

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng.
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: JNF Group Inc.
355 Marconi Boulevard
Draft Plan of Subdivision and Zoning By-law Amendment
Public Participation Meeting on: October 19, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of JNF Group Inc. relating to the property located at 355 Marconi Boulevard:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on October 27, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Restricted Service Commercial RSC1/RSC3/RSC5 Zone **TO** a Holding Residential R1 (h•R1-1) Zone and a Holding Residential R1 Special Provision (h•R1-1()) Zone;
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by JNF Group Inc. relating to the lands located at 355 Marconi Boulevard; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision as submitted by JNF Group Inc., prepared by Archibald, Gray & McKay Ltd. (AGM) (Plan No. 8-L-5546, dated July 24, 2020), as red line revised which shows thirty (30) single detached residential dwelling lots and one (1) new street, **SUBJECT TO** the conditions contained in the attached Appendix "B".

Executive Summary

Summary of Request

The request is to amend the zoning by-law and approve a draft plan of subdivision consisting of 30 single detached dwelling lots fronting on a neighbourhood street.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed plan of subdivision, subject to conditions and red line revisions; and Municipal Council approve the recommended Zoning By-law amendment.

Rationale of Recommended Action

1. The proposed draft plan of subdivision and zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2020*, as it achieves objectives for efficient and resilient development and land use patterns. It represents a small infill development of single detached dwelling lots of modest size taking place within the City's urban growth area, and within an established suburban

neighbourhood. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and avoids land use and development patterns which may cause environmental or public health and safety concerns.

2. The proposed draft plan and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation.
4. The recommended zoning is considered appropriate and compatible with the form and character of existing residential development in the surrounding neighbourhood.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site consists of flat, vacant land that was previously a former outdoor soccer field and portion of a parking lot associated with The Marconi Club of London.

1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Multi-family, Medium Density Residential
- Zoning - Restricted Service Commercial RSC1/RSC3/RSC5

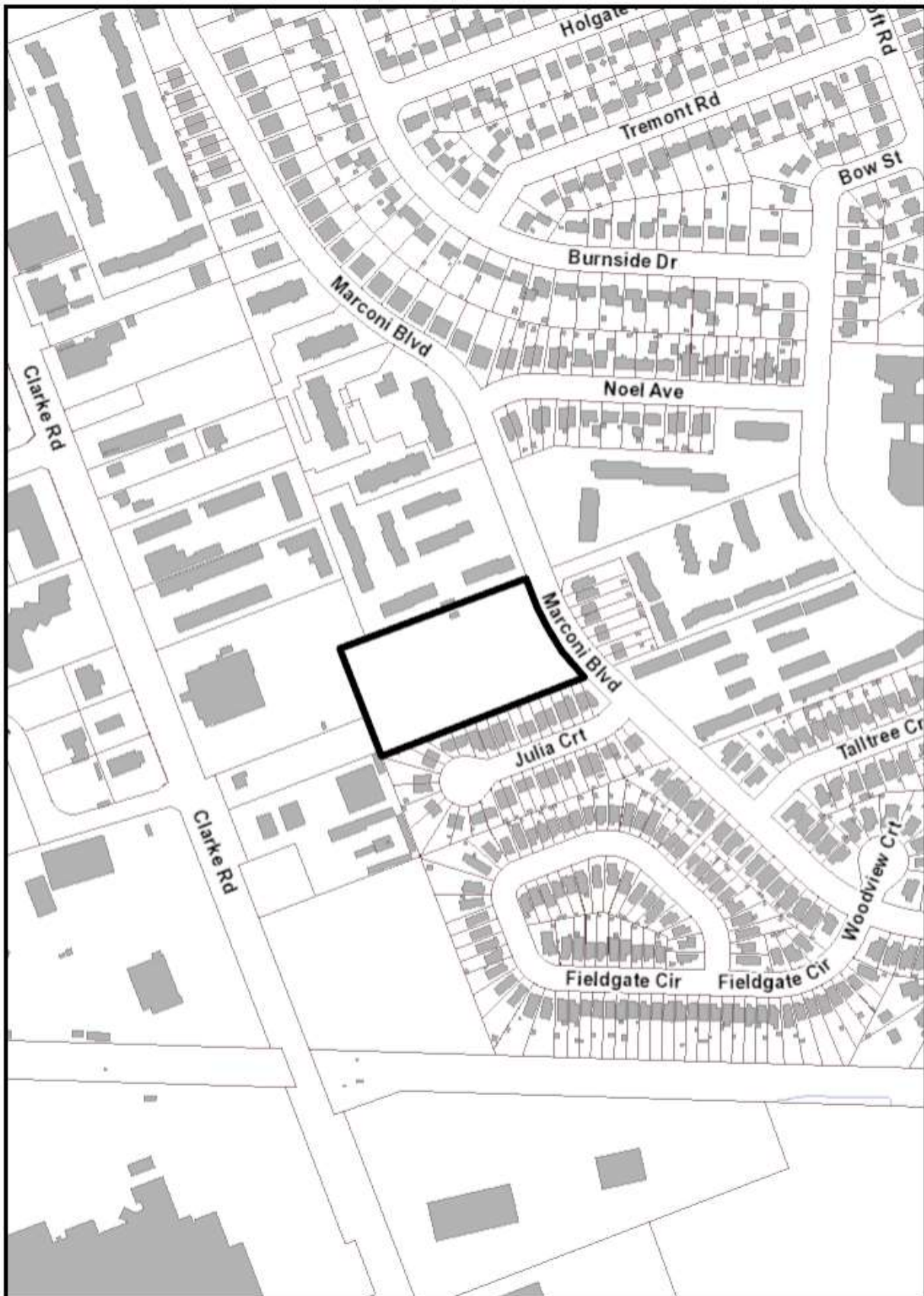
1.3 Site Characteristics

- Current Land Use – former soccer field associated with a private club
- Frontage – approx. 92 metres
- Depth – approx. 160 metres
- Area – 1.47 hectares
- Shape – regular

1.4 Surrounding Land Uses

- North – townhouses
- East – single detached, semi-detached, townhouses, and low-rise apartments
- South – semi-detached dwellings
- West – private club and commercial

1.5 Location Map



Location Map

Project Title: 39T-20501 / Z-9210
Description: 355 Marconi Boulevard
Created By: Larry Mottram
Date: 9/25/2020
Scale: 1:4000

Legend

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



2.0 Description of Proposal

2.1 Development Proposal

A proposed plan of subdivision consisting of 30 single detached dwelling lots fronting on a local street with connections to existing municipal services on Marconi Boulevard.

2.2 Proposed Draft Plan of Subdivision



3.0 Relevant Background

3.1 Planning History

On February 26, 2020, the City of London Consent Authority granted provisional consent approval to the Marconi Club of London to sever approximately 1.47 hectares for the purpose of future residential uses and to retain approximately 1.6 hectares for the purposes of existing assembly hall uses (File No. B.035/19). The granting of consent was subject to a number of conditions, including a condition that prior to issuance of certificate of consent, the Owner shall ensure that the severed and retained lands comply with the regulations of the Z.-1 Zoning By-law, inclusive of obtaining the necessary *Planning Act* approvals to permit the proposed use on the severed lands.

3.2 Requested Amendment

The original application request was to consider a proposed draft plan of subdivision and zoning amendment to allow 32 single detached lots served by one (1) local street, and to consider an amendment to change the zoning from a Restricted Service Commercial RSC1/RSC3/RSC5 Zone to a Residential R2 Special Provision (R2-1()) Zone to permit single detached, semi-detached, duplex, and converted dwellings (maximum 2 units); together with a special provision to permit an exterior side yard of 4.5 metres for Lots 1 and 32 flanking Marconi Boulevard, whereas 6.0 metres is required.

A revised request was received to consider a proposed draft plan of subdivision and zoning amendment to allow 30 single detached lots served by one (1) local street, and to consider an amendment to change the zoning from a Restricted Service Commercial RSC1/RSC3/RSC5 Zone to a Residential R1 Special Provision (R1-1()) Zone to permit single detached dwellings; together with a special provision to permit an exterior side yard of 4.5 metres for Lot 1 flanking Marconi Boulevard, whereas 6.0 metres is required.

3.3 Community Engagement (see more detail in Appendix C)

Comments/concerns received from the community are summarized as follows:

- There were no comments or concerns received from the community. There was one telephone inquiry received with the caller requesting further information about the nature of the proposal.

3.4 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, ensuring effective use of infrastructure and public service facilities, and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4). To meet housing requirements of current and future residents, the housing policies also provide direction to Planning Authorities to permit and facilitate all types of residential intensification, including additional residential units, and redevelopment; and directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3 (b) (2) and 1.4.3(c)). The policies for Public Spaces, Recreation, Parks, Trails and Open Space promote healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)). The development application has been reviewed for consistency with the Provincial Policy Statement.

The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, and duplex dwellings, and townhouses, as the main uses. The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types* is found at Appendix ‘E’.

(1989) Official Plan

These lands are designated Multi-family, Medium Density Residential on Schedule ‘A’ of the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; and small-scale nursing homes, rest homes, and homes for the aged. These areas may also be developed for single detached, semi-detached and duplex dwellings. This application has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule ‘A’ is found at Appendix E.

Z.-1 Zoning By-law

Currently the zoning is Restricted Service Commercial RSC1/RSC3/RSC5 which permits a range of auto-oriented, retail and service commercial uses, and trade service uses. Previously these lands were used in conjunction with a private club which is listed as a permitted use in the current zoning. The application request is to amend the zoning to a Residential R1 Special Provision (R1-1()) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 metres and minimum lot area of 250 square metres. The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. An excerpt from the Z.-1 Zoning by-law Schedule A is found at Appendix E.

4.0 Key Issues and Considerations

4.1 Use

The recommended zoning will permit single detached dwellings compatible with existing residential uses to the north, south and east, and the existing private club to the west. The adjacent neighbourhood is composed of a mix of housing types and tenures, including single detached and semi-detached homes, townhouse dwellings, low-rise apartment buildings, as well as condominium, community non-profit, and co-operative housing developments. The proposed subdivision draft plan comprised of 30 single detached dwellings on freehold lots will contribute to the variety of housing choice and accommodation. The proposed residential use is considered appropriate and in keeping with the uses and character of the neighbourhood, is consistent with the Provincial Policy Statement, and conforms with the in-force policies of The London Plan and the (1989) Official Plan.

4.2 Intensity

Based on the number of lots and net area, not including the street, the subdivision plan yields a net residential density of approximately 26 units per hectare. The proposed lots are on average 9.0 to 10 metre frontages and average lot size is approximately 340 square metres. This density and lot yield would be typical of lots fronting a neighbourhood street in a small lot subdivision. Building heights on adjacent lands consist of 2-storey townhouses immediately to the north, and 1 and 2-storey single and semi-detached homes to the south and east. The proposed single detached dwellings could be either 1 or 2 storey homes based on the permitted height regulation in the zoning by-law (9.0 metres max.). Overall, the proposed development is considered appropriate and compatible in terms of scale and intensity to adjacent residential development.

4.3 Form

The subdivision form and layout fits well within the context and character of the existing neighbourhood. The proposed subdivision maintains compatibility and minimizes impacts on adjacent properties by providing for a residential rear yard interface with the townhouse complex to the north and semi-detached homes on Julia Court to the south. The lot pattern demonstrates a strong north-south building orientation thereby increasing exposure to passive solar energy. The street provides direct access to Marconi Boulevard the main collector road serving this neighbourhood. It is also within a short walking distance to bus stops on a scheduled public transit route.

Sidewalks and street lighting will also be required in conjunction with engineering drawings to the specifications and satisfaction of the City. The City's design standards require a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 20 metres which will be sufficient space for sidewalks, utilities and services, and street tree planting. Street tree planting in boulevards is a standard condition of the subdivision agreement.

During the Initial Proposal Review (IPR) process, staff requested the proponent to explore the possibility of rotating the three lots on either side of Street A to be oriented to Marconi Boulevard as this is the higher order street and would mirror street-facing houses on the east side of Marconi Boulevard. Alternatively, if it was not possible to re-orient the lots, then it was agreed that a condition be placed on Lots 1 and 30 requiring the Owner to register on title a requirement that the homes be designed and constructed to have a similar level of architectural detail on the front and exterior side elevations (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a street oriented design); and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage. This will be implemented through a condition of draft approval and through the Subdivision Agreement.

It was stated in the applicant's Planning Justification Report that due to the size and configuration of the subject lands, a cul-de-sac is the only available public street configuration for the proposed freehold subdivision lots. Staff also considered this site too small and constrained to provide for an alternative street configuration. The streetscape will consist of single detached homes which could be one storey or two storey homes as noted above. The proposed dwellings are expected to be similar in character and features as the residential neighbourhood to the south (Julia Court), and contain dwellings of a similar height and massing as the surrounding neighbourhood.

4.4 Recommended Red-line Revisions

Development Services staff recommend simply that 0.3 metres (1 foot) reserves be applied along the lots (Lots 1 and 30) flanking Marconi Boulevard in order to restrict the creation of vehicular driveway access, and that the following note be added to the face of the draft plan to ensure that the City's road and intersection design standards are maintained: "Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustment to the abutting lots, if necessary."

5.0 Conclusion

The recommended draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement, and conform to The London Plan and the (1989) Official Plan. The proposed draft plan and zoning is also found to be compatible with the form, lot pattern and character of existing development in the surrounding neighbourhood.

Prepared by:	Larry Mottram, MCIP, RPP Senior Planner, Development Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P. Eng. Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompili, Manager, Development Services
Ted Koza, Manager, Development Services

October 9, 2020
GK/PY/LM/lm

Appendix A

Appendix "A"

Bill No. (number to be inserted by
Clerk's Office)
(2020)

By-law No. Z.-1-20_____

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 355 Marconi
Boulevard.

WHEREAS JNF Group Inc. has applied to rezone lands located at 355
Marconi Boulevard, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 355 Marconi Boulevard, as shown on the attached map, FROM a
Restricted Service Commercial RSC1/RSC3/RSC5 Zone TO a Holding Residential
R1 (h•R1-1) Zone and a Holding Residential R1 Special Provision (h•R1-1()) Zone.
- 2) Section Number 5.4 of the Residential R1 Zone is amended by adding the following
special provisions:

R1-1()

a) Regulations:

i)	Exterior Side Yard Depth (Minimum)	4.5 metres
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This By-law shall come into force and be deemed to come into force in accordance with
Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage
of this by-law or as otherwise provided by the said section.

PASSED in Open Council on October 27, 2020

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – October 27, 2020
Second Reading – October 27, 2020
Third Reading – October 27, 2020

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




File Number: Z-9210 / 39T-20501
Planner: LM
Date Prepared: 2020/9/23
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Appendix B

APPENDIX 39T-20501

(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-20501 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|-----|--|
| 1. | This draft approval applies to the draft plan submitted by JNF Group Inc., prepared by Archibald, Gray & McKay Ltd., certified by Jason Wilband O.L.S., File No. 39T-20501, drawing no. 8-L-5546, as red-line amended , which shows a total of 30 single detached dwelling lots, served by one (1) local street. |
| 2. | This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | Prior to final approval, the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 8. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 9. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City. |

Planning

10. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
11. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
12. In conjunction with the first submission of engineering drawings, the Owner shall submit an on-street parking plan to the satisfaction of the City. The approved parking plan will form part of the subdivision agreement for the registered plan.
13. The Owner shall register on title for Lots 1 and 30, and include in all Purchase and Sale Agreements for Lots 1 and 30, a requirement that the homes to be designed and constructed are to have a similar level of architectural detail on the front and exterior side elevations (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a street oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage.

Parkland Dedication

14. The Owner shall provide a cash-in-lieu payment in accordance with the provisions of Parkland Dedication By-law CP-9.

Engineering

Sanitary:

15. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information, to the satisfaction of the City Engineer:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced and include all contributing flows and include a design sheet and area plan that will consolidate all the tributary areas and area plans and include actual populations and flow including these proposed lands that are tributary to the existing 200mm diameter sanitary sewer on Marconi Boulevard flowing north to at minimum the 300mm diameter sanitary sewer on Marconi;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City; and,
 - iii) Provide a hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
16. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Marconi Boulevard;

- ii) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
- iii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner.
- iv) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;

Storm and Stormwater Management (SWM)

17. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
 - v) developing a sediment and erosion control plan(s) that will identify all required sediment and erosion control measures for the subject lands in accordance with City of London and The Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, all to the specification and satisfaction of the City Engineer. The sediment and erosion control plan(s) shall identify all interim and long term measures that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards, Ministry of the Environment, Conservation and Parks requirements and most recent industry standards and guidelines. Prior to any work on the site, the Owner's professional engineer shall submit these measures as a component of the Functional Storm/Drainage Servicing Report and is to have these measures established and approved all to the satisfaction of the City Engineer Further, the Owner's Professional Engineer must confirm that the required erosion and sediment control measures were monitored, maintained and operating as intended during all phase of construction.
 - vi) implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and,
 - vii) ensure the post-development discharge flow from this plan must not exceed the 0.30 AxC capacity of the stormwater conveyance system allocated for this site at the 600mm diameter municipal storm sewer outlet on Marconi Boulevard. In an event, where the above condition cannot be met, the Owner agrees to provide SWM controls that comply to the accepted Design Requirement and any other suitable SWM soft measure Best Management Practices (BMP's) alternatives.

18. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
 - i) The Pottersburg Creek Sub-watershed study, (Tributary and Catchment Area Factsheet 8) with emphasis on the required infiltration target of 25 mm. This may include a 3rd pipe exfiltration system with sufficient storage volume to infiltrate the 25mm.
 - ii) The approved Storm/Drainage and SWM Servicing functional Report for the subject lands;
 - iii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - iv) The City Design Requirements for Stormwater Management as included in the most recent (August 2020) City of London Design Specifications & Requirements Manual.
 - v) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - vi) The Ministry of the Environment SWM Practices Planning and Design (2003); and
 - vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

19. In accordance with City standards, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
 - i) Construct storm sewers to serve this plan, located within the Pottersburg Creek Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 600 mm diameter storm sewer located on Marconi Boulevard;

20. In conjunction with the first submission of engineering drawings, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, which will be prepared in accordance with the guidance of the most recent City of London Design Specifications & Requirements Manual, to determine, including but not limited to, the following:
 - i) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
 - ii) identify any abandoned wells in this plan
 - iii) assess the impact on water balance in the plan. The water balance should reflect the incorporation of any mitigation measures, including Low Impact Development solutions (LIDs), as necessary. Details related to proposed LID solutions, if applicable, should include information related to the long term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
 - iv) any fill required in the plan
 - v) provide recommendations for foundation design should high groundwater be encountered
 - vi) identify all required mitigation measures including Low Impact Development (LIDs) solutions
 - vii) address any contamination impacts that may be anticipated or experienced as a result of the said construction

- viii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
 - ix) to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken
 - x) include assessment of specific aquifer properties, static groundwater levels, groundwater quality characteristics and groundwater flow direction. Seasonality effects should be considered when evaluating the hydrogeological regime of the site, all to the satisfaction of the City.
21. In conjunction with the first submission of engineering drawings, the Owner shall provide further evaluation, which may include but may not necessarily be limited to the following:
- i) Details and discussions regarding LID considerations proposed for the development, including the results of any site specific infiltration testing.
 - ii) Discussions related to the water taking requirements to facilitate construction (i.e. Will a Permit to Take Water (PTTW) or Environmental Activity and Sector Registry (EASR) be required?), including estimated pumping rates, sediment and erosion control measures and dewatering discharge locations.
 - iii) Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering).
 - iv) Development of appropriate short-term and long-term monitoring plans (if applicable).
 - v) Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.
22. The subdivision to which this draft approval relates shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

Watermains

23. In conjunction with the first submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the future development Blocks from the low-level (high-level) water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed

- hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
- v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - vii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - viii) Identify any required watermain oversizing and any cost sharing agreements;
 - ix) Identify the effect of development on existing water infrastructure and identify potential conflicts;
 - x) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.
24. In accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i. Construct watermains to serve this Plan and connect them to the existing municipal system, namely the existing 250mm diameter watermain on Marconi Blvd. The existing 150mm CI stub located near the north east corner of the property shall be cut and capped at the main.
 - ii. Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval;

Roadworks

25. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
26. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections;
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions";
 - iii) ensure that at 'tee' intersections the projected road centreline of the intersecting street intersects the through street at 90 degrees with a

minimum 6 metre tangent being required along the street lines of the intersecting road;

- iv) provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
 - v) ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London;
 - vi) ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and,
 - vii) establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
27. The Owner shall construct a cul-de-sac on Street 'A' in accordance with City of London Standard DWG. SR-5.0 (or variation thereof as shown on the draft plan and as approved by the City Engineer.) The Owner shall provide a raised circular centre island within the cul-de-sac(s) or as otherwise directed by the City Engineer.
28. In conjunction with the first submission of engineering drawings, the Owner shall align Street 'A' perpendicular to Marconi Boulevard, to the satisfaction of the City Engineer.
29. The Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the City Engineer
30. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Street 'A' has a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 20 metres.

Sidewalks

31. In conjunction with the first submission of engineering drawings, the Owner shall design a 1.5 metre sidewalk on both sides of Street 'A' in this Plan.

Street Lights

32. In conjunction with the first submission of engineering drawings, the Owner shall identify street lighting on all streets and walkways in this plan to the specifications and satisfaction of the City, at no cost to the City.

Boundary Road Works

33. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Marconi Boulevard adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

34. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Street 'A' to Marconi Boulevard, to the satisfaction of the City and at no cost to the City.

Road Widening

35. The Owner shall provide a right of way dedication along Clarke Road measured 18.0 m from the centre line of the street to the satisfaction of the City Engineer

Vehicular Access

36. The Owner shall ensure that no vehicular access will be permitted to Lots 1 and 30 from Marconi Boulevard. All vehicular access is to be via the internal subdivision street.
37. The Owner shall restrict access to Marconi Boulevard by establishing blocks for 0.3 metre reserves along the frontage of Marconi Boulevard on Lots 1 and 30, to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

38. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Marconi Boulevard or other routes as designated by the City.
39. In conjunction with the first submission of engineering drawings, the Owner shall submit a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing arterial roadways needed to provide services for this plan of subdivision. The TMP is a construction scheduling tool intended to harmonize a construction project's physical requirements with the operational requirements of the City of London, the transportation needs of road users and access concerns of area property owners. The owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted and become a requirement of the subdivision servicing drawings process for this plan of subdivision

General

40. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
41. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
42. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
43. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the

City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.

44. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
45. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
46. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
47. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
48. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
49. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
50. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
51. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

52. In conjunction with first submission of engineering drawings, the Owner shall

submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.

53. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
54. In conjunction with the engineering drawings submission, the Owner shall have its geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
55. In conjunction with the first submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,
 - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.

and any other requirements as needed by the City, all to the satisfaction of the City.

56. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
57. In conjunction with the first submission of engineering drawings, the Owner shall have the common property line of Marconi Boulevard graded in accordance with the accepted engineering drawings, at no cost to the City.
58. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional engineer provide an opinion for the need for an

Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.

59. In conjunction with the first submission of engineering drawings, the Owner shall have the existing accesses and services to Marconi Boulevard, located within this Plan, relocated and/or reconstructed to the satisfaction of the City, at no cost to the City. Any portion of existing services not used shall be abandoned and capped to the satisfaction of the City, all at no cost to the City.
60. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing buildings, infrastructure, ie. Water, septic, storm, hydro, driveways, sidewalks, irrigation wells, etc.) and their decommissioning or relocation, to the satisfaction of the City Engineer.
61. Prior to Final Approval, the conditions of Provisional Consent issued on February 26, 2020 for the severance of the subject lands at 120 Clarke Road, as set out in Consent Application **B.035/19**, shall be fulfilled, to the satisfaction of the City.
62. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to the existing works and services on Marconi Boulevard, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer, at no cost to the City.

Appendix C – Public Engagement

Community Engagement

Public liaison: On May 27, 2020, Notice of Application was sent to 97 property owners in the surrounding area. An additional 90 notices were distributed to tenants of several rental housing complexes in the area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 28, 2020. A Planning Application sign was also posted on the site. A combined Notice of Revised Application and Notice of Public Meeting was sent out on October 1, 2020, and a notice published in *The Londoner* on the same date.

Responses: 1 reply received

Nature of Liaison: The original notice of application was to consider a proposed draft plan of subdivision and zoning amendment to allow 32 single detached lots served by one (1) local street, and to consider an amendment to the zoning by-law to change the zoning from a Restricted Service Commercial RSC1/RSC3/RSC5 Zone to a Residential R2 Special Provision (R2-1()) Zone to permit single detached, semi-detached, duplex, and converted dwellings (maximum 2 units); together with a special provision to permit an exterior side yard of 4.5 metres for Lots 1 and 32 flanking Marconi Boulevard, whereas 6.0 metres is required.

The Notice of Revised Application was to consider a proposed draft plan of subdivision and zoning amendment to allow 30 single detached lots served by one (1) local street, whereas 32 residential lots were previously proposed. Consideration of an amendment to the zoning by-law to change the zoning from a Restricted Service Commercial RSC1/RSC3/RSC5 Zone to a Residential R1 Special Provision (R1-1()) Zone to permit single detached dwellings; together with a special provision to permit an exterior side yard of 4.5 metres for Lot 1 flanking Marconi Boulevard, whereas 6.0 metres is required.

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

- One telephone call was received with the caller requesting further information about the proposal.

Response to Notice of Application and Publication in “The Londoner”

Telephone	Written
Antonio Manini - 88 Doon Drive	None

Agency/Departmental Comments:

1. Upper Thames River Conservation Authority (UTRCA) – June 29, 2020

The UTRCA has no objections to this application and a Section 28 permit will not be required.

2. Conseil Scolaire Viamonde – May 29, 2020

The Conseil Scolaire Viamonde has no comments or objection to the further processing of 355 Marconi Boulevard application.

Appendix D – Policy Context

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

Provincial Policy Statement, 2020

The land use planning proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, ensuring effective use of infrastructure and public service facilities, and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4).

There are several policies directed at promoting healthy, livable and safe communities, including the goal of promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Section 1.1.1 (e)).

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (Section 1.1.3.3).

To meet housing requirements of current and future residents, the housing policies also provide direction to Planning Authorities to permit and facilitate: all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; and directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3 (b) (2) and 1.4.3(c)).

The policies for Public Spaces, Recreation, Parks, Trails and Open Space promote healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

The proposed draft plan of subdivision and zoning amendment achieves objectives for efficient and resilient development and land use patterns. It represents a small infill development of single detached dwelling lots of modest size taking place within the City's urban growth area, and within an established suburban neighbourhood. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, supports energy conservation and efficiency, and avoids land use and development patterns which may cause environmental or public health and safety concerns.

The subject lands are designated and intended for medium density residential uses to accommodate an appropriate affordable, market-based range and mix of residential types to meet long term needs. There are no natural heritage features or natural hazards present, and Provincial concerns for archaeological resource assessment and

cultural heritage have been addressed. Based on our review, the proposed Draft Plan of Subdivision and Zoning By-law Amendment are found to be consistent with the Provincial Policy Statement.

The London Plan

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

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex, and townhouse dwellings, secondary suites, home occupations, and group homes. Single detached dwellings as proposed are generally consistent with and are contemplated by Place Type policies of The London Plan.

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed subdivision draft plan and zoning amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

Key Direction #5 – Build a mixed-use compact city

4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

7. Build quality public spaces and pedestrian environments that support walking.

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

6. Dependent upon context, require, promote, and encourage transit oriented development forms.

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.

2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.

Key Direction #8 – Making wise planning decisions

9. Ensure new development is a good fit within the context of an existing neighbourhood.

These strategic directions are generally reflected in this development proposal representing a small, infill subdivision on a vacant parcel of land within an established neighbourhood. The proposed use contributes to the existing mix of low and medium density forms of housing consisting of single and semi-detached dwellings, townhouses, and low rise apartment buildings. The site has frontage on Marconi Boulevard with ready access to municipal services and public transit. In terms of use, form and intensity the proposed subdivision of single detached homes is considered a good fit within the context of the existing neighbourhood.

City Building and Design Policies

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

*216_ * Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.*

The subdivision lot pattern demonstrates a strong north-south building orientation thereby increasing exposure to passive solar energy. The street design also ensures active mobility by providing a direct pedestrian and cycling connection to Marconi Boulevard the main collector road serving this neighbourhood. It also provides a convenient walking distance to bus stops on a scheduled public transit route.

*220_ * Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.*

The existing neighbourhood is composed of a diverse mix of lot sizes and housing types. The proposed subdivision plan will contribute to the variety of housing choices within the immediate neighbourhood.

222A_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

On-street parking will be provided and a revised parking plan will be required in conjunction with the engineering drawing review. The approved parking plan will form part of the subdivision agreement. Sidewalks and street lighting will also be required in conjunction with engineering drawings to the specifications and satisfaction of the City (D.P. Conditions No. 12, 31 and 32).

224_ The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.

The City's design standards require a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 20 metres which will be sufficient space for sidewalks, utilities and services, and street tree planting. Street tree planting in boulevards is a standard condition of the subdivision agreement (D.P. Condition No. 30)

252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.

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

The subdivision layout fits well within the context and character of the existing neighbourhood, similar to the characteristics of Julia Court to the south. It also

maintains compatibility and minimizes impacts on adjacent properties by providing for a residential rear yard interface with the townhouse complex to the north and semi-detached homes on Julia Court to the south.

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

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

During the Initial Proposal Review (IPR) process, staff requested the proponent to explore the possibility of rotating the three lots on either side of Street A to be oriented to Marconi Boulevard as this is the higher order street and would mirror street-facing houses on the east side of Marconi Boulevard. Alternatively, if it was not possible to re-orient the lots, then it was agreed that a condition be placed on Lots 1 and 30 requiring the Owner to register on title a requirement that the homes be designed and constructed to have a similar level of architectural detail on the front and exterior side elevations (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a street oriented design); and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage. (D.P. Condition No. 13)

*349_ * To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.*

- 1. Cul-de-sacs or dead-end streets that extend less than 200 metres and do not connect to neighbourhood features or amenities.*

The City's Transportation Planning and Design Division was consulted and provided some further clarification regarding this requirement given that the proposed cul-de-sac will be less than 200 metres in length. They indicated that it is standard practice to recommend sidewalks on both sides of all streets in all subdivisions where space allows, and felt that sidewalks on both sides would be easily achievable in this instance. Providing accessibility and safety on the street, as well as better pedestrian connectivity, is an important consideration especially in a highly utilized public transit area.

Place Type Policies

The subject lots are located within the Neighbourhoods Place Type, and will have frontage on a Neighbourhood Street. The range of primary permitted uses include single detached, semi-detached, duplex, townhouses, secondary suites, home occupations and group homes. The minimum and maximum permitted building heights are 1 to 2.5 storeys based on the street classification.

916_3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.*

As noted above, the proposed subdivision of single detached homes will contribute to the diversity of housing choices within the immediate neighbourhood allowing for affordability and aging in place. There already exists a variety of owner-occupied and rental accommodation in the form of single detached and semi-detached homes, townhouse dwellings, low-rise apartment buildings, as well as various condominium, community non-profit and co-operative housing accommodation.

935_3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as*

height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.

The recommended zoning and special zone provision for minimum exterior side yard setback maintains an appropriate level of intensity within the neighbourhood context, and is in keeping with the Place Types policies.

Our Tools

Evaluation Criteria for Planning and Development Applications

1578_5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.*

461_ Infrastructure studies may be identified and required to fulfill the complete application process for planning and development applications. The required content of the studies is provided in the Our Tools part of this Plan.

The proposed development will be required to connect to existing municipal sanitary sewer, storm sewer, and water services available on Marconi Boulevard. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded, and to identify any required infrastructure upgrades.

1578_6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:*

- a. Traffic and access management.*
 - b. Noise.*
 - c. Parking on streets or adjacent properties.*
 - d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
 - e. Lighting.*
 - f. Garbage generated by the use.*
 - g. Loss of privacy.*
 - h. Shadowing.*
 - i. Visual impact.*
 - j. Loss of views.*
 - k. Loss of trees and canopy cover.*
 - l. Impact on cultural heritage resources.*
 - m. Impact on natural heritage features and areas.*
 - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Vehicular access is to Marconi Boulevard which is classified as a Neighbourhood Connector, and the proposed development is not expected to contribute significantly to traffic volumes.
- Parking will be required as per the Zoning By-law standard (minimum 2 spaces per dwelling lot).
- The proposed development is not expected to generate excessive noise and emissions.
- There are no concerns with respect to lighting, garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties.
- Stage 1 & 2 Archaeological Assessment was undertaken and a clearance letter from Ministry of Tourism, Culture and Sport has been issued.
- There are no concerns for natural heritage features or natural resources.

1578_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The streetscape will consist of single detached homes which could be one storey or two storey homes. The proposed dwellings are expected to be similar in character and features as the residential neighbourhood to the south (Julia Court), and contain dwellings of a similar height and massing as the surrounding neighbourhood. Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

(1989) Official Plan

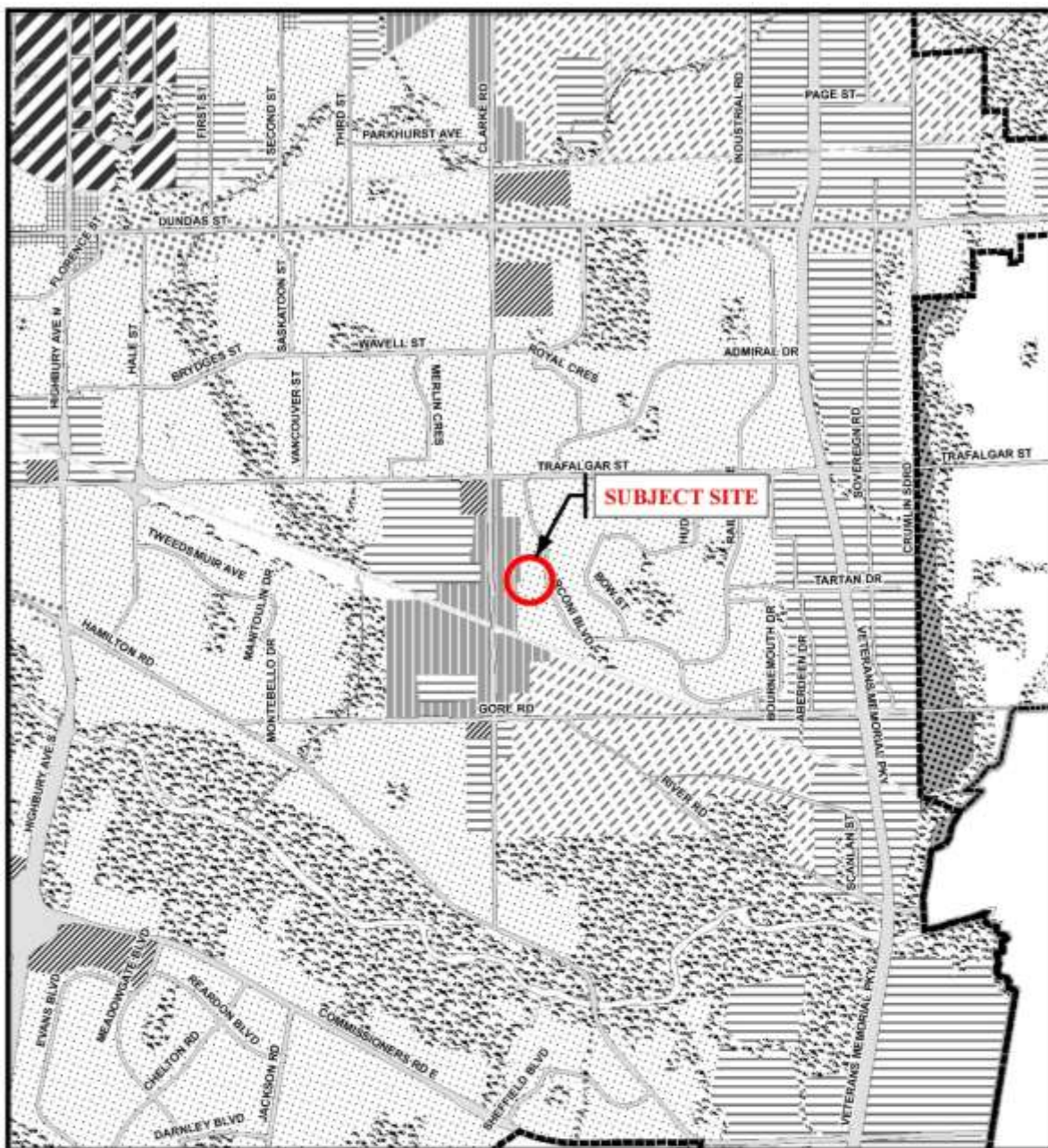
These lands are designated Multi-family, Medium Density Residential on Schedule 'A' of the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; and small-scale nursing homes, rest homes, and homes for the aged. These areas may also be developed for single detached, semi-detached and duplex dwellings. Density will generally not be permitted to exceed 75 units per hectare and maximum building height is normally limited to four storeys. The proposed draft plan of subdivision recommended zoning, and range of permitted uses, density and height are consistent with and conform to the 1989 Official Plan. The proposal also implements objectives to encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities (Section 3.1.1.(vi)).

Zoning By-law

The application request is to change the zoning from a Restricted Service Commercial RSC1/RSC3/RSC5 Zone to a Residential R1 Special Provision (R1-1()) Zone to permit single detached dwellings with a minimum lot frontage of 9.0 metres and minimum lot area of 250 square metres. The proposed lots are on average 9.0 to 10 metre frontages and average lot size is approximately 340 square metres. Given the comparable lot sizes and dwelling types existing in the neighbourhood, the recommended zone and lot standards are considered appropriate and compatible with the surrounding area. The special provision to permit an exterior side yard of 4.5 metres for Lot 1 flanking Marconi Boulevard is also considered appropriate. A holding provision in the zoning is recommended to ensure adequate provision of municipal services and that a subdivision agreement is entered into.

Appendix E – Relevant Background

The London Plan Map Excerpt



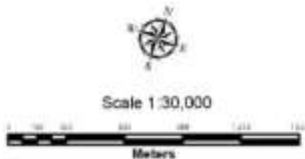
Legend

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

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

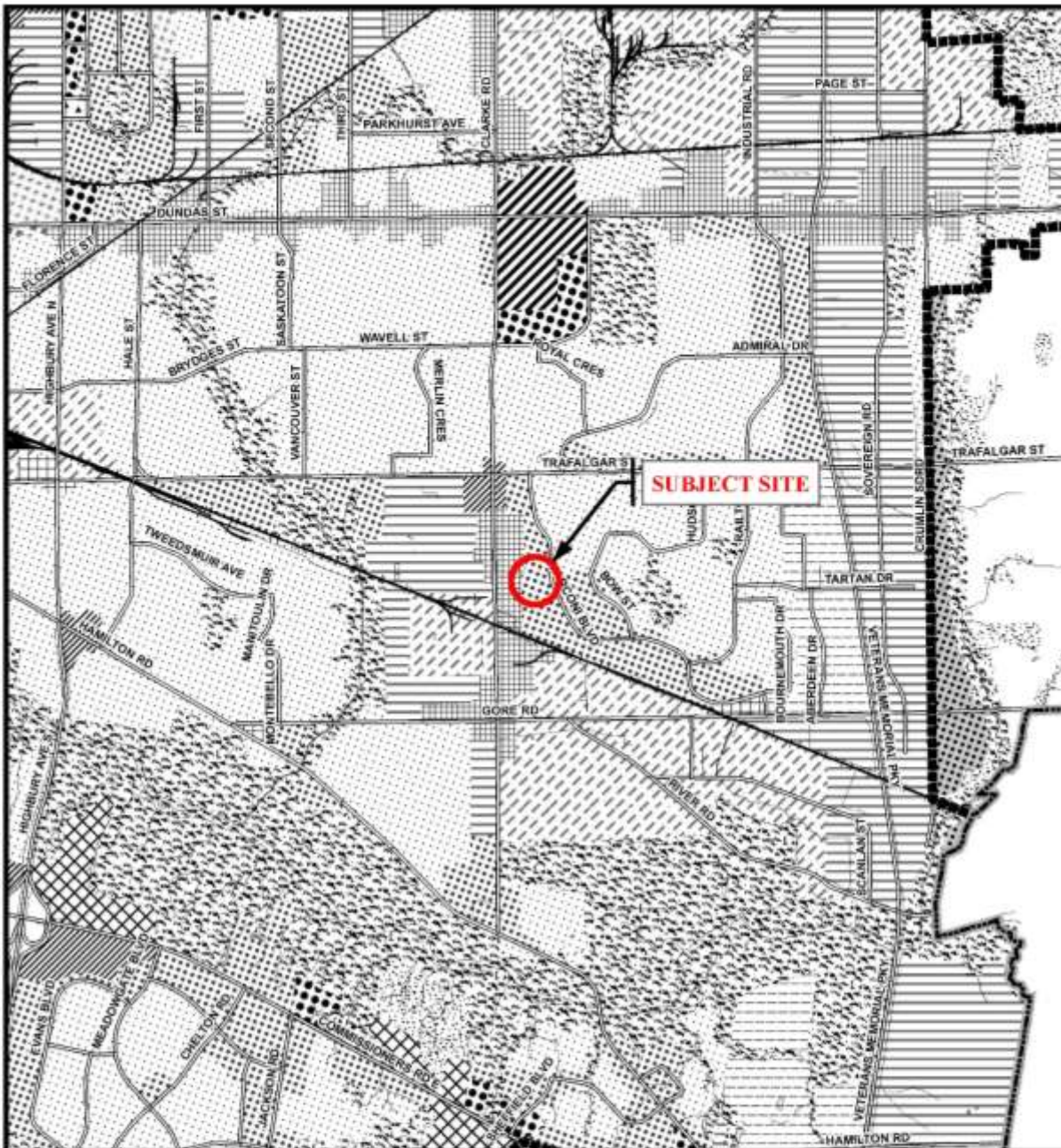
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan

CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: 39T-20501 / Z-9210
Planner: LM
Technician: RC
Date: September 23, 2020

Official Plan Map Excerpt



Legend

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

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: 39T-20501 / Z-9210
 PLANNER: LM
 TECHNICIAN: RC
 DATE: 2020/09/23

Zoning By-law Map Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
 39T-20501 / Z-9210 LM

MAP PREPARED:
 2020/09/23 RC



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