

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 870-922 Medway Park Drive
Public Participation Meeting
Date: November 28, 2022

Recommendation

That, on the recommendation of the Acting Director, Planning and Development, the following actions be taken with respect to the application of Dillon Consulting Limited., relating to the property located at 870-922 Medway Park Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 13, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Restricted Office (h-17*RO2) Zone, **TO** a Holding Residential R5 Special Provision (h-17*R5-7(_)) Zone;
- (b) the Site Plan Approval Authority **BE REQUESTED** to consider the following through the site plan process:
 - i) Units fronting along Medway Park Drive are to have front doors facing the street with driveways and garages at the rear of the site;
 - ii) Board-on-board fencing that meets the requirements of the Site Plan Control By-law; and
 - iii) The site be developed in general conformity with the layout provided.
- (c) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect to the proposed by-law as the change in the maximum front yard setback is minor in nature and a technical change, the concept site plan circulated in the Notice of Application and Notice of Public Meeting accurately reflect the site layout, no site changes were proposed for the maximum front yard setback.

Executive Summary

Summary of Request

The owner has requested to rezone the subject lands to a Holding Residential R5 Special Provision (h-17*R5-7(_)) Zone to facilitate a 3-storey, 43-unit cluster townhouse development.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to facilitate a 3-storey, 43-unit cluster townhouse development. The existing Holding (h-17) Zone will remain on the lands until the time a signed Development Agreement is received.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type;

3. The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description

The subject lands are located on the south side of Medway Park Drive in the Fox Hollow Planning District, west of Wonderland Road North and comprised of four (4) parcels. The subject lands have a frontage of approximately 208 metres and an area of 10,100 square metres (1.01 hectares). The lands are currently vacant.

The site has frontage along Medway Park Drive which is classified as a Neighbourhood Connector as per Map 3 – Street Classifications of The London Plan.



Figure 1: 870-922 Medway Park Drive, facing north (Google Images)

1.4 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type fronting a Neighbourhood Connector (Medway Park Drive)
- Existing Zoning – Holding Restricted Office (h-17*RO2) Zone

1.5 Site Characteristics

- Current Land Use – Vacant
- Frontage – 208 metres (682 feet)
- Depth – 60 metres (196 feet)
- Area – 1.01 (2.49 acres)
- Shape – Irregular

1.6 Surrounding Land Uses

- North – Neighbourhood Facility, Low Density Residential
- East – Office and Commercial Uses
- South – Communications Tower, Commercial
- West – Low Density Residential

1.7 Intensification

The proposed 43 residential units represent intensification within the Built-area Boundary. The site is located outside of the Primary Transit Area.

1.8 Location Map

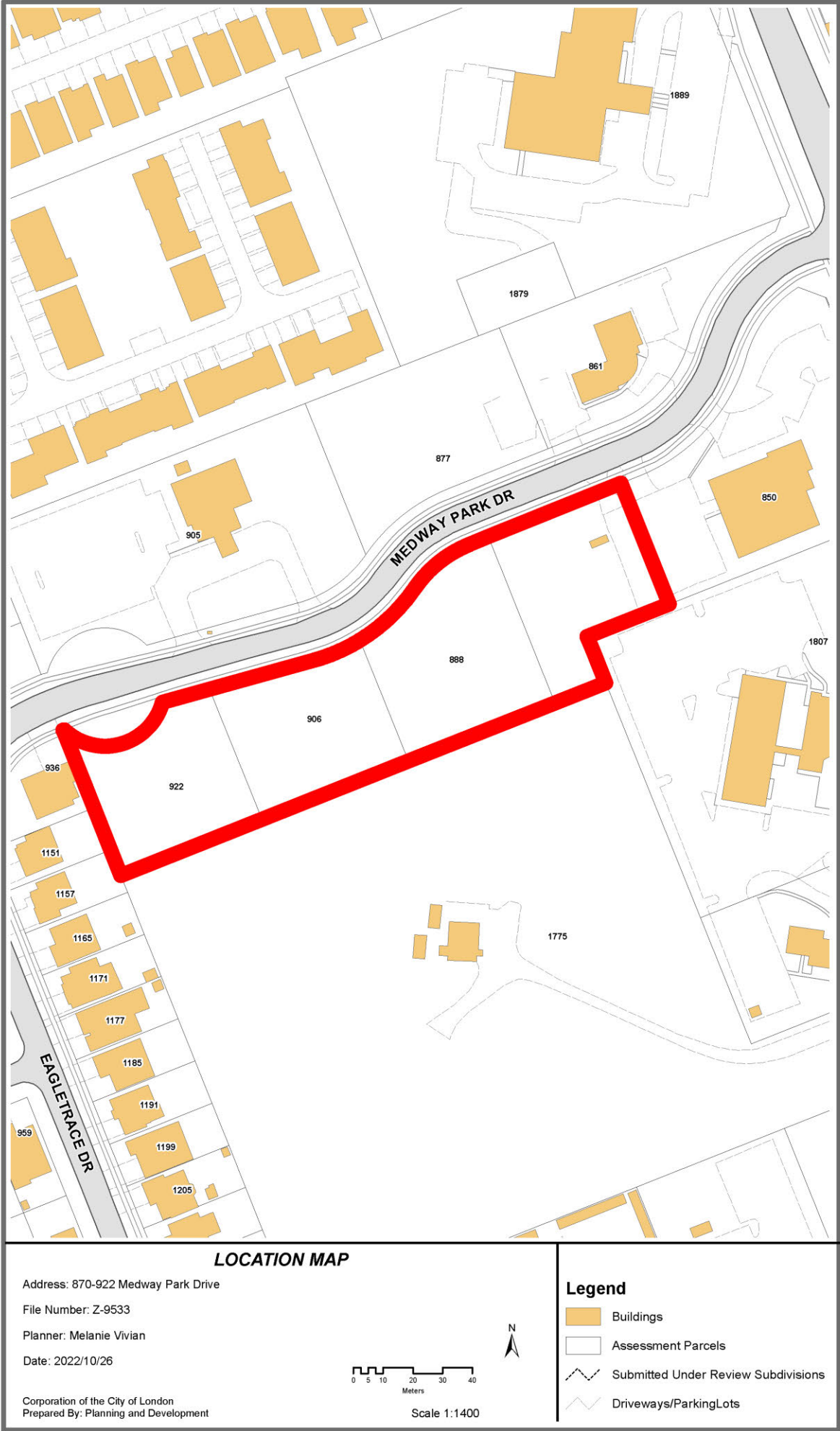


Figure 3: Concept elevations – units fronting Medway Park Drive.



Figure 4: Concept elevations – units internal to the site with second storey decks.

2.2 Requested Amendment

The applicant is requesting to rezone the subject site to a Residential R5 Special Provision (R5-7(_)) Zone, permitting cluster townhouse dwellings and cluster stacked townhouse dwellings with a maximum density of 60 units per hectare. Requested special provisions include:

- A minimum front yard depth of 1.5 metres;
- A maximum front yard depth of 10.0 metres;
- A minimum rear yard depth of 5.0 metres;
- A minimum east interior side yard depth of 5.0 metres;
- A minimum west interior side yard depth of 6.0 metres;
- A rear yard second storey deck with a minimum depth of 2.5 metres;
- An east interior side yard second storey deck with a minimum depth of 2.5 metres; and
- A west interior side yard second storey deck with a minimum depth of 3.5 metres.

2.3 Community Engagement (see more detail in Appendix B)

Three (3) written responses and two (2) phone calls were received from the public, which are addressed in Appendix B of this report.

Concerns raised by the public are as follows:

- Lack of left-turn lane along Wonderland Road South
- Residents of the development parking along Medway Park Drive;
- Loss of open space in the area;
- Addition of the townhouses would destroy the harmony and unity of the community;

- Increase in traffic; and
- Loss of privacy.

2.4 Policy Context

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the *Planning Act*, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, liveable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term. The PPS further directs settlement areas to be the focus of growth and development. A detailed analysis of the PPS, 2020 in relation to the proposed application is found below in Section 4.1

The London Plan

The London Plan is the new Official Plan for the City of London. On May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan, effectively bringing The London Plan into full force and effect.

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation of the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth by looking “inward and upward”;
- Planning 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; and
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 2, 4 and 5).

The London Plan also provides direction to make wise planning decisions by:

- Planning for sustainability by balancing economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The site is located in the Neighbourhoods Place Type fronting a Neighbourhood Connector (Medway Park Drive), as identified on Map 1 – Place Types and Map 3 – Street Classifications of The London Plan. Permitted uses in the Neighbourhoods Place Type along a Neighbourhood Connector include a range of low-rise residential uses such as single-detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations and group homes along with triplexes and small-scale community facilities (Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type). With frontage along a Neighbourhood Connector, the minimum permitted height is one (1) storey with a maximum permitted height up to three (3) storeys (Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Provincial Policy Statement, 2020 (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the *Planning Act*, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, liveable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). The PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of both current and future residents (1.4.1) by encouraging an appropriate affordable and market-based range and mix of residential types to meet long-term needs (1.1.1b)). Further, the PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within the settlement areas shall be based on densities and a mix of land uses which provide for the following:

- Efficiently use land and resources;
- 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;
- Minimize negative impacts to air quality and climate change; and
- Support active transportation and are transit-supportive, where transit is planned, exists or may be developed. (1.1.3.2).

Additionally, land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and have a compact form (1.1.3.4). To this effect, planning authorities are directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). The PPS also identifies that long-term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

The recommended amendment is in keeping with the goals and directions of the PPS as it facilitates the development of a vacant, underutilized site within a settlement area and represents a form of intensification through infill development. The proposed 43-unit cluster townhouse development contributes to a mix of housing types in the area, providing for choice and diversity in housing options for both current and future residents. No new roads are required to facilitate the proposed development, making efficient use of land. The Holding (h-17) Zone will remain on site until a future application under the *Planning Act* is submitted confirming how services will be provided to the site. It is noted that servicing exists to both the east and west of the site which allows for the development to utilize those existing services through the extension along Medway Park Drive.

Consistent with the PPS, intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth and development on the vacant parcel.

4.2 Issue and Consideration # 2: Use, Intensity & Form

The subject lands are located in the Neighbourhoods Place Type with frontage along a Neighbourhood Connector, being Medway Park Drive. The range of permitted uses within the Neighbourhoods Place Type is directly related to the classification of street onto which a property has frontage (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The proposed cluster townhouse development is included in the range of primary permitted uses within the Neighbourhoods Place Type for sites fronting on a Neighbourhood Connector.

The London plan contemplates intensification where appropriately located and is provided in a way that is sensitive to, and a good fit, with the existing neighbourhood (83_, 937_, 939_2 and 5, and 953_1). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_). To measure the intensity within the Neighbourhoods Place Type, The London Plan uses maximum and minimum heights. For sites fronting on a Neighbourhood Connector, a minimum height of one storey and a standard maximum height of three storeys is contemplated (Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The proposed development of a 3-storey townhouse development is within the standard maximum height permitted along a Neighbourhood Connector and is consistent with heights of the surrounding low-density residential uses. It is noted that the maximum height under the current Restricted Office (RO2) Zone is to a maximum of 12.0 metres. The height of the proposed townhouses will not exceed the original maximum height permitted for the lands.

Neighbourhoods Place Type policies also identify that the intensity of the development must be appropriate for the size of the lot (953_3). Through the application review process, the applicant worked closely with staff to resolve site design matters and ensure the site functions in a manner that is appropriate for the size of the lot while satisfying the requirements of the Site Plan Control By-law. The current site design accommodates all required parking (two (2) per unit proposed), including visitor parking and adequate outdoor amenity space. Generally, reductions in parking and landscape open space, and increases in height, density and lot coverage serve as indicators of possible over intensification. Although reductions to the east interior side yard and rear yard depths are requested, the reductions are considered minor and do not represent over intensification of the site. The site is sufficient size to support the proposed intensity and site design. It is noted that staff is recommending a special provision for a minimum and maximum front yard depths to provide for a consistent street wall and ensure units are fronting along and orientation of the units are facing Medway Park Drive.

With respect to the form of the development, The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_) and to achieve compact forms of development looking “inward and upward” (59_2, 79_). The London Plan accommodates opportunities for infill and intensification of various forms (59_4) and encourages supporting infill and intensification in meaningful ways to manage outward growth (59_8). In the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit, will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_2.a. to f.). The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_). Staff have reviewed the evaluation criteria through the completion of a planning impact analysis and is satisfied the criteria has been met.

As part of the requested amendment, as previously identified, a minimum and maximum front yard depth is recommended to establish a consistent street wall with a proposed minimum of 1.5 metres and a maximum of 10.0 metres, which considers the unique curves of the front lot line. It is noted that majority of the units along Medway Park Drive

are set back to approximately 4.0 metres however, because of the curved front lot line, one of the units is setback approximately 10.0 metres. The reduced front yard depth reflects current design standards in The London Plan, which encourages buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (259_). The front yard depths, as requested, is appropriate for the site as it helps to activate the streetscape.

The requested reduced rear yard and east interior side yard depth of 5.0 metres and second storey deck depth of 2.5 metres is not anticipated to have any negative impacts on the abutting lands given that the lands immediately to the rear of the site contains a utilities tower while the lands to the east contain a commercial/office building. While a reduction to the west interior side yard depth was not required under the Zoning By-law Z.-1, the intent of maintaining the 6.0 metre west interior side yard depth was to ensure adequate spacing is provided between the proposed development and existing low-density residential uses along the west property boundary for privacy. Based on the above, staff are satisfied that the proposed development conforms to the use, intensity, and form policies of The London Plan.

4.3 Issue and Consideration # 3: Traffic

Through the circulation of this application, concerns were raised from the public with respect to an increase of traffic and street parking along Medway Park Drive due to the proposed development. One of the main traffic concerns was with respect to the intersection of Medway Park Drive and Wonderland Road North and the concern for making a left turn (onto Wonderland Road North from the subdivision). Transportation Planning and Design has indicated that the proposed development is not anticipated to have any impacts on the existing traffic in the area and the proposed development does not warrant a traffic impact assessment.

Regarding parking concerns, the site, as proposed, exceeds the minimum parking requirements of the Zoning By-law Z.-1 which requires 1 space per unit. The proposed development provides for one (1) space in the garage and one (1) in the driveway. Given the site's unique frontage, some driveways are long enough to accommodate more than one (1) vehicle in the driveway. Additionally, visitor parking on site is provided at a rate of 1 space for every 10 units, in accordance with the Site Plan Control By-law. Parking along Medway Park Drive is not anticipated to occur. Should vehicles be parked along Medway Park Drive, the road is at 8.5 metres wide which can accommodate parking on one side without interrupting two-way traffic.

4.4 Issue and Consideration # 4: Holding Provision

As existing, the site contains a Holding (h-17) Provision to ensure the orderly development of lands and the adequate provision of municipal services, the "h-17" symbol shall not be deleted until full municipal sanitary sewer and water services are available to service the site. The Holding (h-17) Provision will remain on the subject property as part of this application. A separate application under the *Planning Act* will be required to remove the holding provision to ensure services are available to service the site.

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

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type. The recommended amendment would facilitate the development of a vacant, underutilized site with a land use and intensity that is appropriate for the lands and surrounding context.

| | |
|------------------------|--|
| Prepared by: | Melanie Vivian Site Development Planner |
| Reviewed by: | Mike Corby, MCIP, RPP Manager, Planning Implementation |
| Recommended by: | Heather McNeely, MCIP, RPP Acting Director, Planning and Development |
| Submitted by: | Scott Mathers, MPA, P. Eng Deputy City Manager, Planning and Economic Development |

Appendix A

Bill No.(number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 870-
922 Medway Park Drive.

WHEREAS Dillon Consulting Limited has applied to rezone an area of land
located at 870-922 Medway Park Drive, 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 870-922 Medway Park Drive, as shown on the attached map
comprising part of Key Map No. A101, from a Holding Restricted Office (h-17*RO2)
Zone to a Holding Residential R5 Special Provision (h-17*R5-7()) Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the
following Special Provision:

| | | |
|---|---------|---|
|) | R5-7() | 870-922 Medway Park Drive |
| | a) | Regulations |
| | i) | Front Yard Depth (Minimum) 1.5 metres |
| | ii) | Front Yard Depth (Maximum) 10.0 metres |
| | iii) | Rear Yard Depth (Minimum) 5.0 metres |
| | iv) | West Interior Side Yard Depth (Minimum) 6.0 metres |
| | v) | East Interior Side Yard Depth (Minimum) 5.0 metres |
| | vi) | Rear Yard Second Storey Deck (Minimum) 2.5 metres |
| | vii) | East Interior Side Yard Second Storey Deck (Minimum) 2.5 metres |
| | viii) | West Interior Side Yard Second Storey Deck (Minimum) 3.5 metres |

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.

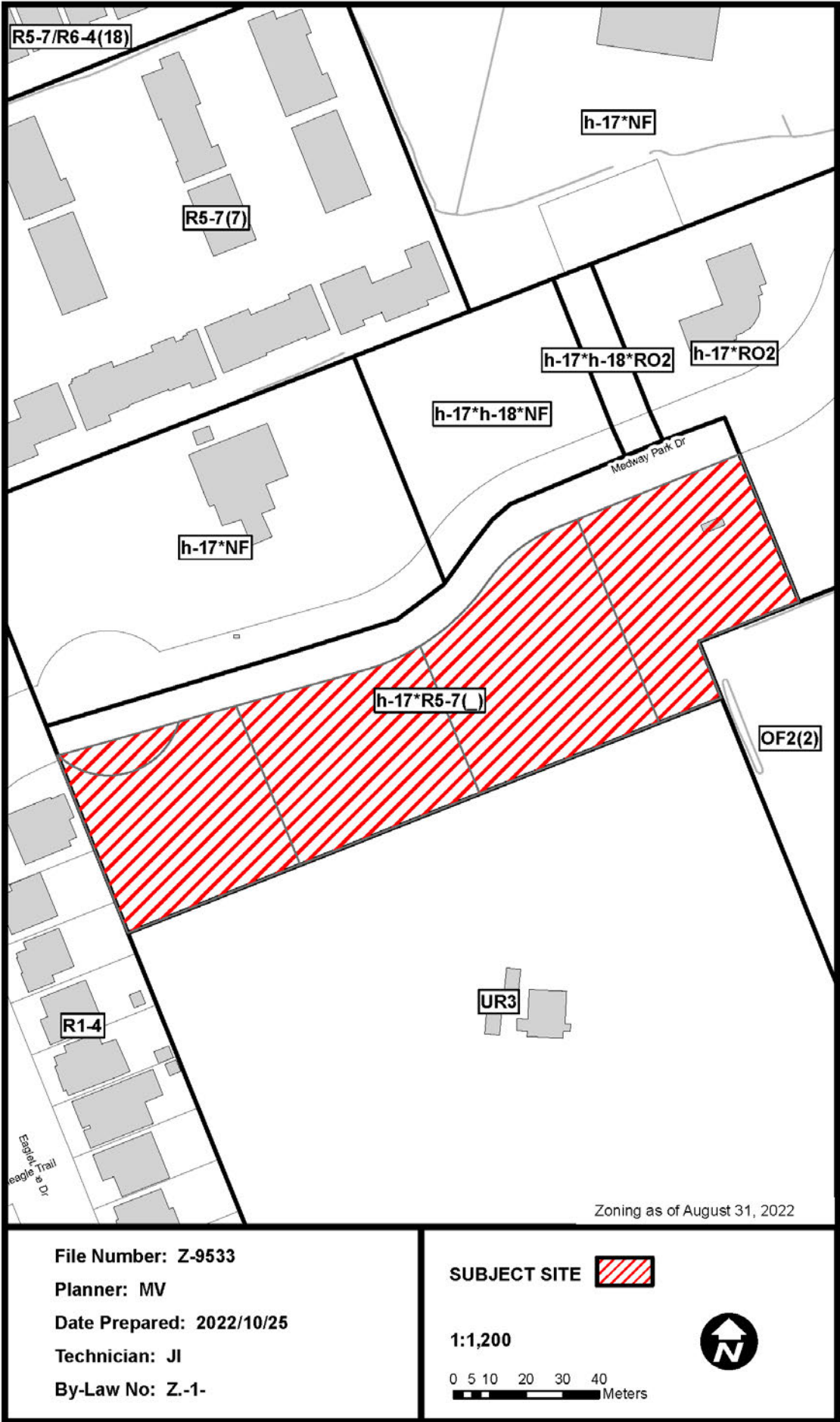
PASSED in Open Council on December 13, 2022

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – December 13, 2022
Second Reading – December 13, 2022
Third Reading – December 13, 2022

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On August 10, 2022, Notice of Application was sent to 115 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 11, 2022. A “Planning Application” sign was also posted on the site.

Three (3) replies were received

Nature of Liaison: 870-922 Medway Park Drive – The purpose and effect of this zoning change is to permit a 43-unit cluster townhouse development. Possible change to Zoning By-law Z.-1 **FROM** a Holding Restricted Office (h-17*RO2) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. Special provisions include a minimum front yard depth of 1.5 metres and a maximum front yard depth of 4.0 metres (whereas 6.0 metres is the minimum required); a minimum rear yard depth of 5.0 metres (whereas 6.0 metres is the minimum required when the wall of a unit contains windows to habitable rooms); a minimum interior side yard depth of 5.0 metres where the end wall of a unit contains windows to habitable rooms and has ground floor access (whereas 6.0 metres is required when the wall of a unit contains windows to habitable rooms); a minimum setback of 2.5 metres for second storey decks (whereas open or covered but unenclosed decks or porches not exceeding one storey in height can project 3.0 metres provided projection is no closer than 1.2 metres to lot line).

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

Concern for:

- Lack of left-turn lane along Wonderland Road South
- Residents of the development parking along Medway Park Drive;
- Loss of open space in the area;
- Addition of the townhouses would destroy the harmony and unity of the community;
- Increase in traffic; and
- Loss of privacy.

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

From: David Off

Sent: Monday, August 22, 2022 3:20 PM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] File Z-9533 870- 920 Medway Park Dr.

Hi Melanie, I'm not sure if I'm missing a page showing the renderings for Bl 6,7 or 8? I was wondering if the elevation facing Medway Park Dr. is similar to the front elevation of Bl. 3 but without the garage. Could you confirm please.

Thanks,

Dave Off

From: David Off

Sent: Monday, August 22, 2022 4:00 PM

To: Vivian, Melanie <mvivian@london.ca>

Subject: Re: [EXTERNAL] File Z-9533 870- 920 Medway Park Dr.

Thanks for getting back to me quickly. Block 6 rendering shows the dormers part way up. Is it possible they can carry up to the upper roof to break up the wall and large upper roof since these blocks are only 1.5 meters set back ?

Thanks,

Dave Off

From: Gary Rohekar
Sent: Tuesday, August 30, 2022 3:26 PM
To: Vivian, Melanie <mvivian@london.ca>; Morgan, Josh <joshmorgan@london.ca>
Cc: Ruth Rohekar
Subject: [EXTERNAL] Zoning By-Law Amendment, 870-922 Medway Park Drive, File:Z-9533

Dear Madam / Sir,

With respect to the subject application, my wife Ruth and I have serious concerns.

We reside at 971 Gleneagle Trail. The proposed development is on our main access route to Wonderland Road N., to go either north, south or east. That section of the Medway Park Drive is already very narrow, barely wide enough to fit two cars going in opposite direction. Also, there is no left turn lane at its intersection with Wonderland Rd. N. This causes extended delays for motorists stuck behind someone trying to make a left turn at the busy intersection. Our main concern is that this situation will be made far worse during lengthy construction of the development due to construction trucks and equipment, which may be parked on the Medway Park Drive and trying to make left turn at Wonderland. This may even lead to increased traffic accidents, due to motorists getting frustrated because of long delays.

We also feel that such a development of three storey townhouses, so close to Medway Park Drive would be a terrible eyesore. We would also miss the loss of open space in the area. How would the EMF radiation from the two transmission towers just south of the development affect residents of the proposed development?

To conclude, Ruth and I are strongly opposed to the proposed development.

Acknowledgement of receipt of this email would be greatly appreciated.

Yours truly,

Gabriel (Gary) Rohekar

Sent from my iPad

From: Gary Rohekar
Sent: Wednesday, August 31, 2022 3:06 PM
To: Vivian, Melanie <mvivian@london.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>; Ruth Rohekar
Subject: Re: [EXTERNAL] Zoning By-Law Amendment, 870-922 Medway Park Drive, File:Z-9533

Hello Melanie,

Thank you for your prompt reply. Ruth and I appreciate the attention you have given to our concerns regarding the proposed development.

As you have mentioned, we had noticed that the driveways and garages for the townhouse units 27-40 were not towards the road. However, the Site Concept drawing indicates pathways/steps from the back of the units, connecting the townhouses to the sidewalk on Medway Park Drive. Our concern is that people living in these units will conveniently park their cars on the road to access their units. Even now, if there is a vehicle parked on the road, cars have to wait behind the parked vehicle, if another vehicle is approaching from the opposite direction. We also need to keep in mind that the road becomes lot narrower in the winter, when snow piles build up on both sides of the road.

With best regards,

Gary

Sent from my iPad

From: James Wu
Sent: Thursday, September 1, 2022 9:06 AM
To: Vivian, Melanie <mvivian@london.ca>
Subject: [EXTERNAL] 870-922 Medway Park Dr (File: Z-9533)

Hi Melanie,

I am very concerned about the zoning amendment to allow the construction of townhouses at the above location, here are the reasons why I say NO to this plan:

1. The newer beautiful detached single homes are currently located in this area, adding so many townhouses will destroy the harmony and unity of the community, the house market price will be affected, and more and more house owners will sell their houses and move out of here, this will increase social instability. It's not fair to the current home owners.
2. The traffic, schools and other community features won't afford so many people.
3. To build a higher townhouses, it will invade the neighbor's privacy.

Hopefully the city will listen to the community's voice and feedback.

Best regards,
James Wu

Agency/Departmental Comments

London Hydro (August 15, 2022):

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

Ecology (August 17, 2022):

Notice of Application – 870-922 Medway Park Drive

Zoning amendment to allow cluster townhouse development consisting of 43 units.

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

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

Urban Design (August 18, 2022):

This email is just to reiterate UD comments that were previously provided:

- Provide front entrances for Block 9 and Block 5 on the end units facing Medway Park Drive, including enhanced elevations such as windows, glazing and wrap around porches, and direct pedestrian connections to the City sidewalk.
- Consider parallel parking for the visitor parking to allow for a larger and more functional amenity space. Show how the amenity space will be activated and consider moving the pathway to the sides to allow for more usable space and more direct connections to the site.

Upper Thames River Conservation Authority (August 22, 2022):

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the Conservation Authorities Act, the Planning Act, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

CONSERVATION AUTHORITIES ACT

The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has no objections or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY

Parks Planning & Design (August 31, 2022):

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Engineering Comments (September 1, 2022):

Engineering has no further comments with respect to the above noted re-zoning application.

Site Plan (September 7, 2022):

- Reduce the number of visitor stalls to a minimum of 4 (leaving the barrier-free stall) to provide a larger amenity space
- Relocate the pathway to the sides to allow a more usable center space and more direct connections to the site
- Provide the following dimensions:
 - Driveway lengths & widths
 - Sidewalk widths
 - Drive-aisle width
- Ensure the sidewalk abutting parking stalls is a minimum of 2.1 metres to allow for any vehicle overhang
- Provide juliet style balconies rather than second-storey decks for Block 9 that abuts the existing single family dwelling(s) to reduce privacy impacts

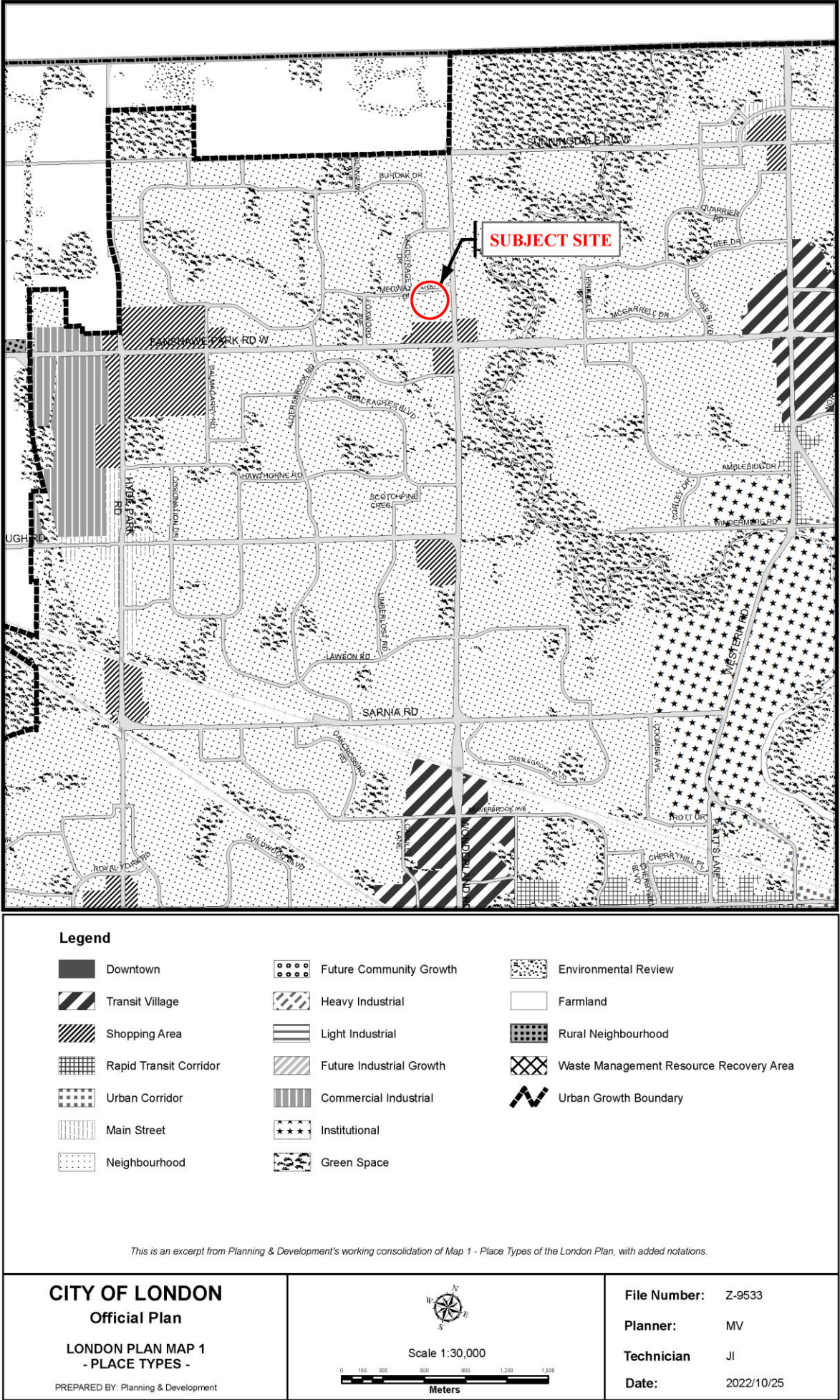
Appendix C – Policy Context

| | |
|--|--|
| 1577_Evaluatoin Criteria for Planning and Development Applications | |
| Criteria – General Policy Conformity | Response |
| Consistency with the Provincial Policy Statement and in accordance with all applicable legislation. | The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered. |
| Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan. | The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the recommended development can be appropriately integrated into the community through the application of the relevant City Design policies at the Site Plan Approval stage. |
| Conformity with the policies of the place type in which they are located. | The proposed development of 3-storey townhouses provides for a use and intensity of development contemplated within the Neighbourhoods Place Type. |
| Consideration of applicable guideline documents that apply to the subject lands. | Not applicable. |
| 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. | The site will be fully serviced by municipal water, sanitary and storm sewers. The Holding Provision will remain on site to ensure sanitary sewer and water servicing is provided. |
| Criteria – Impacts on Adjacent Lands | |
| Traffic and access management | Access to the site is off of two (2) points along Medway Park Drive. The proposed development did not trigger the need for a Traffic Impact Assessment. Transportation staff have no concerns. |
| Noise | The development is not expected to generate unacceptable noise impacts on surrounding properties. A Noise Study was not required. |
| Parking on streets or adjacent properties | Members of the public had concerns with respect to parking along Medway Park Drive. It was confirmed by Transportation that Medway Park Drive is wide enough to allow for parking on the street and still have adequate space for traffic. It is noted that the proposed development provides for a minimum of two (2) parking spaces per unit (one in the garage, one in the driveway) and visitor parking in accordance with the Site Plan Control By-law. |

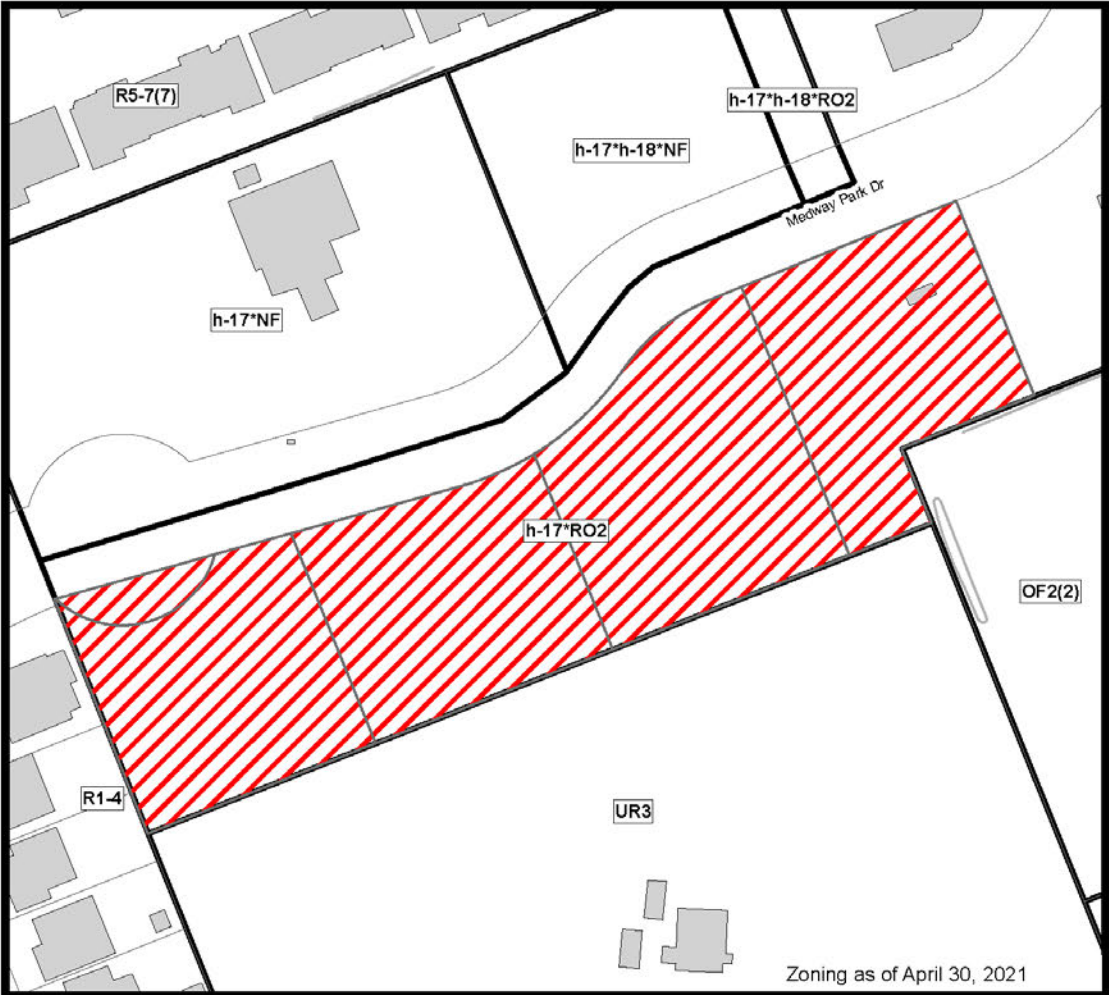
| | |
|---|--|
| Emissions, generated by the use such as odour, dust or other airborne emissions | The development will not generate noxious emissions. |
| Lighting | Lighting details, including light cast, will be addressed through the Site Plan Approval process. |
| Garbage generated by the use | Garbage collection will be confirmed through the Site Plan Approval process with Solid-Waste Management. Door to door collection (with storage in garages) is anticipated for this development. |
| Privacy | Through the Site Plan Approval process, staff will look for board-on-board fencing as well as landscaping. The second storey decks along the west property boundary are setback to limit privacy impacts on the abutting lands. |
| Shadowing | Given the recommended built form, orientation, height and location, shadowing impacts will be limited. |
| Visual Impact | A detailed review of the landscaping and elevations (including the building design, architectural details and materials) is completed at the Site Plan Approval process. The proposed development is anticipated to have a positive visual impact on the area as the current lands are vacant with overgrown vegetation. |
| Loss of Views | There are no view corridors to significant features or landmarks to be affected by the development. |
| Trees and canopy cover | Details regarding tree plantings will be confirmed through the Site Plan Approval process. |
| Cultural heritage resources | Not applicable. |
| Natural heritage resources and features | Not applicable. |
| Natural resources | Not applicable. |
| Other relevant matters related to use and built form. | Not applicable. |

Appendix D – Relevant Background

Additional Maps



Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\z-9533_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- 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
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

- 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
LI - 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**



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

FILE NO:
Z-9533 MV

MAP PREPARED:
2022/10/25 JI

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