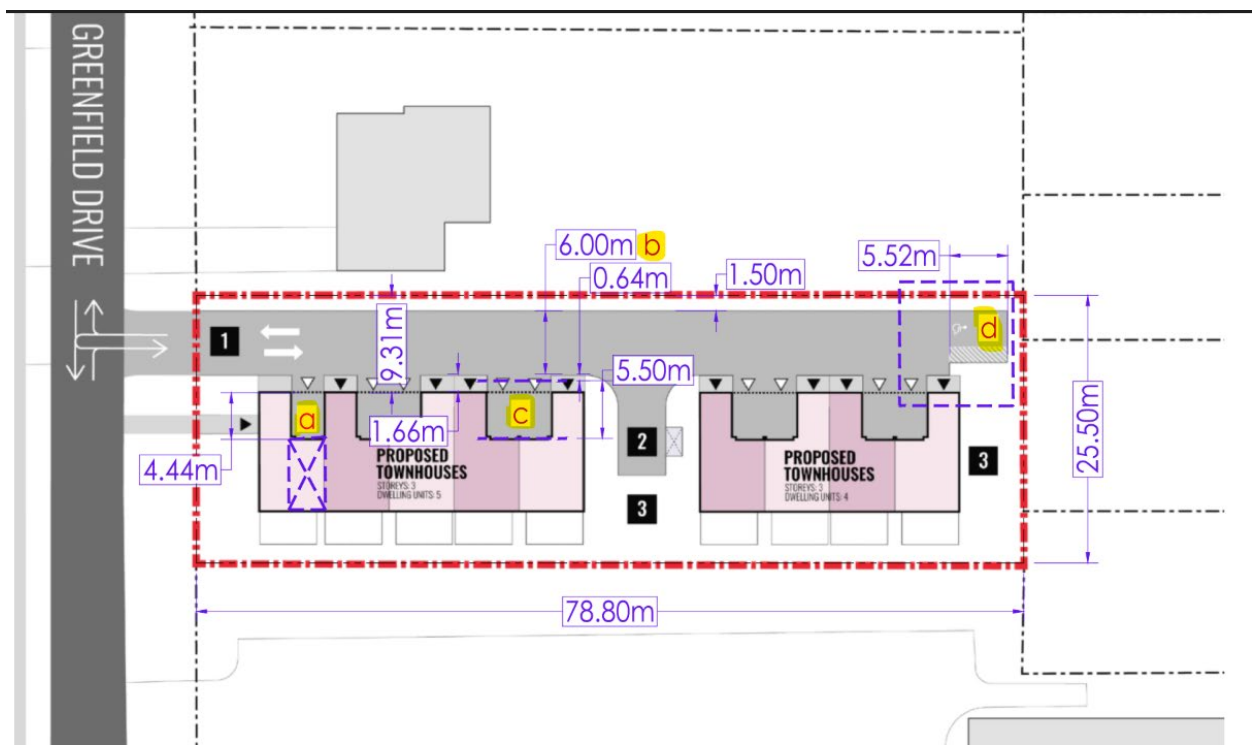
In particular, the proposed reduction in lot frontage from 30.0 metres to 25.5 metres is a key factor contributing to the incompatibility of this development.

For further clarity, please refer to the schematics below, which illustrate several of the issues associated with the proposal. These drawings are scaled with reasonable accuracy, with an estimated margin of error of $\pm 3-4$ cm.

I would love a telephone call with you to discuss the below. I can be reached at [REDACTED].

Thank you in advance for your time and consideration of the below.

Anthony Johnston



A. the applicant has stated that the site is proving x2 parking spaces per unit, It's understood that 1 parking space is in the garage, what is left outside of the garage is 4.44m+/-, this is not as legal parking space nor leaves enough space to park a vehicle outside of the garage.

B. the applicant has proposed to reduce the drive aisle width from 6.5m to 6.0m, this will only leave 0.64m +/- from asphalt to the back of a legal parking space.

C. A legal parking space in the zoning by-law is min. 5.5m depth, there is not enough separation between drive aisle and parked vehicles in front of the garage door.

D. The location of the visitor parking space is non-compliant with zoning by-laws, as you cannot place a parking space at the end of a drive aisle. How does a

parked vehicle back out of this parking space, especially if a resident is parked in front of the garage door on the end unit adjacent?

