

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Emyv Group Inc.
327 Thompson Road, File Z-9579, Ward 1
Public Participation Meeting

Date: May 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Emyv Group Inc. relating to the property located at 327 Thompson Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting June 6, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, for the City of London to change the zoning of the subject property **FROM** a Residential R2 (R2-2) Zone **TO** a Residential R3 Special Provision (R3-1(*)) Zone and a Residential R3 Special Provision (R3-1(**)) Zone;
- (b) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law.

Executive Summary

Summary of Request

The owner has requested to rezone the subject lands to a Residential R3 Special Provision (R3-1(_)) Zone to facilitate the development of two (2), two-storey triplex dwellings. A special provision is requested to permit a reduced interior side yard depth of 2.98 metres for Lot A, whereas 3 metres is required.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to facilitate the development of two (2), two-storey triplex dwellings. The following special provisions are recommended for Lot A through the R3-1(*) Zone: fourplex dwellings be prohibited; a minimum and maximum front yard depth of 4 metres and 7 metres, respectively; an easterly interior side yard depth of 2.8 metres; a minimum shared driveway width of 4.5 metres (shared between the abutting lot to the east); and minimum parking area setbacks from the west and rear lot lines of 3 metres and 4.9 metres, respectively. The following special provisions are recommended for Lot B through the R3-1(**) Zone: fourplex dwellings be prohibited; a minimum and maximum front yard depth of 4 metres and 7 metres, respectively; a minimum shared driveway width of 4.5 metres (shared between the abutting lot to the west); and minimum parking area setbacks from the east and rear lot lines of 3 metres and 5.1 metres, respectively.

Rationale of Recommended Action

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

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

Linkage to the Corporate Strategic Plan

A well planned and growing community - London's growth and development is well-planned and considers use, intensity, and form.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The introduction of a Temporary Zone for a surface parking lot continues to foster the use of automobiles and is a use that conflicts with the long-term planning of the subject lands for development, which promotes mobility alternatives that are transit-supportive and pedestrian-friendly. See more detail in Appendix D.

Analysis

11.0 Background Information

1.1 Previous Reports Related to this Matter

B.042/21 – Report to Committee of Adjustment: 327 Thompson Road.

1.2 Planning History

In 2021 the owner of the subject lands requested to sever the subject lands into two (2) equal-sized lots for future residential redevelopment. The application (B.042/21) was granted provisional consent on February 4, 2022.

1.3 Property Description

The subject lands are located on the south side of Thompson Road, between Emerson and Chesterfield Avenue, in the Glen Cairn Planning District. The subject lands have a total frontage of 24.34 metres and an area of 1,113 square metres. The severed and retained lands are two equal sized lots with a frontage of 12.17 metres and an area of 556.5 square metres. The lands are currently vacant and were previously developed with a single detached dwelling which was demolished in 1984.



Figure 1: 327 Thompson Road (view from Thompson Road)

1.4 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type on a Neighbourhood Connector
- Existing Zoning – Residential R2 (R2-2) Zone

1.5 Site Characteristics

- Current Land Use – Vacant
- Frontage – 24.34 metres (79.85 feet)
- Depth – 45.72 metres (150 feet)
- Area – 1,113 square metres (11,980.23 square feet)
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Low density residential and institutional
- East – Low density residential
- South – Low density residential
- West – Vacant land and City-owned parkland (Glen Cairn Park – North)

1.6 Intensification

The proposed six (6) residential units in two (2) triplex dwellings represents intensification within the Built-area Boundary and Primary Transit Area.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

Original Development Concept

The owner requested to rezone the subject site to facilitate the development of two (2) triplex dwellings on the severed and retained lots. Surface parking would be provided in the rear yard, with access shared between the two properties. The initial site concept proposed a 3.37 metre wide shared access; however, staff raised concern that this access was not wide enough to accommodate two-way traffic. Staff also raised concerns with the lack of a functional and centrally located amenity area for each triplex dwelling, as well as the lack of accessible parking. Figure 2 depicts the original site concept plan as proposed.

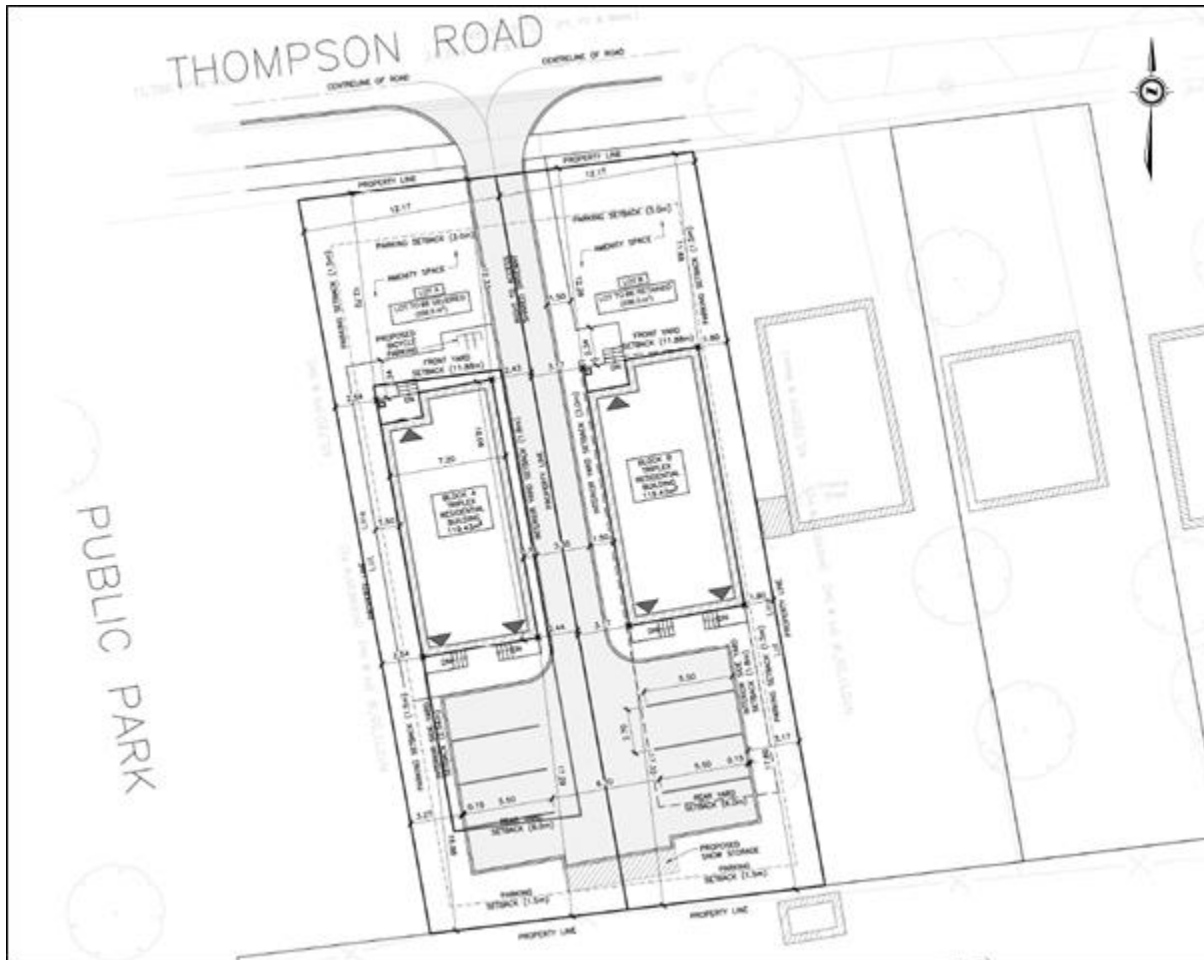


Figure 2: Original site concept plan



Figure 3: Concept rendering

Revised Development Concept

In April 2023, the applicant submitted a revised concept site plan to address staff's concerns with respect to access, accessible parking, and amenity space.

The updated site concept plan includes a designated lay-by area in the front where vehicles entering the site can safely wait for vehicles to exit, should there be a conflict. This avoids potential safety concerns resulting from vehicles backing out of the site onto Thompson Road. The buildings have been shifted closer to Thompson Road, which enables additional amenity space to be provided in the rear yard while maintaining a front yard depth that is consistent with that of neighbouring properties. Lastly, a Type A accessible parking space has been provided on each property.

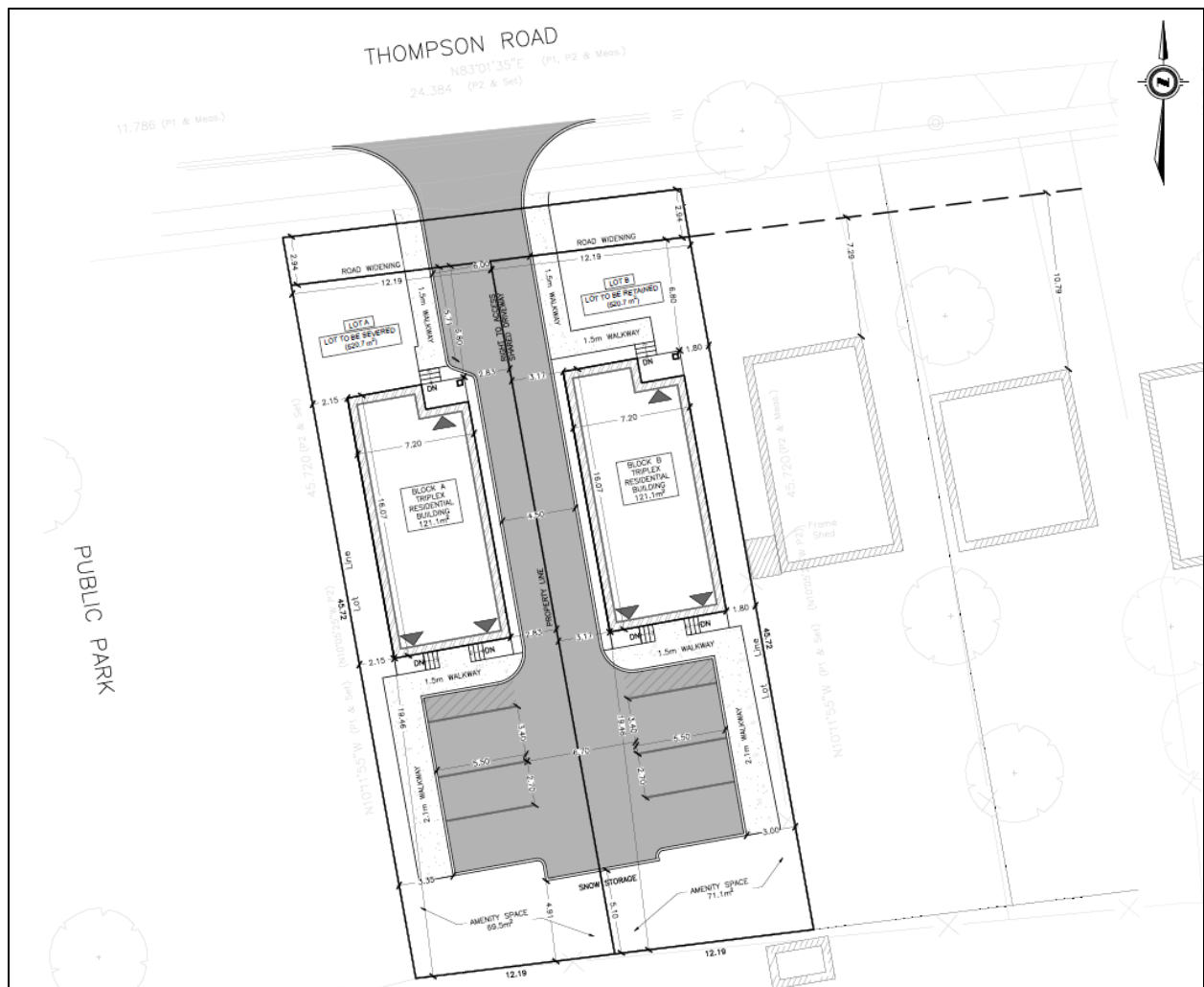


Figure 4: Revised site concept plan

2.2 Requested Amendment

The owner has requested to rezone the subject lands to a Residential R3 Special Provision (R3-1(_)) Zone to permit the proposed triplex dwellings. The requested special provision would permit a reduced interior side yard setback of 2.4 metres for Lot A, whereas 3 metres is required. Following the circulation of the application, the applicant amended their application to request an interior side yard setback of 2.84 metres for Lot A, whereas 3 metres is required.

Staff are recommending additional special provisions to provide greater certainty on the site layout and to ensure a common outdoor amenity space is provided on each lot. The following special provisions are recommended for Lot A: fourplex dwellings be prohibited; a minimum and maximum front yard depth of 4 metres and 7 metres, respectively; an easterly interior side yard depth of 2.8 metres; a minimum shared driveway width of 4.5 metres (shared between the abutting lot to the east); and minimum parking area setbacks from the west and rear lot lines of 3 metres and 4.9 metres, respectively. The following special provisions are recommended for Lot B: fourplex dwellings be prohibited; a minimum and maximum front yard depth of 4 metres and 7 metres, respectively; a minimum shared driveway width of 4.5 metres (shared

between the abutting lot to the west); and minimum parking area setbacks from the east and rear lot lines of 3 metres and 5.1 metres, respectively.

2.3 Community Engagement (see more detail in Appendix B)

No written responses or phone calls were received from the public.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

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

The PPS encourages 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 to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: 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 promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further 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)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). 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 of the PPS as it facilitates the development of an underutilized site within a settlement area and represents a form of intensification through infill development. The proposed triplex dwellings contribute to a mix of housing types in the area, providing choice and diversity in housing options for both current and future residents. No new roads or infrastructure are required to service the site, making efficient use of land and existing services. 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.

4.2 Issue and Consideration #2: Use

The subject lands are within the Neighbourhoods Place Type on a Neighbourhood Connector in The London Plan. The range of uses permitted 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 triplex use is included in the range of primary permitted uses within the Neighbourhoods Place Type for sites fronting on a Neighbourhood Connector.

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed triplexes would contribute to a mix of housing types, providing more intrinsically affordable housing options.

The proposed Residential R3 (R3-1) Zone, as requested, permits the following uses: single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, and fourplex dwellings. With the exception of fourplex dwellings, all of these uses are contemplated in the Neighbourhoods Place Type for sites fronting on a Neighbourhood Connector. As such, staff are recommending fourplex dwellings be prohibited in conformity with The London Plan.

4.3 Issue and Consideration #3: Intensity

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 to 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 – 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 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

The London Plan contemplates intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (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_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of one storey and a maximum height of three storeys is contemplated for sites fronting on a Neighbourhood Connector (Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The proposed two-storey triplex development is within the maximum intensity permitted by The London Plan.

The Neighbourhoods Place Type policies also identify that the intensity of development must be appropriate for the size of the lot (953_3.). The applicant has worked closely with staff to address matters of site design to ensure the proposed intensity can be achieved on the site from a site functionality perspective. The site has been designed such that all required parking and an adequate outdoor amenity area are provided while also meeting the minimum requirements of the Zoning By-law, with the exception of a small reduction in interior side yard depth for Lot A and a reduction in driveway width. The requested setback reduction is considered minor and does not represent over intensification of the site, nor does the reduced width of the shared driveway. As such, staff is satisfied the site is of sufficient size to support the proposed intensity and site design.

4.4 Issue and Consideration #4: Form

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_) and encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4) and encourages supporting infill and intensification in meaningful ways, to manage outward growth (59_8).

Within 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 revised site concept plan has adequately addressed staff’s concerns regarding site access and driveway width, and provides a larger amenity space at the rear of the property. The current site design shows a front yard depth of 6.8 metres for both triplex dwellings, in accordance with Urban Design staff’s recommended maximum front yard depth of 7 metres. Staff are recommending special provisions for a minimum and maximum front yard depths of 4 and 7 metres, respectively. These setbacks would ensure a consistent street wall is achieved along Thompson Road based on the existing front yard depths of neighbouring properties, as depicted on Figure 4, while also ensuring greater space is provided in the rear yard for a functional outdoor amenity area. Staff are also recommending a special provision requiring minimum interior side and rear yard parking area setbacks of 3 metres (on one side) and 4.9 metres, respectively. The intent of these special provisions is to ensure adequate buffering is provided between the parking area and adjacent properties, and to ensure adequate space is provided in the rear yard for amenity space.

4.5 Issue and Consideration #6: Methane Gas

The site is located partially within a closed landfill site (known as the Thompson Road Landfill Site). As part of the complete application, the applicant submitted a Phase II Environmental Site Assessment prepared by EXP Services Inc. dated April 14, 2022 (the Assessment).

The Assessment concluded that no refuse, municipal garbage or construction rubble was noted in the fill materials encountered in the boreholes and methane gas was not detected in the boreholes during drilling. On this basis, the Assessment concluded that a Record of Site Condition is not likely required to develop the site for residential purposes. In addition, the applicant consulted with the Ministry of the Environment, Conservation, and Parks (MECP) to determine whether a Record of Site Condition would be required for the proposed development, given that the location has been identified/associated with a past use as a landfill site. Through this consultation it was determined that a Record of Site Condition would not be required.

The City’s Solid Waste Division has confirmed they are satisfied that the Ministry has been consulted and that the proposed residential development will not trigger a Record

of Site Condition. Solid Waste will continue with the methane gas testing requirements through the next stages.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force 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 an underutilized site with a land use and intensity that is appropriate for the lands and surrounding context.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

cc:

Britt O'Hagan, Manager, Current Development

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 327
Thompson Road

WHEREAS Emvy Group Inc. has applied to rezone an area of land located at 327 Thompson Road, 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 the lands located at 327 Thompson Road, as shown on the attached map comprising part of Key Map No. A108, from a Residential R2 (R2-2) Zone to a Residential R3 Special Provision (R3-1(*)) Zone and a Residential R3 Special Provision (R3-1(**)) Zone.
- 2) Section Number 7.4 of the Residential R3 (R3-1) Zone is amended by adding the following Special Provisions:

R3-1(*)

a) Prohibited Use

i) Fourplex dwellings

b) Regulations

i) Front Yard Depth (Minimum) 4.0 metres

ii) Front Yard Depth (Maximum) 7.0 metres

iii) Easterly Interior Side Yard Depth (Minimum) 2.8 metres

iv) Shared Driveway Width (Minimum) 4.5 metres (shared between the abutting lot to the east)

v) Parking Area Setback to the Westerly Side Lot Line (Minimum) 3.0 metres

vi) Parking Area Setback to the Rear Lot Line (Minimum) 4.9 metres

R3-1(**)

a) Prohibited Use

i) Fourplex dwellings

b) Regulations

- | | |
|--|---|
| i) Front Yard Depth
(Minimum) | 4.0 metres |
| ii) Front Yard Depth
(Maximum) | 7.0 metres |
| iii) Shared Driveway Width
(Minimum) | 4.5 metres (shared between
the abutting lot to the west) |
| iv) Parking Area Setback
to the Easterly Side
Lot Line (Minimum) | 3.0 metres |
| v) Parking Area Setback
to the Rear Lot Line
(Minimum) | 5.1 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.

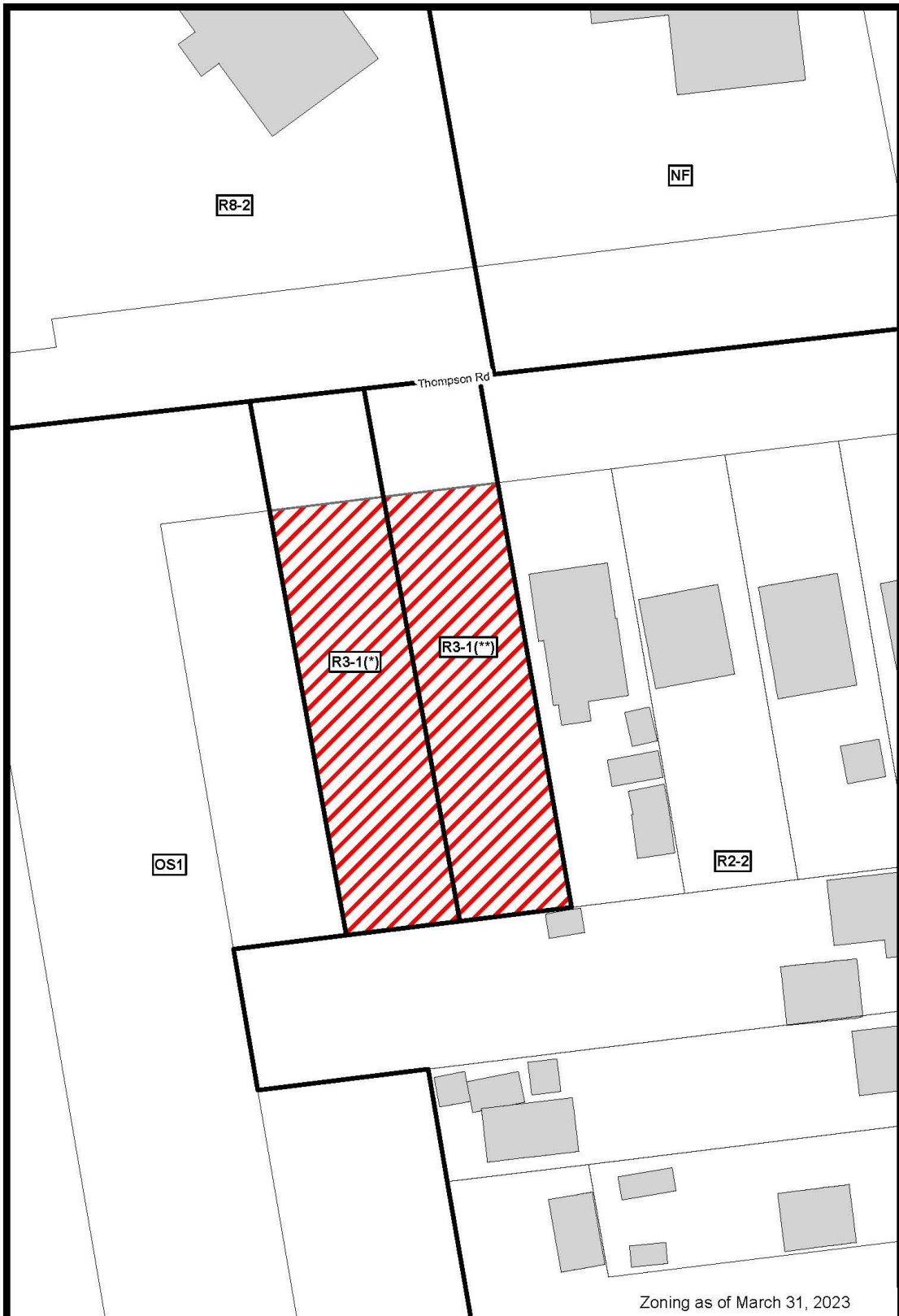
PASSED in Open Council on June 6, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 6, 2023
Second Reading – June 6, 2023
Third Reading – June 6, 2023

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



Zoning as of March 31, 2023

File Number: Z-9579

Planner: CM

Date Prepared: 2023/4/21

Technician: JI

By-Law No: Z.-1-

SUBJECT SITE 

1:500

0 2.5 5 10 15 20 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On January 18, 2023, Notice of Application was sent to 53 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 19, 2023. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit two triplex dwellings. Possible change to Zoning By-law Z.-1 **FROM** a Residential R2 (R2-2) Zone which permits single detached, semi-detached, duplex, and converted dwellings, **TO** a Residential R3 Special Provision (R3-1(_)) Zone to permit the proposed triplex dwellings. The proposed special provision would permit a reduced westerly interior side yard depth of 2.4m (on Lot A), whereas 3m is required. The City may also consider an additional special provision to prohibit fourplex dwellings. File: Z-9579 Planner: C. Maton

Responses: No phone calls or written responses were received.

Agency/Departmental Comments

Site Plan – January 19, 2023

Zoning Comments:

- Z.-1 4.23.2: To permit an Interior Side Yard of 2.4 m whereas a minimum of 3.0 m is permitted for Lot A.
- Z.-1 4.19.10.c.i: Consider widening the northern parking spaces from 2.7 metres to 3.4 metres, such as the northeastern space, and shift the rest of the parking down if need be.
- Z.-1 4.21: Clearly illustrate the road allowance on the site plan.
- Z.-1-93172 & Z.-1-041300 – OMB Order 0780 – March 15/06: Please confirm that the total number of bedrooms does not exceed five bedrooms per dwelling.

General Comments:

- Townhouses without a severance could support as many units as this proposal but mitigate the setback constraints and the effect of side-lotting (as shown, the neighbouring house is exposed to several dwellings).

Comments based on current site plan:

- Provide elevations from all sides in metric. Illustrate the hardscape design and materials on plans. Building design should have regard for surrounding context, especially for elevations visible from a roadway. To do so, the design should prioritize architectural details that are complementary to those found along the fronting corridor (e.g., façade massing, façade articulation, fenestration on the upper portion of the façade, siding materials, corner trim detailing, roof fascia, etc.). Avoid materials that readily deteriorate, stain, or fade. Illustrate vehicular areas, pathways, signage, outside lighting, decorative features, and amenity space.
- Screening may be required for noise and visuals (C.P.-1455-541 2.5.3). Provide a 1.8-metre-tall privacy fencing along property line adjacent to residential parcels. Please consider planting opportunities for screening any parking area from the street (C.P.-1455-541 2.6.3.d.iii). Screen/buffer all exposed parking visible from the street with low landscaping, planting, or low masonry landscape walls (C.P.-1455-541 2.6.3.d.iii). Please illustrate each tree, whether existing or proposed, on the site plan as well as within 3 meters of property lines. Indicate which, if any, trees will be removed. Provide tree protection notes and details for trees to be preserved. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4).
- Please state the total Gross Floor Area of each dwelling by including all applicable storeys. Label any proposed decks, porches, or other platforms on the

site plan with dimensions to ensure compliance with the Z.-1 Zoning By-law. Clarify if basement ceiling height is 1.8 metres or more (Z.-1 2).

- Ensure enough space for collection access to recycling and waste. Clarify how snow storage is stored and accommodated on-site. Please illustrate each tree, whether existing or proposed, on the site plan. Clarify if mail is to be delivered to each unit or involve a shared pickup location – if the latter, identify the mail pickup location on the site plan.
- Visitor parking is required at a rate of one (1) space for every ten (10) dwelling units (C.P.-1455-541 6.2.a.ii). Ensure visitor parking spaces are a minimum of 3 metres from dwellings containing windows to habitable rooms. Include a 1.5-metre setback from parking area(s) to property lines (C.P.-1455-541 6.2.b). Show all above ground utilities within the road allowance (e.g., hydro poles, hydrants, etc.). Please detail the shape of the access (street entranceway) and its connection to the roadway – ensure that the access corner radii do not encroach into designated road space nor extend beyond the projected property line (i.e. road access design is not to extend in front of a neighbouring parcel) (C.P.-1455-541 5.5.b). Make the lane way at least 6 metres. Given the pronounced depth of this development, consider how firetrucks would access the rear. Ensure adequate turning movements in and out of the permitted parking spaces. For the design of the fire route, refer to Tables 6.2 and 6.3 of the Site Plan Control By-law. Identify the location of fire route signage and provide a standard detail on the site plan. Show turning movements of emergency vehicles (C.P.-1455-541 6.7).
- Label all entrances (barrier-free, fire, etc.), ensuring access to nearby fire department equipment as per 9.10.20.3 of the Ontario Building Code. Provide a safe and convenient network of pedestrian pathways throughout the site. Specifically, provide pedestrian pathways to connect parking area(s), building entrances, and public sidewalks. Provide pedestrian crossing facilities where the sidewalk crosses primary driveway access. Make all walkways at least 1.5 metres or 2.1 metres if abutting parking spaces, with at least a 1-metre setback from parking area(s) (C.P.-1455-541 Table 7.1). Pedestrian pathways should be graded to alleviate verticality and where applicable, prioritize ramps over staircases or steps (C.P.-1455-541 7.2). Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist.
- Provide and identify the location of the common amenity area on site. Provide an adequate at-grade centrally located amenity area for residents. Make sure to connect any amenity space to the other portions of the site with a pathway. Consider situating and connecting the amenity space for convenient access by users. For internal details of the proposed amenity space, consider adding purposeful features to enhance the use of the space (e.g., gazebo, patio, permanent seating, age-friendly outdoor sports, or a playground). Consider adding more green amenity space.

Urban Design – January 10, 2023

- Explore opportunities to develop the property as one lot for a more functional and comprehensive development.
- Reconfigure the site layout to locate proposed building(s) parallel to Thompson Road with street-oriented units.
 - Consider an alternative form of development e.g., townhouses, to provide for a higher percentage of built form along the street frontage.
 - Include direct pedestrian access from the unit entrances to the public sidewalk on Thompson Road [TLP 255_].
- Explore opportunities to provide "eyes on the park" and create an active edge by including a private walkway along the property line adjacent to the park and include individual ground floor unit entrances on the park-facing façades as well with direct access to this walkway [TLP 288_].
 - If the adjacent property to the west is deemed undevelopable on account of the closed landfill area, provide active building elements and enhanced facades along the interface that is visible from Glen Cairn Park.

- Consider including balconies or terraces on the elevation facing the open space zone (Glen Cairn Park) in order to further break up the building and add interest to the façade.
- Zoning provisions for the site should address the following:
 - A maximum setback of 7m along Thompson Street from the property line should be considered to ensure buildings are located closer to the street.
 - Maximum fencing along the west property line to promote passive surveillance.
 - Private amenity spaces in the form of roof terraces or balconies should be provided for all proposed units.
 - The below-grade units shall be designed as units with one side having a finished floor at or above grade, or as two-storey units.

Solid Waste – January 24, 2023

- Our office has reviewed the Phase II Environmental Site Assessment (dated April 15, 2022) and felt that the Applicant should receive clearance from the MECP for this residential development. The following comments were provided to Olga in June 2022:
 - The Waste Management office is requesting that the Applicant seek clarification from the Ministry of the Environment, Conservation and Parks (MECP) on whether they will require a Record of Site Condition for the proposed development, given that the location has been identified / associated with a past use as a landfill site, known as the Thompson Road Landfill Site (MECP ID # 5045).
- It was the Environmental Consultant's opinion that a Record of Site Condition "...is not likely required to develop the Site for residential purposes". It would be diligent that the City request that the Applicant actually receive this clearance from the Ministry, who is the governing body of this regulation.

London Hydro – January 24, 2023

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Landscape Architecture – January 24, 2023

- Trees over 50cm diameter need a permit to remove. I think there are 2 trees that qualify at south end of property.

Ecology – February 9, 2023

- There are currently no ecological planning issues related to this property and/or associated study requirements.

Engineering – February 9, 2023

1. Site Plan Consultation comments apply.
2. They're proposing a 3.35m wide shared access. Transportation is requesting the shared access to be a minimum 6.0m wide in order to accommodate two way traffic. If there is a car pulling in at the same time one is pulling out, we have an issue. A parking space is 2.7m wide, so 3.35m will not accommodate two cars travelling past each other. We want to avoid people backing up on Thompson Road or driving over the front yard.
3. They're not showing the proposed road widening of 2.942m. Not sure if this will impact their zoning in regards to setbacks. We will be taking the widening as part of the consent.

Parks Long Range Planning & Design – February 15, 2023

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

Solid Waste – February 9, 2023 (updated comments)

- We are satisfied that the Ministry has been consulted and that this residential development will not trigger a Record of Site Condition requirement. Our office will continue with the methane gas testing requirements through the next stages.

Site Plan – April 5, 2023 (updated comments)

As an ongoing comment, the required interior side yards are 1.2 and 3.0 metres. For setbacks, I round to the specified decimal place in the Zoning By-law. Lot A shows side yard setbacks of 2.15 and 2.83 metres. By shifting the Lot A building 12 centimetres (2.03 and 2.95 metres, rounded to 2.0 and 3.0 metres), this would avoid a deviation from the Zoning By-law without impacting functionalities.

The side yard walkway is a concern for stormwater and landscaping, but other staff can speak to that.

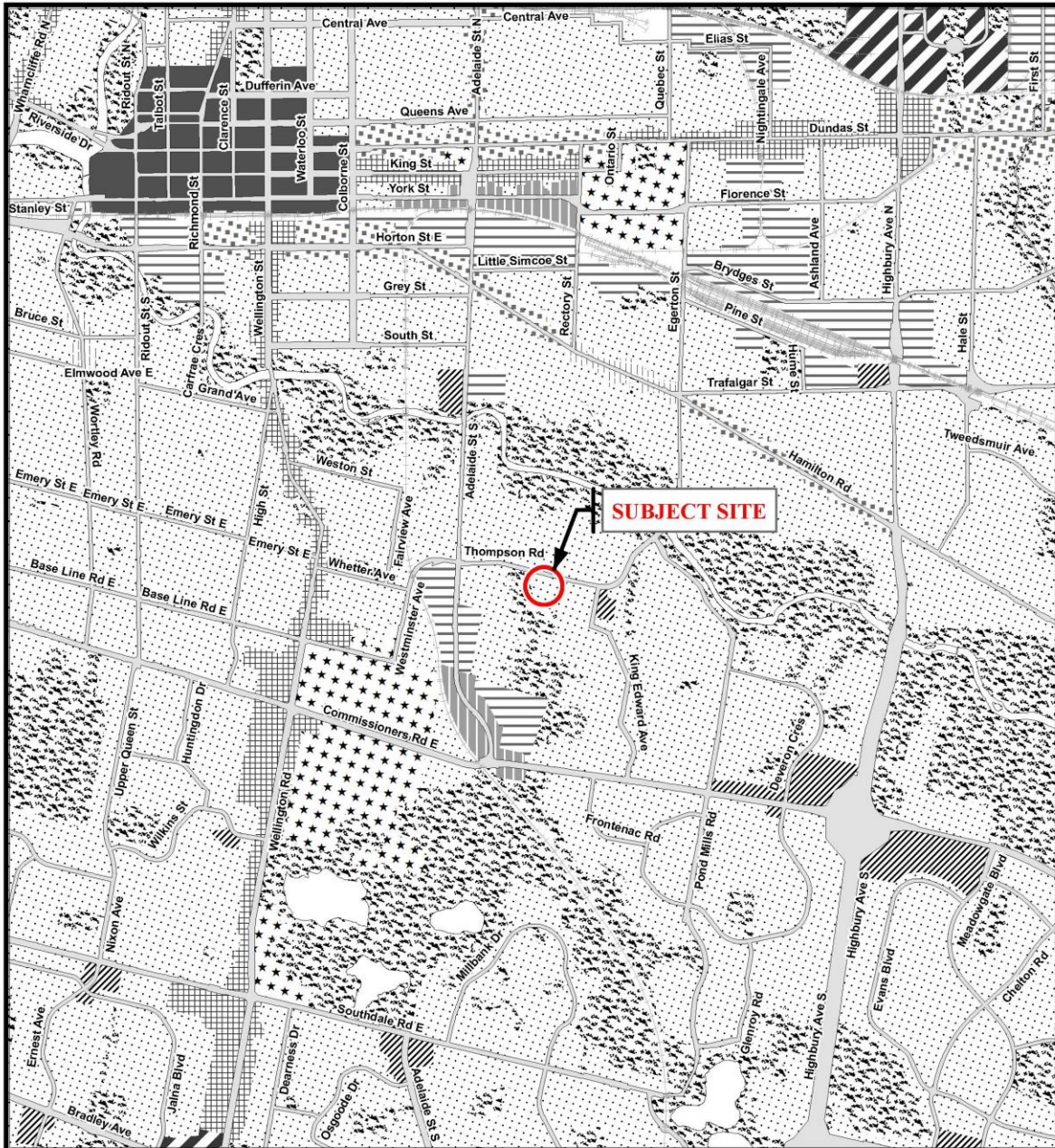
Besides the above, I am mostly satisfied. I'm unsure to what extent this can be ensured without Site Plan Control.

Engineering – April 5, 2023 (updated comments)

No further comment on this one. They showed the 6.0m access and correct road widening.

Appendix C – Relevant Background

Additional Maps

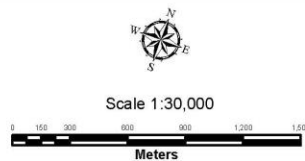


Legend

- | | | |
|------------------------|--------------------------|---|
| 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



File Number: Z-9579
Planner: CM
Technician: JI
Date: 2023/4/6



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-2

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9579 CM

MAP PREPARED:
2023/04/06 JI

1:1,200
0 5 10 20 30 40 Meters

Appendix D – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: Yes
Located within the Primary Transit Area: Yes
Net density change: 53.9 UPH per lot
Net change in affordable housing units: N/A

Complete Communities

New use added to the local community: Yes, triplex dwellings
Proximity to the nearest public open space: 32 metres (Glen Cairn Park – North)
Proximity to the nearest commercial area/use: 190 metres
Proximity to the nearest food store: 2.5 kilometres
Proximity to nearest primary school: Princess Elizabeth Public School, 350 metres
Proximity to nearest community/recreation amenity: Community Living London, 1.0 kilometre; Glen Cairn Community Resource Centre, 1.0 kilometre
Net change in functional on-site outdoor amenity areas: 63.4 square metres and 65 square metres provided

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 27 metres
Completes gaps in the public sidewalk network: No
Connection from the site to a public sidewalk: Yes
Connection from the site to a multi-use pathway: No
Site layout contributes to a walkable environment: Yes (i.e. buildings are easily accessible from the sidewalk; pedestrians do not have to walk through large expanses of surfaces parking to reach the building entrance(s), active ground floor uses)
Proximity to nearest dedicated cycling infrastructure: 5 metres
Secured bike parking spaces: 0 spaces
Secured bike parking ratio: N/A
New electric vehicles charging stations: 0
Vehicle parking ratio: 1 per unit

Environmental Impacts

Net change in permeable surfaces: 0.05701 ha
Net change in the number of trees: N/A
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: N/A
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): Yes

Construction

Existing structures on site: No
Existing structures repurposed/adaptively reused: N/A
Green building features: No
District energy system connection: No