

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: 403 Thompson Road
File OZ-9290
Housing Development Corporation, London (HDC)

Date: Public Participation Meeting on March 1, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Housing Development Corporation, London (HDC) relating to the property located at 403 Thompson Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 23, 2021 to amend The London Plan to create a specific policy area which permits low-rise apartment building up to 4-storeys within the Neighbourhoods Place Type on the subject lands located at 403 Thompson Road;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on March 23, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Neighbourhood Shopping Area (NSA1) Zone **TO** a Residential R9 Special Provision (R9-7()•H14) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provision of increased amenity space to support reduced unit sizing; and,
 - ii) Provision of perimeter trees along the south and southeast limits of the site to provide screening.

Executive Summary

Summary of Request

The request is for approval of a proposed development that comprises a 44-unit, four-storey apartment building, 13 metres in height.

Purpose and the Effect of Recommended Action

The recommended by-law would apply a specific policy area under The London Plan and a Residential R9 (R9-7) Zone to the site. Special provisions to the requested Zone would include reduced vehicular parking, reduced front yard set back, acknowledgement of the existing width of the lot frontage and a reduction in the required minimum unit size to support specialized housing.

Rationale of Recommended Action

1. The proposed amendments are consistent with the PPS, 2020, which provides affordable housing through an infill development;
2. The proposed amendments conform to the policies of The London Plan and implements the Key Directions of the Plan; and,

3. The proposed Zoning By-law amendment conforms to the policies of The London Plan upon approval of the recommended amendment.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

This application is the first application on record for this site.

1.2 Property Description

The subject site is located on the south side of Thompson Road at the bend where Thompson turns north to become Egerton Road that continues east towards Adelaide Street South, and approximately 50m east of King Edward Avenue. The site is currently undeveloped with no buildings, structures or paving on the site. A handful of trees line the edge of the site; however, the balance of the property is currently grassed. The site is within the larger neighbourhood of Glen Cairn, which is characterized by a mix of low, medium and high-density residential uses and built forms.

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

- Official Plan Designation – Neighbourhood Shopping Area
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Neighbourhood Shopping Area (NSA1) Zone

1.4 Site Characteristics

- Current Land Use – undeveloped
- Frontage – 27.8m
- Depth – 60.5m
- Area – 2,883 square metres
- Shape – pentagonal

1.5 Surrounding Land Uses

- North – Low-rise apartment buildings
- East – Townhouse complex and the associated access driveway and easement, the Thompson Ravine park.
- South – Vacant commercial
- West – Convenience commercial

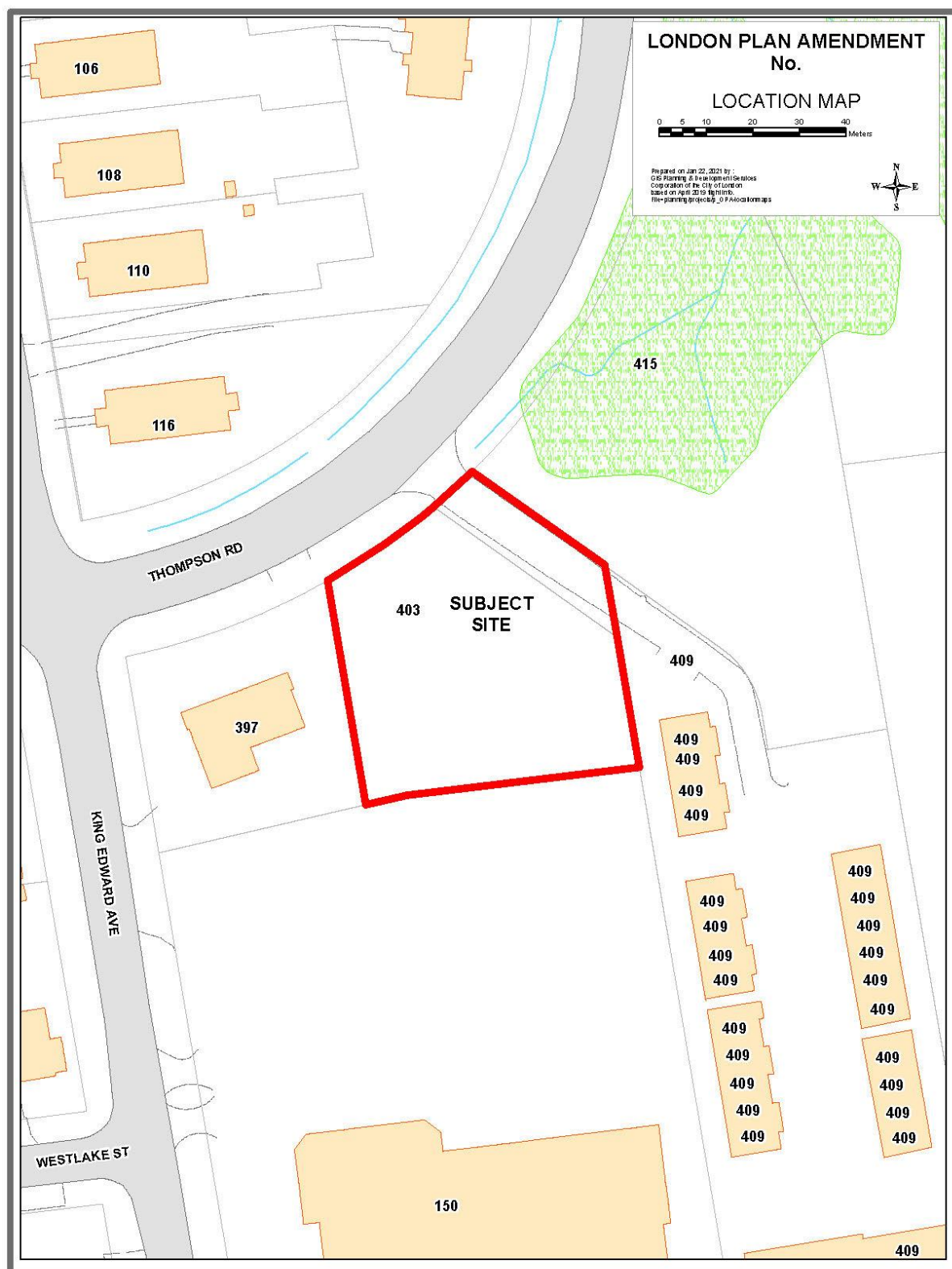
1.6 Intensification

- 44-units within the Primary Transit Area

1.7 Additional Details

- Archaeological clearance has been confirmed through this application process.

1.8 Location Map



2.0 Discussion and Considerations

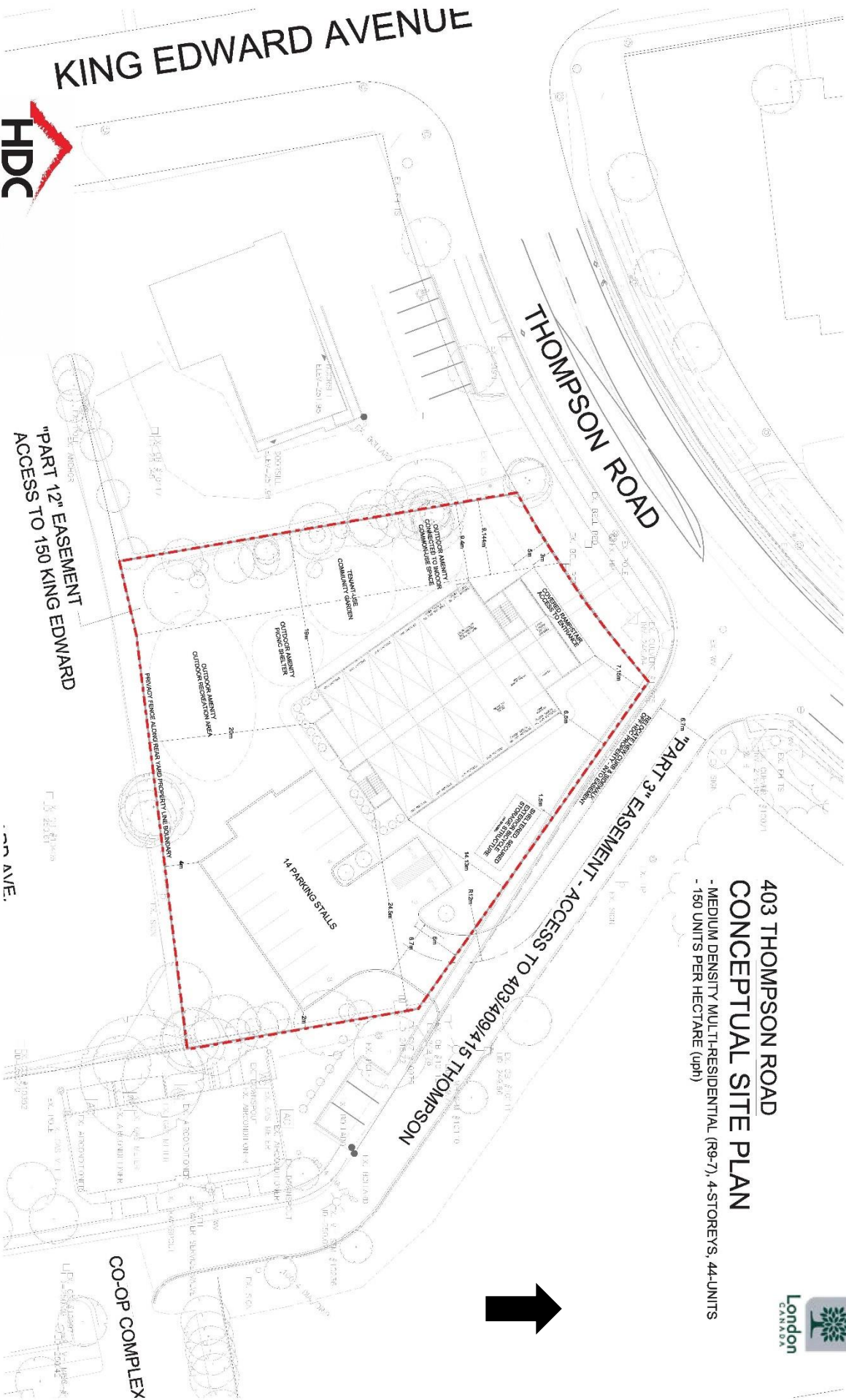
2.1 Development Proposal

The proposed development is a 44-unit, four-storey apartment building, 13 metres in height. The proposed density is 153 units per hectare (uph) based on a 0.288 hectare lot area. The proposed units are bachelor dwelling units with a minimum 27.0 square metres in floor area. Amenity space will be provided in a barrier-free accessible common-use area. Additional spaces on the ground floor level, include a laundry room and an amenity space for tenant services and related supports, and the building office. The Conceptual Site Plan shows the built form to be oriented to, centered on, and drawn towards the Thompson Road frontage to help frame and activate the street and increase the setback from the existing development to the east. The ground floor will

have an approximate footprint of 576.6 m², which is slightly larger than the floor plate of upper floors. The building total gross floor area (GFA) proposed is approximately 2060 m².

The Conceptual Site Plan shows an outdoor amenity area that exceeds minimum standards and is significant enough in size for the applicant to avail of the density bonus provision provided in Section 13.3 of the Z.-1 Zoning By-law. This area includes a front yard covered entrance, a common outdoor amenity space in the rear and interior side yards, a tenant-based community garden, an outdoor picnic shelter and an outdoor recreation area to complement the apartment building. Mature trees along the west and east property lines are proposed to be retained, where possible, for screening and buffering between the Subject Site and abutting commercial and townhouse development. Landscaping is proposed to be used strategically throughout the Subject Site to enhance the existing green infrastructure, screen spatial site elements from the public realm, and maintain privacy to 409 Thompson Road.

The existing vehicular and pedestrian access from Thompson Road to the adjacent property at 409 Thompson Road will be used to provide for shared access to the development. This access is established through an easement in favour of 403, 409 and 415 Thompson Road. The location of 14 parking spaces, including two barrier-free accessible spaces, is located adjacent to the building. The access driveway and turning radii provide for service vehicles and emergency vehicle access. The parking area located near the southerly portion of the site is proposed to be screened from the street view by the building and mature trees. Pedestrian access from the building and the lot is provided via sidewalks out to Thompson Road. A sheltered and secured bicycle parking structure is provided for a minimum of 19 bicycle parking stalls outside of the main building and another 14 bicycle parking stalls provided in a secured bicycle parking room internal to the building.



403 THOMPSON ROAD
CONCEPTUAL SITE PLAN
- MEDIUM DENSITY MULTIRESIDENTIAL (R9-7), 4-STORIES, 44-UNITS
- 150 UNITS PER HECTARE (uph)



Conceptual Site Plan - provided by applicant.

2.2 Requested Amendment – Zoning

The requested amendment is to change the zoning from a Neighbourhood Shopping Area (NSA1) Zone to a Residential R9 Special Provision (R9-7(□)•H14) Zone. This change would have the effect of changing the permitted uses from a variety of commercial uses (Bake shops, Catalogue stores, Clinics, Convenience service establishments, Day care centres, Duplicating shops, Financial institutions, Food stores, Libraries, Medical/dental offices, Offices, Personal service establishments, Restaurants, Retail stores, Service and repair establishments, Studios, Video rental establishments, Brewing on Premises Establishment) to a limited range of multi-family residential uses (Apartment buildings, Lodging house class 2, Senior citizens apartment buildings, Handicapped persons apartment buildings, and, Continuum-of-care facilities). The application would also increase the permitted height to 14.0 metres from the 8.0 metre permitted under the existing commercial zone.

Special provisions to the R9-7 Zone to permit the specific development are proposed. These include a lot frontage of 27 metres where 30 metres would otherwise be required; 14 vehicular parking spaces where 55 would otherwise be required; a 3.0 metres front yard depth where 8.0 metres would otherwise be required; and, a minimum dwelling unit size of 27 square metres whereas 37 square metres would otherwise be required by Section 4.6 of the Z.-1 Zoning By-law.

The residential density for the site would be limited to 150 units per hectare under the R9-7 Zone; however, Section 13.3 of the Z.-1 Zoning By-law provides a density bonus provision that would allow applicants to exceed the 150 u.p.h. cap where significant additional landscaped area is provided as part of the development.

2.3 Requested Amendment – The London Plan

An amendment to The London Plan is required at this location to permit the low-rise apartment building use at a height of 4-storeys. Under the Neighbourhoods Place Type policies, the development form would be limited to triplexes or townhomes as a form and a maximum of 2.5 storeys in height.

The specific requested amendment is as follows:

- 1. For the property at 403 Thompson Road an affordable four-storey, 44-unit apartment building may be permitted.*
- 2. Map 7 – Specific Policy Areas shall be amended by adding the property at 403 Thompson Road.*

The appropriate implementation mechanism would be to add a specific policy to the Neighbourhood Place Type and amend Map 7 of The London Plan to permit a low-rise apartment building up to 4-storeys at this location.

2.4 Community Engagement (see more detail in Appendix B)

Seventeen unique respondents provided a response to the Notice of application along with one petition. The majority of the responses received were in opposition to the proposed development.

Concerns raised include: parking, shared access, children playing, unit size, height and potential overlook, number of units, and affordability.

2.5 Policy Context

Provincial Policy Statement (2020)

Redevelopment through infill and intensification, specifically, affordable housing, is a stated aim of the Provincial Policy Statement (2020). Policies that guide the review of this development include:

*1.1.1 Healthy, liveable and safe communities are sustained by:
b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

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

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;

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

Taken together these policies provide strong support for infill development including affordable housing options in a variety of forms.

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.

The London Plan is guided by Key Directions that set the framework for the Plan and guide the creation and review of the subsequent policies. Key Direction 1.13 indicates that the City, through its planning, is committed to “invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.” This context undergirds the remainder of the policies within the plan.

On housing, the Plan provides policy in terms of what elements should be included in development intended to meet affordable goals. Policy 513 speaks to developments similar to the one under consideration through the application.

513_ Residential developments that offer innovative design features, construction techniques, or tenure arrangements, which broaden the range of available housing alternatives, will be encouraged.

This policy indicates that when considering affordable housing arrangements context should not be interpreted simply as a matching of existing housing forms in neighbourhoods and that new arrangements should be expected.

The policy context also includes those policies that speak more specifically to the siting of development and relationships of scale and form within a neighbourhood context. The range of uses and intensities for residential development within the Neighbourhoods Place Type are guided by Table 10 and 11*, with the interpretation thereof guided by policy 919.

- 2. The range of uses that may be permitted on a property, and the intensity of development that may be allowed, will be directly related to the classification of street onto which the property has frontage...*
- 3. In conformity with Tables 10 to 12 properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.*
- 4. In conformity with Tables 10 to 12 if a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase.*

This context setting policy, directs that intensity and development scale should increase with high order streets and intersections. A direct review of specific policies and their application to the proposal is provided in section 4.0 below.

2.6 Housing Stability Action Plan 2019-2024

Council adopted the Housing Stability Action Plan 2019-2024 early in 2020. The Plan identifies a minimum 3,000 new affordable housing units are needed in London to meet current and potential future needs. Based on most available data, the current vacancy rate in the rental market is 3.2% meaning there is virtually no available rental housing stock that is affordable.

More than 300 additional affordable rental housing units are needed each year to close the gap. In the City of London, 14% of Londoners are in Core Housing Need and the City is ranked fourth nationally for individuals and families living within Core Housing Need.

3.0 Financial Impact/Considerations

There are no direct financial expenditures associated with this report.

4.0 Key Issues and Considerations

4.1 Use

The first consideration is whether a low-rise apartment building is an appropriate use for the subject site given its location.

The Provincial Policy Statement directs growth and development to settlement areas. Land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2.b). The PPS directs that planning authorities consider the housing needs of all residents including those in need of affordable housing units (Policy 1.4.3.b). The Provincial Policy statement is broadly supportive of the use at its location within the City.

The London Plan provides guidance on locating residential uses within the Neighbourhoods Place Type. The Vision for the Place Type includes (916) “a diversity of housing choices allowing for affordability,” which establishes the objective of providing the full range of housing types within neighbourhoods. The approach is further detailed in 918 where the implementing approach includes:

- 2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.*
- 3. Affordable housing will be planned for, and integrated into, all neighbourhoods.*
- 4. Housing forms will be encouraged that support the development of residential facilities that meet the housing needs of persons requiring*

special care.

Under these policies the expectation is that low-rise apartment building are to be expected within neighbourhoods, including affordable housing projects.

Within the Neighbourhoods Place Type guidance is provided with regards to the situating of residential types relative to the street classification. 403 Thompson Road, as it is located on a Neighbourhood Connector, under the base policy would permit triplexes and small-scale community facilities in addition to townhouse and two-unit forms that are permitted throughout the Neighbourhoods Place Type. A property located at the intersection of two Neighbourhood Connectors would be permitted mixed-use buildings, fourplexes, stacked townhouses and low-rise apartment buildings. In the case of 403 Thompson Road, the abutting property at 397 Thompson Road allows for this range of uses at this time under the current policy.

As the policy applies specifically to properties at intersections, 403 Thompson Road would be able to avail of low-rise development policy permissions, as of right, if the property were merged with the adjacent property at 397 Thompson Road. As such it is appropriate that the same range of uses be permitted on the subject site at 403 Thompson Road as it remains the final undeveloped portion for development at the southeast corner of King Edward Ave and Thompson Road.

A specific policy area within the Neighbourhoods Place Type is recommended to allow for the Low-rise apartment use on the subject property subject to the Zoning regulations and Site Plan considerations discussed below.

4.2 Intensity

Intensity is guided by policies on height and through the associated zoning regulation with regards to density. The proposal is relatively unique in its comparatively high unit count for the building size while also maintaining a significant proportion of landscape open space. The requested zone is a Residential R9-7 Zone that would permit a residential density of up to 150 units per hectare while also requiring a regulatory limit on height to ensure neighbourhood compatibility. It is noted the R9-7 Zone currently applies to the property at 415 Thompson Road, which would share access with 403 Thompson should it develop. The requested Zone is also similar to the R8-4 Zone across Thompson Road from the site given that the R8-4 Zone permits up to 75 units per hectare and a height of 13.0 metres. Given this context, the R9-7 Zone is appropriate; however, efforts should be taken with the implementing Zone to ensure impacts on the R5-4 Zone to the southeast of the site are prevented and/or mitigated.

The Residential R9-7 Zone is recommended for the site to provide for a low-rise apartment building on the subject lands. It is also requested that through the site plan process the Site Plan Approval Authority consider providing necessary communal amenity space to support the density achieved through the specialized housing approach.

4.3 Form

The London Plan provides guidance on compatibility and fit with regards to form through policy 953. The applicant has provided a concept for review (Site Concept Plan provided above) which allows for some analysis of the anticipated form and its relationship to the neighbourhood.

The site layout provided shows the building situated forward on the site, towards Thompson Road, with the primary entrance also oriented to the street. Notwithstanding the requested 44 -unit count, the proposed development shows a form that is compact, but also provides a significant landscaped area in the western interior and rear yards for residents use, and landscaped screening. The forward location of the building allows for the increased landscaped screening in the rear yard in addition to mitigating positionally concerns around overlook.

Reduced parking and front yard setbacks which support the form proposed are discussed in more detail below.

The requested and recommended Residential R9-7 Zone requires the height be established specifically through the rezoning process. Table 11 of The London Plan limits the height to 4 storeys; however, a metric measure is required. The property at 415 Thompson with which 403 Thompson Road shares an access easement is currently zoned to permit a height of 32 metres. The property at 415 Thompson is sloped and abuts a ravine. The property is also closer to two high-rise developments at 80 King Edward Ave and 470 Scenic Drive. As such, the 32 metre height would be too great for 403 Thompson given its relative position topographically and its relationship to other established residential development in the neighbourhood. As a starting point to establish a regulation on height the applicant has requested a maximum height of 14 metres. This height is keeping with the existing and permitted heights of surrounding land uses and zones, specifically the 13 metres is permitted in the R8-4 Zone across the street. The proposal seeks 4-storeys in height which is both achievable within the requested 14 metres and recommended zone, and is in keeping with the neighbouring properties, being only one storey taller than the predominant 3-storey form in the area.

The Residential R9-7*H-14 Zone is recommended for the site to provide for a low-rise apartment building of no more than 14.0 metres in height. Through the site plan process the Site Plan Approval Authority is requested to consider vegetated landscape screening between the development and existing residential developments.

4.4 Parking

The applicant has requested a parking reduction to 0.3 spaces per unit from the 1.25 spaces per unit that would be required under the un-modified by-law. This would allow for the provision of 14 parking spaces rather than 55 spaces. The applicant provided a parking study completed by F. R. Berry & Associates to support this regulation. F. R. Berry & Associates note that given the specific users: “vehicle ownership is not likely to be a priority for prospective tenants.” The report goes on to note that in other similar examples 0.24 spaces per unit has been recorded as the parking take-up rate, and 0.3 exceeds that requirement. The report concludes that the proposed parking: “is consistent with standards and experience for similar uses.”

A parking ratio of 0.3 spaces per unit is recommended as a special provision.

4.5 Lot Frontage

The applicant has requested a lot frontage of 27 metres whereas 30 metres is the required minimum of the unmodified R9-7 Zone. The 27 metre measure reflects the frontage for the property once road-widening is taken through the site plan development review process.

The purpose of a minimum frontage is to ensure all necessary access elements including vehicular, accessible pedestrian and cycling are able to be provided on site. The proposal included a concept plan (provided above) that shows all elements can be accommodated within the existing frontage. The proposal would not interfere with the access at 409 Thompson Road, which relies on 12 metres of frontage to support the existing 31 units. The shared access is supported by an easement for the use of both 403 and 415 Thompson Road.

A frontage of 27 metres is not substantively different from 30 metres, the frontage can accommodate all required access elements; therefore, the minor reduction to the lot frontage is recommended as a special provision.

4.6 Unit Size Reduction

A unit size reduction that would permit bachelor units of 27 square metres is requested, whereas bachelor units are required to be a minimum of 37 square metres without special provision.

The requested reduction in unit size is to implement a specialized housing approach, detailed in the proposal, in keeping with best practices in affordable housing. A key element of the reduced unit size is a complimentary increase in communal space within the building and amenities to support the residents. Increased amenity space both internal and external to the building is a feature of the development proposal.

A special provision to allow for bachelor units of 27 square metres is recommended given that it supports the implementation of a specialized housing approach. Through the site plan process the Site Plan Approval Authority is requested to consider an increased communal amenity space for the residents of the development.

4.7 Front Yard Depth

The applicant has requested a front yard depth of 3.0 metres whereas 7.0 metres would be required without special provision.

The decreased setback is in keeping with contemporary policy and thinking applied to the siting of buildings closer to the street for improved presence on the streetscape. Specific to the proposal under review, locating the building forward allows for increased programmable space to the rear of the building and to prevent the development from seeking further reductions in parking. The siting of the building towards the front of the site and landscape screening will serve to address privacy concerns raised by the neighbours located at 409 Thompson Road.

A front yard depth of 3.0 metres is recommended as a special provision.

4.8 Site Plan Considerations

Site Plan considerations include such things as landscaping, parking location, lighting, garbage and recycling. The proposed recommendation includes requests to the Site Plan Approval Authority on screening landscaping to prevent concerns raised around potential overlook. This screening would also mitigate lighting beyond the minimum requirements. An additional recommendation to the Site Plan Approval Authority has been provided to encourage the communal amenity elements necessary to support the reduced unit size. Additional considerations for Site Plan matters can be addressed in this manner.

More information and detail are available in Appendix B and C of this report.

Conclusion

Significant Provincial and Municipal policy support the provision of affordable housing throughout the City. The location of low-rise apartment buildings at this location on a higher order street is appropriate given the local and policy context. The Zoning proposed includes special provisions to limit the height of the development, situate the building towards the street and reduce the amount of parking. The special provisions together allow for increased landscaping and screening to mitigate the impacts on neighbours, and implement the specialized housing approach proposed by the applicant.

Prepared by: Leif Maitland, Site Development Planner, Development Services
Recommended by: Paul Yeoman, RPP, PLE, Director, Development Services
Submitted by: George Kotsifas, P.ENG, 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: Michael Pease, MCIP, RPP, Manager, Development Planning

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. C.P.-1284-

A by-law to amend The London Plan for the City of London, 2016 relating to relating to 403 Thompson Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on March 23, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 23, 2021
Second Reading – March 23, 2021
Third Reading – March 23, 2021

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is: The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan to permit a low-rise apartment building within the Neighbourhoods Place Type having a maximum height of 4-storeys.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 403 Thompson Road in the City of London.

C. BASIS OF THE AMENDMENT

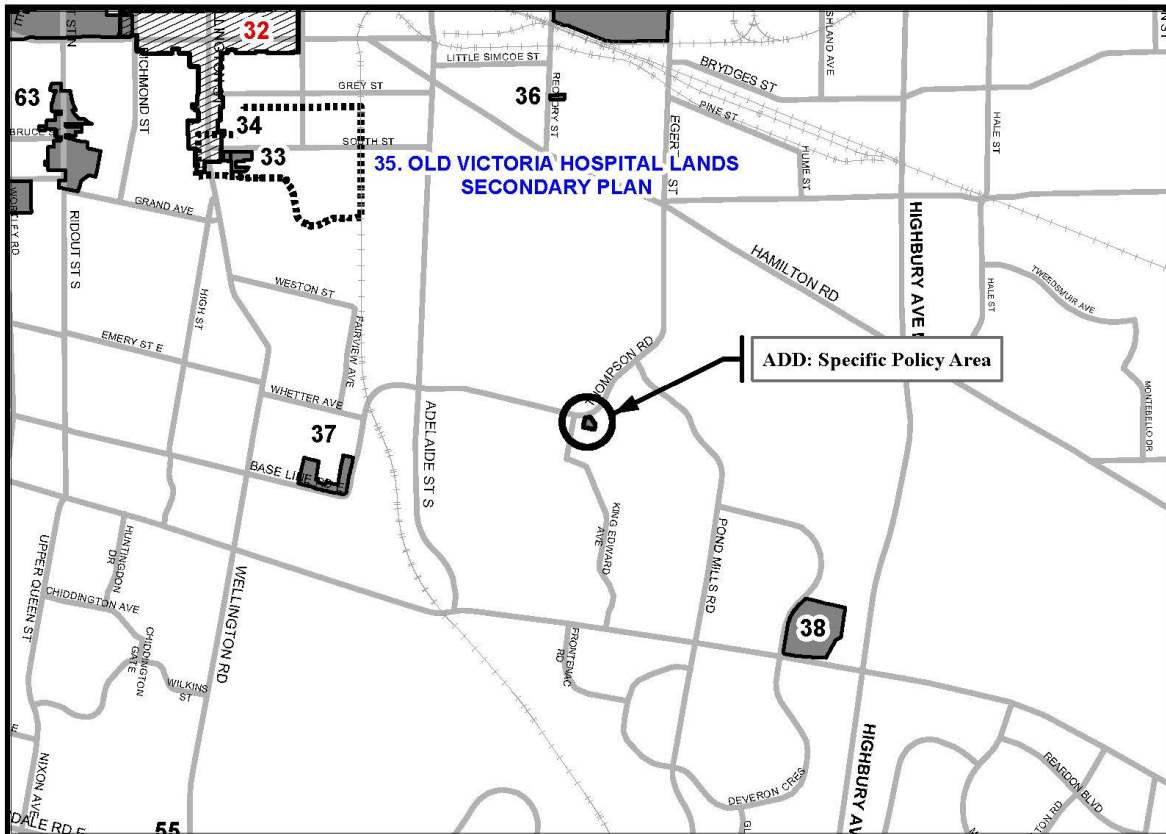
1. This Amendment conforms to the policies of the Provincial Policy Statement, 2020.
2. The Amendment implements the Key Directions of The London Plan.
3. The Amendment is in keeping with the policy framework as set out in The London Plan.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

() In the Neighbourhoods Type at 403 Thompson Road a low-rise apartment building up to 4-storeys may be permitted.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for those lands located at 403 Thompson Road in the City of London, as indicated on “Schedule 1” attached hereto.



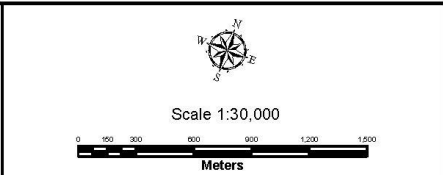
LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 1
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: OZ-9290

PLANNER: LM

TECHNICIAN: rc

DATE: 2/4/2021

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 403 Thompson Road.

WHEREAS The Housing Development Corporation, London (HDC) has applied to rezone an area of land located at 403 Thompson Road as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to The London 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 403 Thompson Road, from a Neighbourhood Shopping Area (NSA1) Zone to a Residential R9 Special Provision (R9-7()●H14) Zone.
- 2) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

_)	(R9-7()	403 Thompson Road	
	a)	Regulation[s]	
		i) Frontage (min)	27.0m
		ii) Front yard depth (min)	3.0m
		iii) Parking (min)	0.3 spaces per unit
		iv) Dwelling unit size (min)	Notwithstanding 4.6 of this by-law the minimum required size for a bachelor dwelling unit shall be 27.0 square meters.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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.

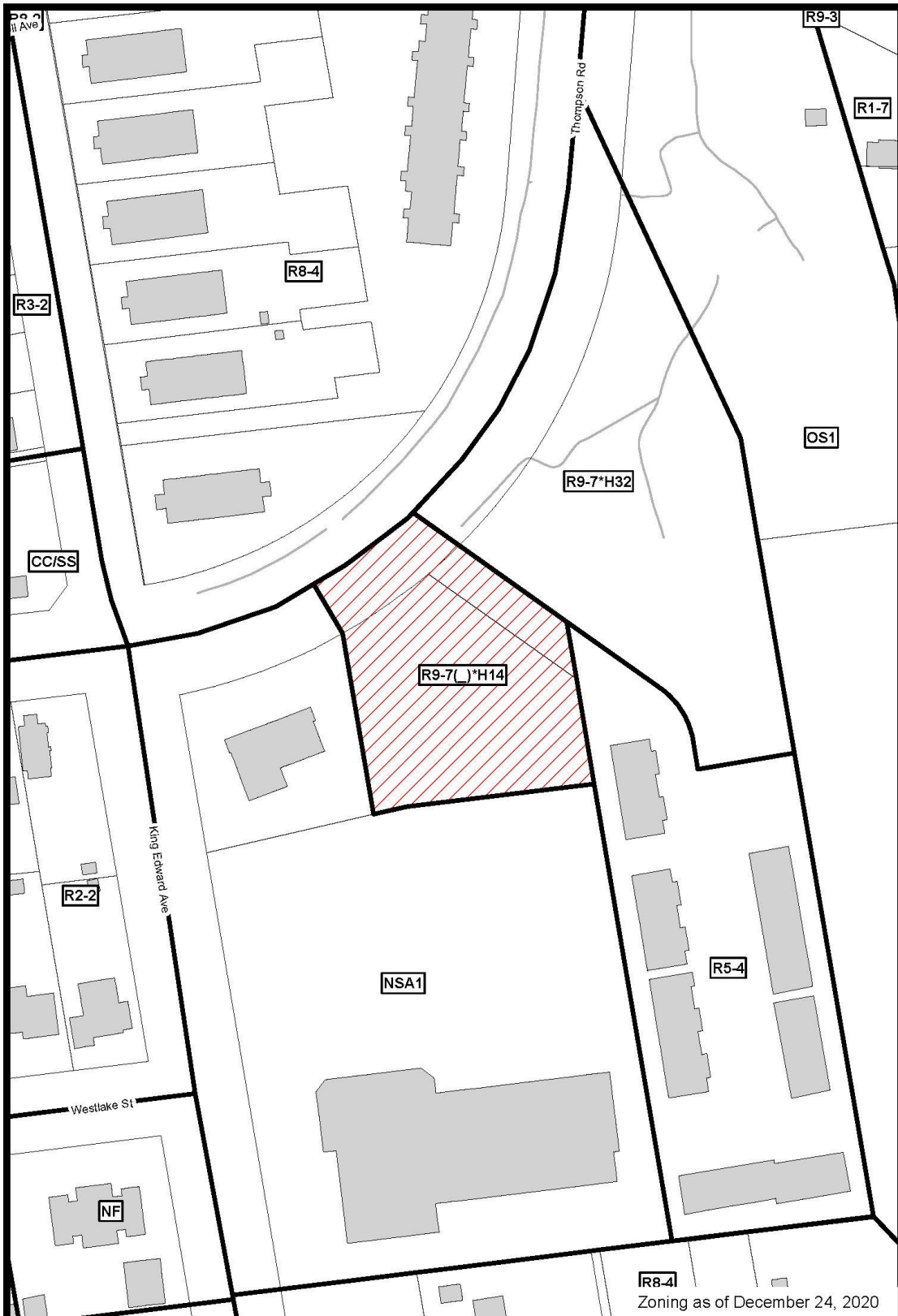
PASSED in Open Council on March 23, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 23, 2021
Second Reading – March 23, 2021
Third Reading – March 23, 2021

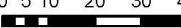
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)



File Number: OZ-9290
Planner: LM
Date Prepared: 2021/01/22
Technician: ZZ
By-Law No: Z-1-

SUBJECT SITE 

1:1,250

0 5 10 20 30 40
 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On January 21, 2021 Notice of Application was sent to 227 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 21, 2021. A “Planning Application” sign was also posted on the site.

Seventeen unique respondents and one petition were received

Nature of Liaison: 403 Thompson Road – The purpose and effect of this Official Plan and Zoning By-law is to permit a 14.0 metre (4-storey) apartment building with 44 apartments, 33 bicycle and 14 vehicular parking spaces. Possible amendment to The London Plan to include permission for a low-rise apartment form at this location. Possible change to Zoning By-law Z.-1 **FROM** a Neighbourhood Shopping Area (NSA1) Zone **TO** a Residential R9 Special Provision (R9-7()•H14) Zone to permit a 44-unit low rise apartment 14.0 metres in height. Special provisions requested to permit include: a lot frontage of 27 metres where 30 metres would otherwise be required; 14 vehicular parking spaces where 55 would otherwise be required; a 3.0 metres front yard depth where 8.0 metres would otherwise be required; and, a minimum dwelling unit size of 27 square metres whereas 37 square metres would otherwise be required.

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

Concern for:

Parking:

The residents of 409 Thompson who responded indicated concern that the parking ratio is insufficient for the proposed use and would result in overflow parking in their complex.

Access:

Four of the residents of 409 Thompson who responded directly, as well as those signing the petition, indicated they did not wish to share the access they currently use with the potential future development at 403 Thompson Road. Some respondents doubted that the requirement for a joint use and maintenance agreement would be implemented. The petition provided requests that the access be fenced off to prevent its use by 403 Thompson in contravention of the legal agreements in place.

Access via the shared easement between 403 Thompson, 409 Thompson and 415 Thompson has been legally established through an easement which both 403 and 415 Thompson may avail of when they develop. An easement of this type requires a Joint Use and Maintenance agreement which would delineate responsibilities and costs for the use and maintenance of the access.

Children Playing:

Three respondents indicated concern with potential children of residents at 403 Thompson Road playing at 409 Thompson Road. One of the respondent indicated they would support programed amenity space at 403 Thompson to allow children to play at that location.

Unit Size:

Two respondents indicated they felt the size of the units proposed was a concern for the future residents for whom the proposed size would provide insufficient quality of housing.

Height and Potential Overlook:

Some respondents suggested height of the proposed building (proposed 13m, maximum 14m) could create potential overlook issues for their units. One respondent noted the proposed height reduced the floorplate for the building which allows for

greater potential setbacks and that a taller development should be considered to add potentially more affordable units.

Number of Units

Two respondents indicated the number of units appeared to great for the given location, one of these respondents suggest a 34 units maximum (relative to the 44 units proposed). One respondent suggested, given City goals, that more units should be included if possible on the site.

Affordability:

Three respondents and the text of the petition provided responses indicating they were opposed specifically to the affordable nature of the proposal. One respondent indicated there was a need for affordable housing in the area given the homeless encampments in the vicinity. Referenced by most opposing commenters was an imagined decrease in potential profits on their properties.

Sightlines:

The neighbour to the west of the property suggested minimal screening and trimming of existing plants along the western (shared) property boundary. This would increase visibility and security for the neighbour but could provide for reduced privacy for future residents of 403 Thompson Road.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Jean Gillespie 409 Thompson Road	Jean Gillespie 409 Thompson Road
Shirley Sundborg 409 Thompson Road	Ross and Shirley Sundborg 409 Thompson Road
Allen Dawe 409 Thompson Road	Mary Ann Linker 409 Thompson Road
Amber Harrison 409 Thompson Road	Karen Morin 409 Thompson Road
Mary Ann Linker 409 Thompson Road	Tracy Cragg 429 Scenic Drive
Karen Morin 409 Thompson Road	George and Debra Drakes 418 Scenic Drive
Dale Wilson 431 Scenic Drive	Michael Nam 397 Thompson Road
	Amanda Land 29 Almond Road
	Ivan Dafoe 441 Scenic Drive
	Christine Aben 444 Scenic Drive

	Dale and Dell-Anne Wilson 431 Scenic Drive
	Christine & William (Larry) Comrie 435 Scenic Drive
	Karen Broadhurst 417 Scenic Dr.
	Bev Kari 436 Scenic Drive

Written Responses Received:

My concerns are:

1. Low income development causing devaluation of our properties. Our units appraise at \$340 -\$350k, most units updated, and lovingly maintained.
2. Objection to shared access to our private driveway. I have lived here 25 years and our condo corporation fees have maintained, and ploughed this area for that duration.
3. Proposed complex has 44 units, only 14 vehicle parking spaces. We have 30 units each with 1 and 1/2 parking spots. Parking is tight. Visitors to 403 and residents, will be entering near our visitors area. We cannot entertain such a possible overflow. We have endured many changes in the area. We have pride in ownership. The proposed complex needs more parking spaces and its own entrance. That entrance can be accessed beside or behind the laundromat.
4. We are surrounded on the north side of Thompson Road with multi lower income apartments. Why would the city not try to keep the original rezoning to arrange a facility ,such as a library, to maintain a degree of integrity such as 409 Thompson Rd. We are mostly owners of our units, taxpayers and citizens who wish to keep pride of ownership intact . Please, please, look at this situation, and help find a workable solution to this dilemma.

Sincerely

Jean Gillespie

Vice president and resident (25 years) Middlesex condo corporation 193

We own and live at Unit 9, 409 Thompson Rd. We moved here over 20 years ago because it was 30 units, next to a ravine and the now 403 lot. We are surrounded by low affordable apartments on Scenic King Edward, Thompson Rd. We against a Zone change. Building a four storey walk up backing on our property will affect our outdoor privacy, make us more accessible to more theft, people cutting through to go to Scenic Drive, more drug paraphernalia than is found now. The plan shows 403 drive entrance off of 409 driveway -- the 409 is the Condo entrance and we are now responsible for paving, snow removal, sidewalks

-- we don't want shared driveway. It will also lower our property value. Again we are against this walkup. It actually gives us anxiety as seniors owning in a low income area and the city should buy out all units and make it affordable housing. We are not bias we live, listen, and watch to know and learn to keep safe and we don't want at our age (70) to feel more anxious.

Ross and Shirley Sundborg
Unit 9, 409 Thompson Rd.

ATTN: LEIF MAITLAND

RE: PROPOSED BUILDING AT 403 THOMPSON ROAD

Thank you for discussing this matter with me by phone on January 25. Now that I have received my letter from the city I have further concerns.

- I notice that the access to this proposed building is to be directly off our driveway at 409 Thompson Road. We discussed my concerns about there not being enough parking for this new building; whereas there are 55 parking spots required for 44 units and they are applying for permission to have only 14 spots. My concern is not only that they will park in our private lot but that it will be easily accessible for them to do so because of their driveway and parking lot being so close to ours. I believe that they should change the plans for the driveway and put up a privacy fence along the side of our driveway. I feel that would alleviate that problem. For us to police our parking lot would be difficult and it would be unfair for others to take the few visitors parking spots that we have.

I was reading the Planning Justification Report which states that, "Landscaping will be used strategically throughout the Subject Site to enhance the existing green infrastructure, screen spatial site elements from the public realm, and *will maintain privacy to 409 Thompson Road*. I feel that with the position of their driveway and the height of their building, we will not have the privacy alluded to here.

- Having that driveway where they are planning would also make it easier for children to come and play in our complex. We now have about a dozen children that play outside on a regular basis. We do not have a playground but the children have been taught where they can and cannot play. It would be very unsafe for other children to be coming over here to play and ride bikes in our parking lot and we do not want the added responsibility of watching and protecting more children.
- There are a fair number of seniors who live in our complex and the prices for re-sale have been going up in the last several years. I feel that having an affordable housing unit right beside us will lower the value of our homes, just at the time when many of us will need the extra money, that the sale of our homes will bring to pay, for retirement homes.

In my opinion, the application for re-zoning and special provisions should be denied.

Karen Morin
19-409 Thompson Road

Hello,

I like many residents of 409 Thompson Rd have concerns about this application that is being put forward for 403. In the end just what it will mean for us as property owners?

I'm concerned/amazed at the number of provisions being proposed to accommodate this building. Why do we have by-laws if one can just ask to make these provisions and it happens?

ie - from commercial to residential

- yard depth of 8m to 3m significant, really - 5m

- parking from 55 spaces to 14, once again very significant

- mostly the unit size in itself from 37 sq.m to 27 sq.m. I was told in conversation

" well that's what I lived in while in university", which I'm sure was quite fine at the

time and maybe even laughed about today. There is likely a few of us at one time or another that have done this knowing it was a stepping stone. But there is a big difference between temporary and permanent !

Really, let's give these residents some dignity.

If anything there should be provisions made to this proposal. Maybe instead of 44 units to 34 or less units with the proper number of parking spaces available to them.

Please clarify these statements, what is

- lodging house class 2
- continuum of care facilities

Thank you for listening to my concerns,

Mary Ann Linker

Mr Maitland,

I am a homeowner at 429 Scenic Drive in Glen Cairn Woods. I am disappointed that I was not presented with the opportunity to weigh in on a city proposal to add an apartment building to our already over populated neighbourhood. I am sure you are familiar with the proposal but I would like to go on record so will proceed with a short outline. My understanding is the City of London is soon to make a decision regarding the construction of a 4 storey apartment building at 403 Thompson Road. It is the Official Plan and Zoning Amendments File #OZ-9290 with the applicant being the Housing Development Corporation (HDC) and this will be affordable housing.

I have done some research (source at end of email) into different aspects of Glen Cairn Woods. Are you aware that the population density of our neighbourhood is 154% higher than the City of London? Certainly NOT an area that needs another apartment building. As a matter of fact in our (Scenic Drive) immediate neighbourhood there are currently (by my count) 30 apartment buildings. They are predominately 3 floor walk ups including a halfway house but there are also 4 high rises. As well we are home to multiple condos and townhomes with a portion of these also providing affordable housing. In my opinion to squeeze nearly 17,000 Londoners into one neighbourhood our size gives rise for concern on many fronts. Statistics show that Glen Cairn crime rates are 23% higher than the London average. Insurance is also affected by crime rates and for that we ALL pay. I had a personal experience with my parents insurance company "Aviva" very recently. Their car had been parked in our driveway due to a family illness.. They had already received their insurance premium for a Feb 1 renewal, however once the insurance company was informed their car was now parked at our address on Scenic Drive the premium went up by 17%. This speaks volumes regarding the safety of our subdivision.

It doesn't end there. Glen Cairn has been given a failing grade in employment, schools and crime. To show some positivity on our report card - amenities scored an A+ (simple geography), housing was given an A- (no surprise, you need buildings in which to house 16,866 residents) and cost of living coming in with a B+ which makes perfect sense when several areas of Glen Cairn provide affordable housing.

To really add a cherry to the top of all of these statistics are our real estate prices. Glen Cairn real estate prices are 32% lower than the London average, to know that your home value is so much lower than homes a few minutes away is heartbreaking.

Currently they are building 250 houses in the Deveron Crescent extension in Pond Mills/Glen Cairn and now we are threatened with a proposal for another apartment building. Honestly enough is enough!!! I have no statistics to back up my final exasperating result of further building in Glen Cairn - the traffic. Scenic Drive is a popular "cut across" street with no sidewalks or streetlights. Many of us constantly

watching in shock at the rate of speed and the number of cars that choose to cut across our beautiful calm street.

I am officially voicing a strong objection to the proposed apartment building at 403 Thompson Road, Official Plan and Zoning Amendments File #OZ-9290, applicant HDC. The reasons are outlined above, but to summarize we have a densely populated neighbourhood with higher than average crime, higher insurance costs and lower home values along with increased traffic volume and no visible improvement to our infrastructure. It is simply time to say NO! No to more development in Glen Cairn Woods.

Please check all of my statistics on line at "Glen Cairn, London, Ontario AreaVibes".

I would appreciate verification that you have received my email. I will call if I do not hear from you.

Respectfully,

Tracy Cragg

Dear Mr. Maitlan,

My husband and I are homeowners at 418 Scenic Dr in Glen Cairn Woods, I struggled with voicing my opinion on File #OZ- 9290 - 403 Thompson Rd., proposed apartment building.

After reading our neighbours letter to you I felt she captured everyones feeling that live on this street.(attached)

A number of our homes, cars and property have been vandalized and adding more "affordable" housing to this already over populated area is asking for us to endure more problems.

The city keeps adding to this over populated area but neglects to fix the pot holed ridden roads, I am sure the city counselors roads are in great shape and I pay almost 4,000.00 a year in taxes.

We have the old river bed behind us, and people camping in the bush that the city is supposed cut and clear but nothing every get done, my husband clears behind our house so that we can see who is trespassing on our property, as well as a number of us have added security systems and outdoor cameras, and you want to add more "AFFORDABLE HOUSE".

Just because we are "EAST OF ADELAIDE" does not mean we have to be the slum of the city.

Yours Truly,
George and Debra Drakes

RE: FILE#OZ-9290 {403 THOMPSON ROAD, LONDON, ON, N5Z 3T1}

Dear Mr. Maitland,

We are the property owners of 397 Thompson Road, London, ON, N5Z 4K8.

We are pleased and in support of this application proposal {FILE#OZ-9290} because of the following reasons:

- 1) The vacant land attracts homeless people sleeping there in tents especially during warmer weather.
- 2) The vacant land is always being used as a public garbage dump site.

We would like to request to implement changes in the proposal to remove the trees/fencing that are of concern to us:

- 3) As per the renderings, trees dividing adjacent properties would block the view of our property. The oncoming traffic from the direction of Pond Mills/Egerton travelling towards Thompson Road would be obstructed.
- 4) Tree branches and debris falling from the trees are causing scratches to customers' vehicles.
- 5) Tree sap falling from the trees are causing damage to the customer's vehicle paint.
- 6) Tree branches, leaves and debris from the trees increases our landscaping costs in maintaining a clean property.
- 7) A fence between the properties may create a feeling of confinement and reduces visibility of our property.

The removal of the trees and absence of fencing may provide a clean and open concept, environment.

We would like to request to consider in building a residential apartment higher than the proposed 4-storey rendering.

The reason is because there is a high demand and a low supply of affordable housing. More number of people living in a concentrated area is economically better as full total perimeter of land multiplied by height can be fully utilized.

Vertical expansion can accommodate more residential space per square meter of ground floor than single storey buildings which occupy more land. The overall cost of land, preliminaries, foundations and roofing is much lower for high rise buildings when compared to single storey horizontal units of the same magnitude.

We are in the understanding that more land is required when building higher than the proposed 4-storey apartment.

In our opinion, the property behind us located at 150 King Edward Avenue, London, Ontario could be a viable option. A section of that land could be utilized in conjunction with 403 Thompson Road, London, Ontario. Moreover, the balance of the remaining plot may have potential to further increase residential intensification.

Yours sincerely,

Michael Nam
2533772 Ontario Inc.

Hello,

As a resident of Glen Cairn I would like to formally object the proposed building of yet ANOTHER apartment/affordable housing complex. Our area is already rife with this mix of housing and there are plenty of areas in the city with viable land to build. The residents here are trying hard to make our neighborhood better and building this does not do that. These buildings are not taken care of by the city and only lower our proper values. Spread the load across the city for these building programs. I don't see you building in Byron or Masonville such a housing complex?!

We've had enough, put it somewhere else.

Amanda Land

Mr. Maitland

Although I recognize the need for this project and hope that a suitable site is found for its completion, I believe that this property is not a good choice for another apartment building.

The extensive research done by my neighbors, the Comries and Ms. Craig makes a strong case against a project with this level of occupancy at this time, when a new development is already under construction.

I agree with their objections and wish to vote against this proposal at this location.

Regards, Ivan Dafoe

Ivan Dafoe
441 Scenic Drive

Dear Mr Maitland,

My husband and I live at 444 Scenic Drive in Glen Cairn Woods. We own our home. We have lived here since 2003.

I want to write you to express my concern about the amount of building that is happening and being proposed in our area, especially the apartment building proposed at 403 Thompson Road.

The bit of green we still have is quickly disappearing. It is displacing wildlife at an alarming rate.

As well, our neighbourhood is already densely populated compared with the rest of the city.

Please reconsider the building of this apartment. There are enough apartment buildings here.

Respectfully,
Christine Aben

Mr. Maitland,

As homeowners in Glen Cairn Woods, we are concerned regarding the the proposed erection of 403 Thompson Road. As cited in the letters from Tracy Cragg and Christine Comrie, our population density is 2.5% higher than the average, our crime rate, our insurance rates are much higher than the average in London. Our property is worth 32.9% less than other London areas, schools are rated below average and the list goes on. This all is a direct result of having such density of housing , many of which are considered low income (see Christine Comrie information).

We also have a 250 home subdivision under construction in the Deveron Crescent extension. This will create more traffic on Scenic Drive which is already a cut through for vehicles. We have no sidewalks or streetlights and the roadway is our sidewalk. We have mothers with small children, seniors pushing walkers, and at least 3 people who are in wheelchairs using the road. We have many cars exceeding the speed limit as they cut through with no regard to the pedestrians. Many of us have had close calls with vehicles on Scenic Drive. The addition of another apartment building in our back yards is not going to improve the situation.

At what point is it considered that an area has contributed enough to “affordable housing”. We feel as residents we have done our part. We are tired of Southeast London and East London constantly losing the battle to locate this form of housing just because those in higher income neighbourhoods don’t want them in their backyards. We deserve the same treatment and respect as other areas of the city. Help us to beautify and revitalize our area.

Let it be known that we are in complete agreement with all information provided by letters from Tracy Cragg and Christine Comrie.

Please accept our formal votes AGAINST the development at 403 Thompson Rd, known as Official Planning and Zone Amendments (File OZ-9290).

Please reply to this email to confirm receipt. Thank you.

Sincerely,
Dale and Dell-Anne Wilson
431 Scenic Drive

Mr. Maitland

Re: 403 Thompson Rd. (Affordable Housing)
Official Planning and Zone Amendments (File OZ-9290)
Applicant: Housing Development Corporation (HDC)

As homeowners within Glen Cairn Woods we are concerned with the proposed erection of yet another apartment building (403 Thompson Rd) within our overpopulated subdivision and the lack of notification of same. According to the footnote below, the population density of Glen Cairn Woods is nearly 17,000; 2.5 times higher than the average for the City of London. 4.1% of the entire city .

Our understanding is that this application was originally planned at a location west of Wellington Road but that the area homeowners were opposed, despite the fact that they are not subject to “affordable housing” within their neighbourhood. Glen Cairn Woods and joined areas are subject to the following numerous low-income addresses:

- 27 3-storey walk up buildings (multi-unit)
 - 100 – 116 King Edward Ave (directly across from proposed building/including 1 halfway house)
 - 84 – 96 Glencairn Park
 - 16—172 King Edward Ave (almost directly behind proposed building)
 - 400-404 Scenic Drive (directly behind proposed building)
 - 320-324 Thompson Rd.

- 3 Co-op Complexes (multi-unit)
 - 14 Spiritwood Court (Country Spirit Co-op)
 - 24 Spiritwood Court (Tanglewood Orchard Co-op)
 - 99 Kimberley Ave

- 100 Affordable &/or London Housing Units
 - 1 – 34 Barberry Court
 - 35 – 48 Ivy Court
 - 49 – 81 Vinewood Court
 - 82 – 100 Primrose Court

In addition, we are home to 1 highrise rise rental building (located beside the propose site); 1 additional highrise rental building; 1 highrise condominium building; 1 townhouse condominium site as well as numerous semi-detached buildings and duplexes.

Added to the current population of nearly 17,000 there is a 250-home subdivision under construction in the Deveron Crescent extension at the corner of Pondmills Rd. and proposed building in the empty lots close by on the west side of Pondmills Rd. (houses already demolished).

The unfortunate effect of having such density of housing, many of which are considered low-income, is a higher-than-average crime rate. Statistics reflect that Glen Cairn Woods crime rate is 23% higher than the London average. In relation to the National Average the total crime rate is 58% higher, broken down as 58% higher for violent crimes and 50% higher for property crimes¹. We can personally attest to numerous property crimes on our street alone. These crime rates affect the following:

- 1 Higher home and auto insurance rates for which we all pay
- 2 Lower property values (-32.9%)¹ – affects London tax base
- 3 Below average Livability Score¹ (63)
- 4 Neighbourhood ranked 119 in London¹
- 5 Lower school scores: 41 versus London average of 561 (reflection of low-income housing)

The overall population density creates high traffic volumes on streets not designed to handle it. Many of our streets do not have sidewalks and some like Scenic Drive do not have streetlights. Increasing the area population will exasperate this issue and amplify accident rates, as many residents use side streets as cut throughs. On Scenic Drive alone there has been 1 fatality and at least 4 other auto accidents. This area of Thompson Rd. is not designed for additional traffic. It is situated approximately 100 meters from an intersection on a curve with only a small left hand turn lane designed to handle the 32 townhomes currently in that location. This brings forth further traffic concerns.

At what point is it considered that an area has contributed enough to “affordable housing”. We feel strongly that the residents of Glen Cairn Woods have already done their part. We are tired of Southeast London and East London constantly losing the battle to locate this form of housing just because those in higher income neighbourhoods cry the blues. We as London residents deserve the same treatment as residents of subdivisions in the West & North with available transit routes. Please allow us the opportunity to revitalize our area rather than increasing the already stated problems.

Please accept our formal votes AGAINST the development at 403 Thompson Rd. known as Official Planning and Zone Amendments (File OZ-9290).

Please reply to this email to confirm receipt. Thank you.

Sincerely
William & Christine Comrie

I disapprove the proposal to build apartment building at 403 Thompson Road. We are overpopulated with apartment buildings and low cost housing in this area. I do not want it built.

Karen Broadhurst
417 Scenic Dr.

Subject: File OZ-9290 Plan and zoning by-law Amendments
Re: 403 Thompson Road

Mr. Leif Maitland

It is disappointing to learn an affordable housing apartment is being proposed in our Glen Cairn Woods neighbourhood.

I've been a Glen Cairn homeowner for over 45 years. I've seen first hand, the impact high density, low income has on this community.

I have to ask the City of London “Why they feel Glen Cairn is the right neighbourhood to build yet another affordable housing apartment?”

It's a fact Glen Cairn:

- Population density is 154% higher then the rest of the City of London
- Crime rate is 23% higher than the London average.
- Employment rate & schools are getting failed grades.
- Real estate is 32% lower than the London average.
- has over 130 low income addresses clustered in 3 storey walk-up buildings, co-op complexes, affordable or London Housing units.

Again I ask ‘Why in Glen Cairn?’

Where is the diversification?

Diversity is an important factor
in planning London communities today.

Why is it important to have diversity in other communities Eg: Oakridge Acres,
Masonville, Warbler Woods, but not in Glen Cairn?

Seems Glen Cairn just keeps getting the same old! The Glen Cairn community
deserves to be respected like other areas. Spread these affordable developments into
other communities Eg: Byron, Worley Village, where they presently have no affordable
housing.

I am officially voicing my objection to the Official Plan & Zoning by-law amendments
File: OZ-9290.

Thank you

Bev Kari
436 Scenic Drive

*An additional petition was received and has been included on the committee agenda as
a separate document.*

Agency/Departmental Comments

London Hydro: Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory.

Archaeology – L. Dent: This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for the application (OZ-9290):

- Lincoln Environmental Consulting Corp. *Stage 1 - 2 Archaeological Assessment of 403 Thompson Road [...] City of London, Middlesex County, ON* (PIF #: P344-0454-2020) September 2020.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that, "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended. (p2)

An Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received, dated Nov 2, 2020 (MHSTCI Project Information Form Number P344-0454-2020, MHSTCI File Number 0013206).

Archaeological conditions can be considered satisfied for this application.

Appendix C – Policy Context

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

The Provincial Policy Statement, 2020

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.3 Settlement Areas
- 1.4 Housing

The London Plan

55

513

916

918

919

953

Table 10

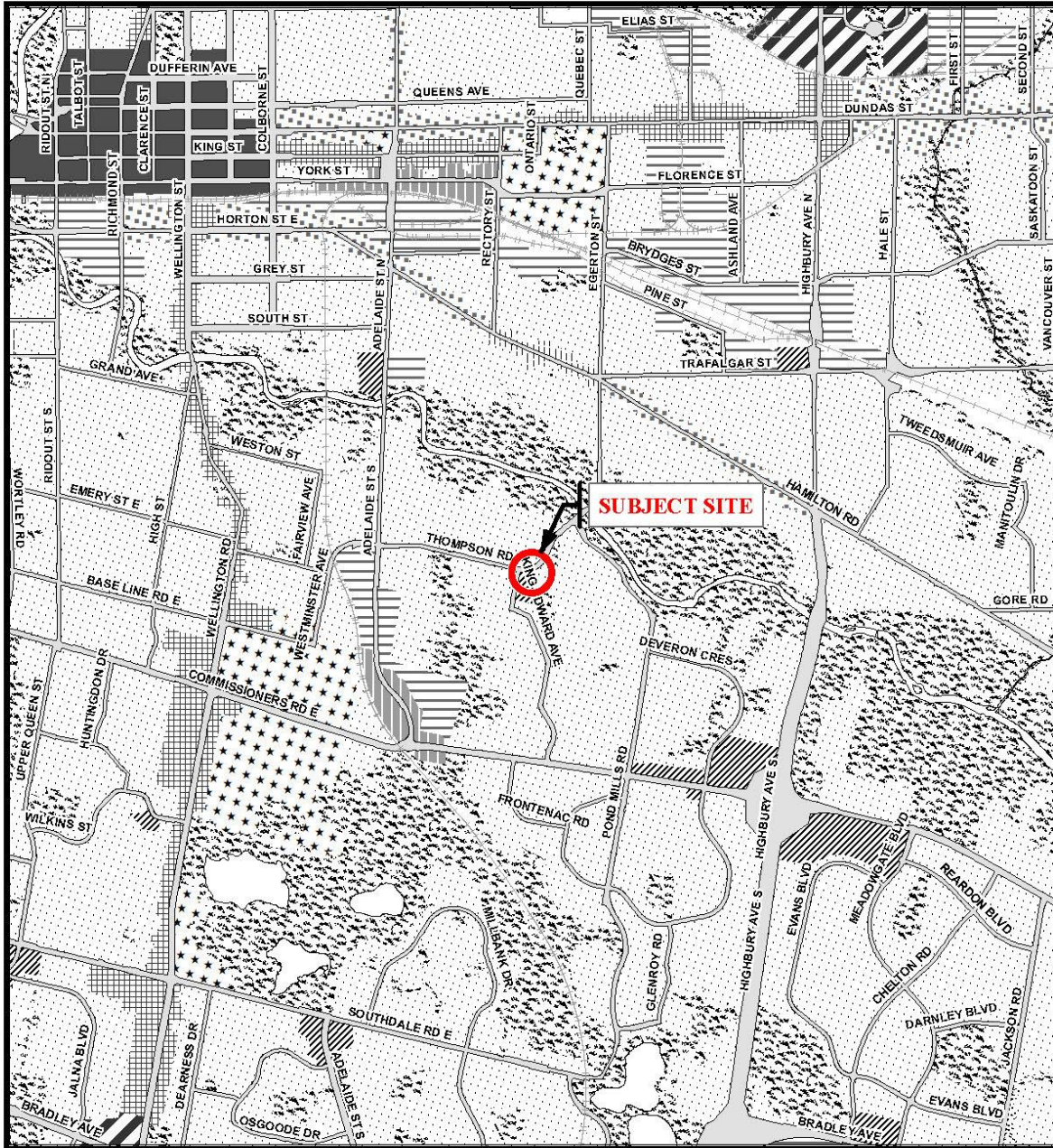
Table 11

1578

Housing Stability Action Plan 2019-2024

Appendix D – Relevant Background

Additional Maps



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



Scale 1:30,000

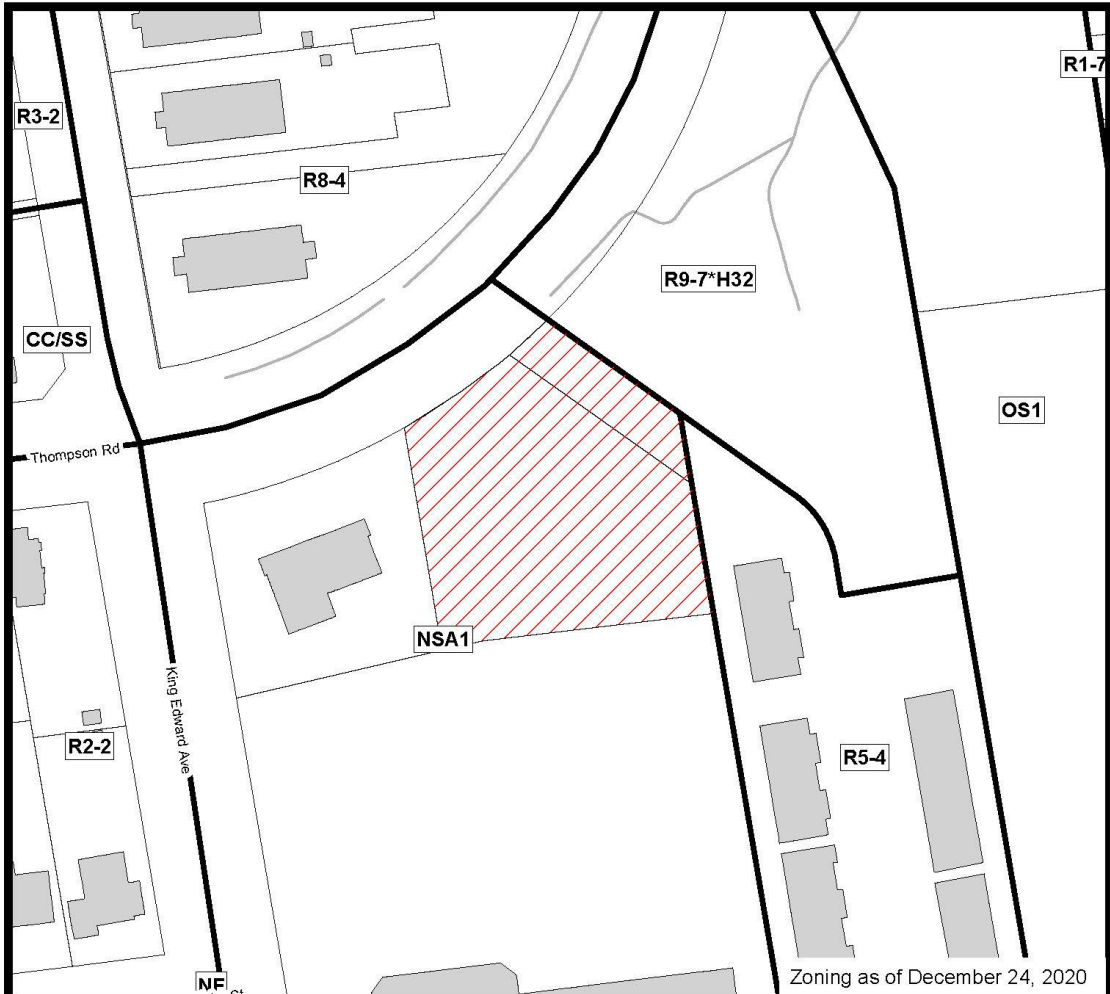


File Number: OZ-9290

Planner: LM

Technician: RC

Date: January 22, 2021



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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:

OZ-9290

LM

MAP PREPARED:

2021/01/22

RC

1:1,250

0 5 10 20 30 40

Meters