

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Richfield Custom Homes (c/o Stantec Consulting Ltd.)
1484 Gore Road
File Number: Z-25002, Ward 1
Public Participation Meeting

Date: February 19, 2025

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Richfield Custom Homes (c/o Stantec Consulting Ltd.) relating to the property located at 1484 Gore Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting March 4, 2025 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone **TO** a Residential R5 Special Provision (R5-6()) Zone.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Planning Statement, 2024 (PPS)*;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies; and
- iii) The recommended amendment would permit residential intensification that is appropriate for the existing and planned context of the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6()) Zone. Requested special provisions include a minimum front yard setback of 3.0 metres, a minimum interior side yard setback of 5.5 metres, and a maximum height of 13.5 metres.

Purpose and the Effect of Recommended Action

The recommended action will permit a **24-unit** cluster townhouse development consisting of 8, 2 storey townhouse units and 16, 3.5 storey stacked townhouse units.

Staff are recommending approval of the requested Zoning By-law amendments.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description and Location

The subject site is located on the north side of Gore Road, west of the Monetebello Drive and Gore Road intersection, in the Hamilton Road Planning District. Gore Road is a two-lane road with a traffic volume of approximately 12,000 vehicles per day, and access to LTC transit routes with several bus stops within close proximity.

Site Statistics:

- Current Land Use: Single detached dwelling
- Frontage: 45.8 metres
- Area: 0.55 hectares
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Single detached dwellings
- East: Single detached dwellings
- West: Single detached dwellings
- South: Hydro One Corridor

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type along a Civic Boulevard
- Existing Special Policies: None
- Existing Zoning: Residential R1 (R1-6) Zone



Figure 1 - Streetview of the Subject Site



Figure 2 - Aerial Photo of Subject Site and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing a 24-unit cluster townhouse development consisting of 8, 2 storey townhouse units and 16, 3.5 storey stacked townhouse units. The proposed development includes the following features:

- Land use: Townhouses and stacked townhouses
- Form: Cluster
- Residential units: 24
- Density: 44 units per hectare
- Building coverage: 24.1%
- Parking spaces: 25 surface parking spaces
- Landscape open space: 41.6%

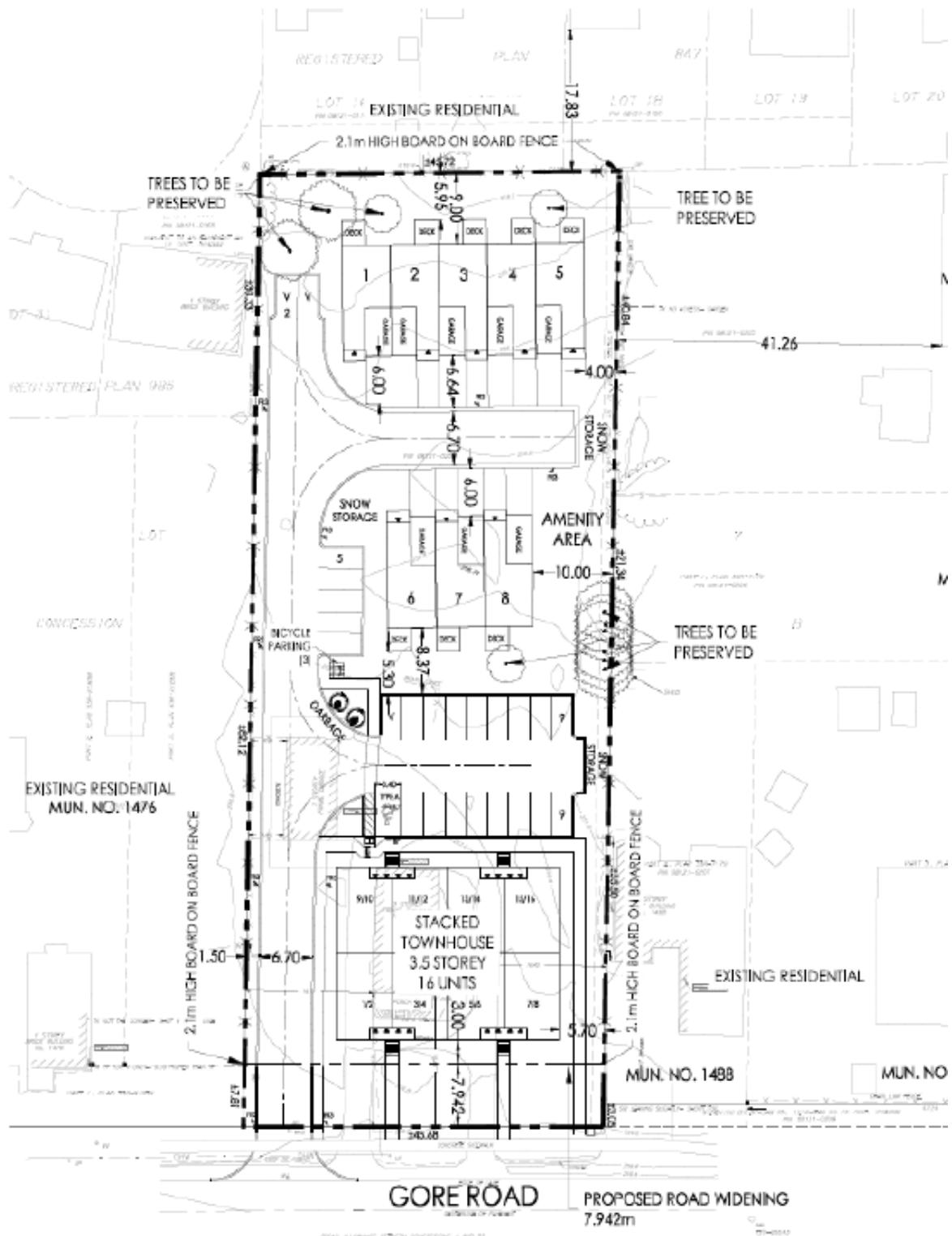


Figure 3 - Conceptual Site Plan



Figure 4 – Front Elevation of Proposed Townhouses



Figure 5 – Front Elevation of Proposed Stacked Townhouses

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6()) Zone with special provisions to implement the proposed use.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff:

Regulation (R5-6)	Required	Proposed
Front Yard Setback (minimum)	8.0 metres	3.0 metres
Interior Side Yard Setback (minimum)	6.5 metres – Stacked Townhouses	5.5 metres – Stacked Townhouses
Height (maximum)	12.0 metres	13.5 metres
Units along Gore Road	To foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties, staff are recommending a special provision that the front façade and principal entrances of the units along Gore Road be oriented to the street.	

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application; however, no major concerns were identified by staff.

Detailed internal and agency comments are included in Appendix “B” of this report.

2.4 Public Engagement

On December 18, 2024, Notice of Application was delivered to 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 December 18, 2024. A “Planning Application” sign was also placed on the site. Additionally, the applicant held a Community Information Meeting on August 27, 2024.

Six responses have been received to date, one that includes a community survey. Concerns include environmental impact, density, schools, privacy, character of neighbourhood, noise, parking, drainage, precedent, traffic and trees.

Detailed public comments are included in Appendix “C” of this report.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The subject lands are in the Neighbourhoods Place Type of the London Plan fronting on a Civic Boulevard in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Table 10 – Range of Permitted Uses provides the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type by street classification (TLP 921_). At this location, Table 10 permits a range of low-to-medium density residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, stacked townhouses, fourplexes, and low-rise apartment buildings. Staff are satisfied the proposed use is in conformity with the policies of the Neighbourhoods Place Type of The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS 2024 that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (PPS 2.2.1.2), compact form (PPS 2.4.1.3.c), and an appropriate mix of housing options and densities (PPS 2.3.1.3). The proposed intensity conforms with Table 11 – Range of Permitted Heights in Neighbourhoods Place Type, which contemplates a minimum height of 2-storeys (8 metres), a standard maximum height of 4-storeys, and an upper maximum height of 6-storeys for properties fronting on a Civic Boulevard. As a maximum height of 3.5-storeys is proposed for the stacked townhouse building and 2-storeys for the townhouses, the recommended amendment is in conformity with The London Plan.

Additionally, servicing is available for the proposed number of units and no concerns were raised by City staff and agencies regarding traffic, noise, parking or other negative impacts.

4.3 Form

Within the Neighbourhoods Place Type, and in accordance with the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (TLP 953_2, a. to f.).

All planning and development applications will conform with the City Design policies of The London Plan (TLP 194_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (TLP 252_ and 255_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP 256_ & 269_).

The built form consists of a residential stacked townhouse building oriented towards Gore Road with parking directly behind, and townhouses in the middle and at the rear of the site. As proposed, the built form directs the height and intensity towards the higher order street with appropriate buffering and setbacks towards the existing surrounding residential uses (TLP 918_13 and 953_2). The proposed built form and massing have consideration for the adjacent low density residential uses and is appropriate within the context of the surrounding neighbourhood (TLP 953_2).

Access to the site is proposed from Gore Road, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). As proposed, the parking is to be visually screened by the stacked townhouse building from Gore Road encouraging a pedestrian oriented streetscape (TLP 936_4).

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of London residents (TLP 937_). Specifically, facilitating a development that supports aging in place, affordability, and the effective use of land in neighbourhoods (TLP 193_7).

4.4 Zoning Provisions

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and are recommended by staff.

Front Yard Depth – The applicant is requesting a special provision to permit a front yard depth of 3.0 metres. The reduced setback is supported by the policies of The London Plan, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (TLP 259_). Staff are supportive of the reduced setback as one of the proposed buildings will create a human-scale relationship with the public realm that is comfortable for pedestrians.

Interior Side Yard Depth for Stacked Townhouses – The applicant is requesting a special provision to permit an east interior side yard depth of 5.5 metres for the stacked townhouse building. The requested east interior side yard depth for the stacked townhouse building provides a total building separation of 6.5 metres to the existing residential building on the adjacent property. Staff are supportive of the reduced setback, as the development maintains appropriate spacing between buildings to allow for sunlight, landscape buffering, and fencing.

Height – The applicant has requested a maximum building height of 13.5 metres. Staff are satisfied the increased height is appropriate for the subject site given the street classification and height permissions in Table 11 of The London Plan, which allows for a standard maximum height of 4-storeys and an upper maximum height of 6-storeys. The site is located in proximity to other similar building heights across Gore Road to the southeast, therefore the proposed height aligns with existing context of the surrounding area.

Orientation to Gore Road – To foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties, staff are recommending a special provision requiring the front façade and principal entrances of the units along Gore Road be oriented to the street.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and will permit the development of a 24-unit cluster townhouse development.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Catherine Maton, MCIP, RPP
Manager, Planning Implementation

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

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

Copy:

Britt O'Hagan, Manager, Current Development

Mike Corby, Manager, Site Plans

Brent Lambert, Manager, Development Engineering

Appendix A – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2025

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1484
Gore Road

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 1484 Gore Road as shown on the attached map **FROM** Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6()) Zone.
2. Section Number 9.4 of the Residential R5-6 Zone is amended by adding the following Special Provisions:

R5-6() 1484 Gore Road
 - a. Regulations
 - i) Front Yard Depth (Minimum) – 3.0 metres
 - ii) Interior Side Yard Depth (Minimum) – 5.5 metres for stacked townhouse dwellings
 - iii) Height (Maximum) – 13.5 metres
 - iv) The front façade and principal entrances of the units along Gore Road shall be oriented to the street.
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

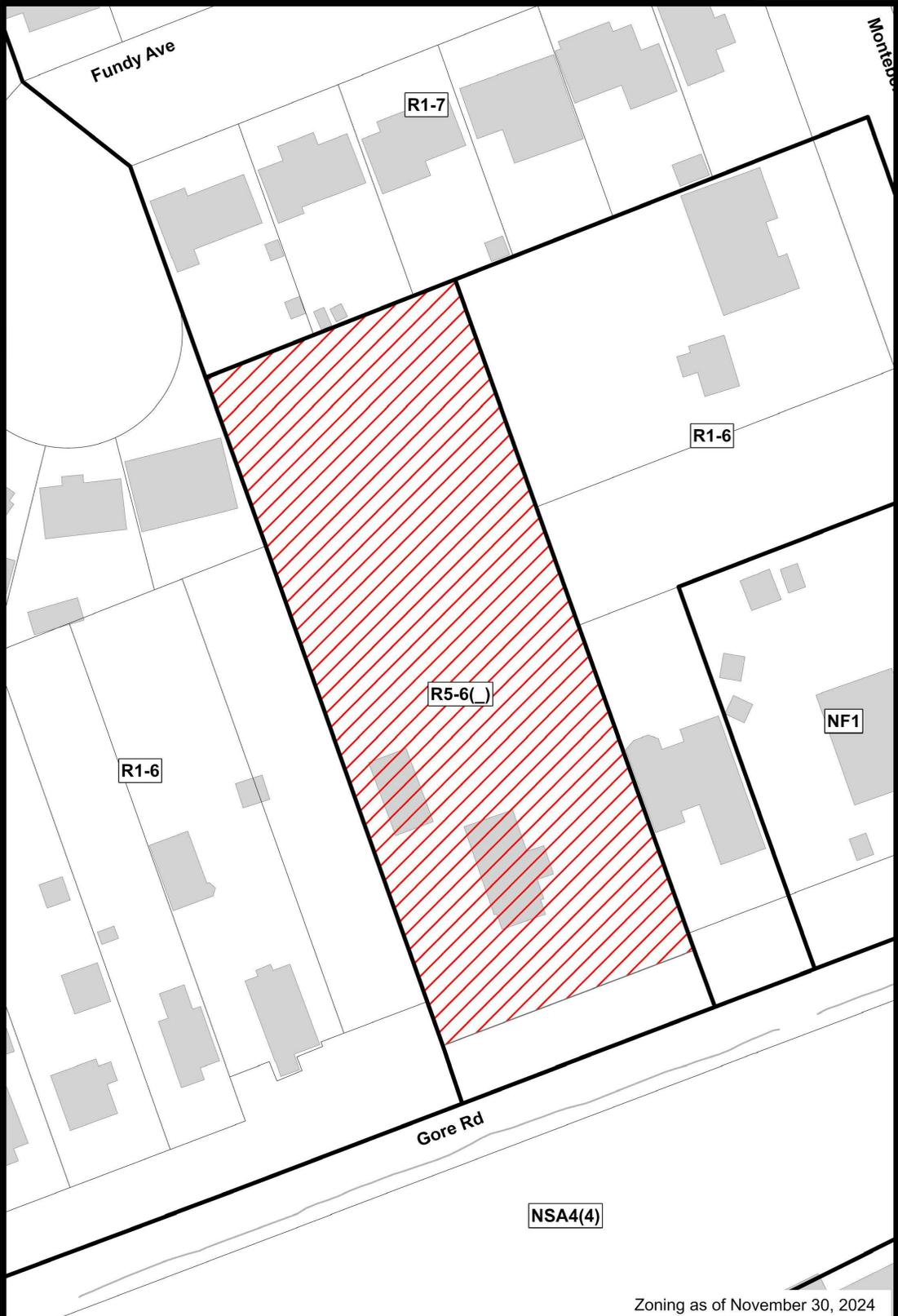
PASSED in Open Council on March 4, 2025, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – March 4, 2025
Second Reading – March 4, 2025
Third Reading – March 4, 2025

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



Zoning as of November 30, 2024

<p>File Number: Z-25002 Planner: AR Date Prepared: 2024/12/18 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:800</p> <p>0  25</p> 
---	---

Appendix B – Internal and Agency Comments

Upper Thames River Conservation Authority – December 23, 2024

The lands at 55 1484 Gore Road, London are not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections to this application and we have no Section 28 approval requirements.

Exxon Mobil – December 23, 2024

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Parks – December 23, 2024

Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Urban Design – January 2, 2025

This site is located within the Neighbourhoods Place Type in The London Plan [TLP], along a Civic Boulevard which contemplates the proposed use and form. Urban Design is generally supportive of the proposed townhouse development and recommends the following comments be addressed:

Matters for ZBA:

- The applicant is acknowledged for proposing a form that is more compatible with the policy framework and surrounding neighbourhood than the previously proposed low-rise apartment buildings.
- Urban Design recommends the following Special Provisions be incorporated into the proposed R5-6 Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - The front façade and principal entrances of the units along Gore Road shall be oriented to the street.
 - Urban Design is supportive of the other Special Provisions proposed by the applicant.

Matters to be Addressed at Site Plan:

- The applicant is acknowledged for proposing a site layout and building design which incorporates the following:
 - Built form located close to the public street frontage.
 - Individual unit entrances facing toward Gore Road with walkway accesses to the public sidewalk.
 - Preservation and incorporation of existing mature trees.
 - Parking located behind the proposed building, out of view from the public street.
- Consider increasing the height of the proposed stacked townhouse block to 4 storeys to avoid below-grade units/floors and sunken amenity spaces adjacent to Gore Road. If the sunken units/floors are to remain, ensure enhanced all-season landscaping is provided to screen the amenity spaces of these units from the street.
- Ensure the Gore Road-facing façade (south elevation) of the proposed stacked townhouse block includes pedestrian-oriented design elements, such as a high degree of transparent glazing, porches/canopies, landscaping, human-scale lighting, etc. to foster a safe, comfortable, and active public realm [TLP Policy 286, 291].

- Provide direct and safe access to the public sidewalk by extending walkways to address any missing connections or gaps in the pedestrian network, particularly for the two internal townhouse blocks (Units 1-8), and by delineating pathways that cross drive aisles (e.g. inset concrete, painted lines) [TLP Policy 255, 268].
- Consider reducing the number of parking spaces closer to the minimum required under the Zoning By-law to allow for a larger common outdoor amenity space [TLP Policy 270, 295].
- Include increased transparent glazing on side elevations of units flanking amenity spaces and drive aisles to allow for passive surveillance into common areas to reduce potential Crime Prevention Through Environmental Design (CPTED) concerns.
- Include weather protection (a canopy or awning) above unit entrances to provide safe and comfortable access for pedestrians [TLP Policy 286].
- Consider pairing garages and driveways for the townhouse units to maximize landscaped areas and to allow space for additional tree planting [TLP Policy 222A].
- Design the townhouse units to include garages recessed behind the front entrances to enhance walkability and foster a pedestrian-friendly streetscape [TLP Policy 222A, 260].
- Consider incorporating a mix of complimentary architectural styles, materials and colours in the design of individual townhouse units to assist with wayfinding, break-up the massing and to add interest to the overall building design [TLP Policy 301].
- Ensure any above-ground or building-mounted mechanical equipment (e.g., utility boxes, air conditioners, transformers, gas meters) is located away from the public street frontage, screened from view, and/or incorporated into the overall building design to reduce its visual impact on the public realm [TLP Policy 231, 232].
- Provide a full set of dimensioned and labelled elevations for all sides of all proposed buildings, as well as a fully labelled and dimensioned site plan. Further comments may follow upon receipt of the updated drawings.
 - Ensure any grading considerations (e.g., retaining walls, split levels) as well as any proposed fencing between the building and the public street is accurately shown on the elevations.

Site Plan – January 6, 2025

1. Major Issues

- None.

2. Matters for OPA/ZBA

- Barrier-free parking is required where standard vehicle parking is provided. Based on 30 parking spaces, a minimum of 2 barrier-free stalls are required (1 type A and 1 type B spaces).

3. Matters for Site Plan

- Provide dimensions of all encroachments (balconies, terraces & decks) to confirm compliance with the Zoning By-law.
- Provide Visitor Parking at a rate of 1 space per 10 residential units. Based on the provided unit count, 3 visitor parking spaces will be required.
- Show the location of the fire route sign(s) on the site plan. Ensure the fire route signs are at a maximum of 30 metres in separation on both sides of the fire route. (Site Plan Control By-law, Section 6.7.7).

- Show the location of the accessible parking sign(s) on the site plan.
- Provide dimensions for parking to ensure compliance with the Zoning By-law.

4. Complete Application Requirements

- None.

Heritage – January 6, 2025

Heritage staff have received and reviewed the following Stage 1-2 Archaeological Assessment associated with Z-25002:

- Stantec, *Stage 1-2 Archaeological Assessment: 1484 Gore Road, October 29, 2024 (P256-0818-2024)*.

In addition staff has received the Ministry of Citizenship and Multiculturalism (MCM) compliance letter indicating this report has been accepted into the Ontario Public Register of Archaeological Reports.

The archaeological requirements for Z-25002 have been satisfied.

Landscape Architect – January 7, 2025

1. Major Issues

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

2. Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

3. Matters for Site Plan

- Trees along the west property line must be inventoried with total station survey. GPS errors caused by overhead canopy are not acceptable to determine ownership. Fences cannot be used to accurately determine ownership. Boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. If the trees are determined to be boundary trees, consent to injure or remove from neighbour/co-owner is a requirement of Site Plan. If consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh. "Critical Root Zone" means the area of land within a radius of ten (10) cm from the trunk of a tree for every one (1) cm of trunk diameter
- 1064cm dbh proposed for removal. In accordance with London Plan Policy 399, 106 replacement trees to be recommendation to Site Plan Review. Trees required as part of the planning application process may be counted as replacement trees.

Ecology – January 7, 2025

No comments or concerns

Engineering – January 13, 2025

Engineering has **no objection to this Rezoning**. The necessary servicing requirements to service this site will be implemented as part of a forthcoming SPA and development agreement. However, we would like to note the following:

FYI- The consultant should be aware the ongoing design for Gore Road & Hamilton Road Intersection Improvements project which includes storm sewer extension on Gore Road with storm PDC stub toward the subject site. It is recommended the consultant to coordinate design and construction with the project manager to create synergy for the proposed work. If the proponent was to take advantage of future proposed storm servicing, the allowable release rates for the site would be determined per the proposed design.

Matters for Site Plan:

Sanitary

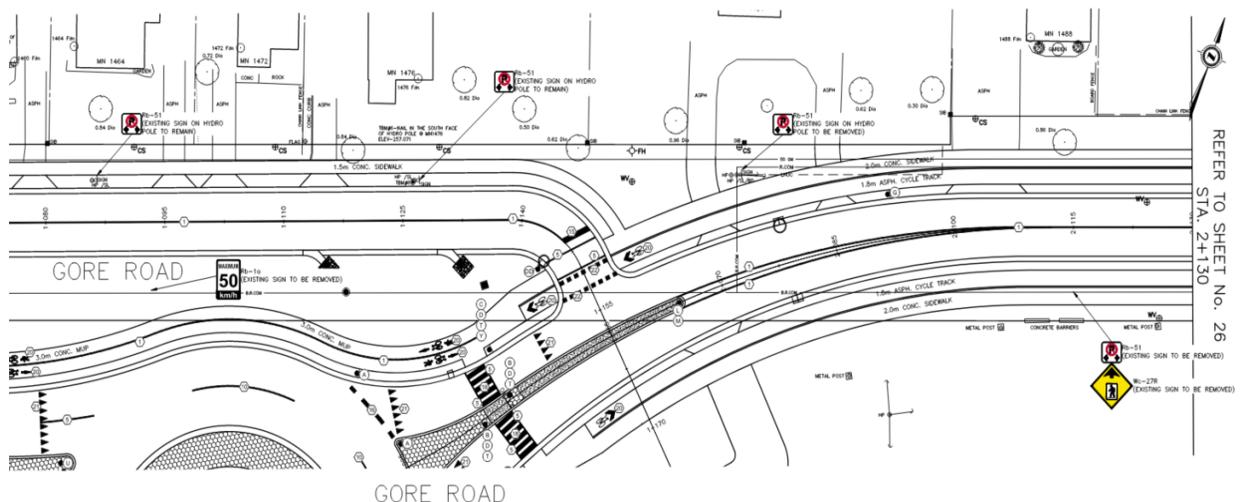
- The existing 4" sanitary PDC is undersized to service the proposed MD development. A new sanitary PDC appropriately sized by the DSRM is to be provided to the fronting sanitary sewer as part of the Site Plan Application.
- Fyi- the Applicant should be aware of a 2026 roundabout infrastructure project slated for Gore / Hamilton intersection. MTE is the City's Consultant on this project.

Water

- Water is available to the subject site via the municipal 300mm CI watermain on Gore Road.
- As the proposal includes the demolition of the existing structure, confirmation will be required that the existing water service to the structure has been decommissioned to City Standards (cut and capped at the main), at the Owner's expense.
 - The Owner's Engineer shall ensure that the decommissioned water service is noted on the civil drawings for the development.
- A water servicing report will be required addressing domestic water demands, water quality, fire flows and resulting pressures.
- The site is in the City's low-level service area, which has a hydraulic grade line of 301.8m.
- Water servicing to the site will be to City Standard 7.9.4.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application.

Transportation

- Original road widening (7.942m) comment from transportation was addressed.
- Entrance location, curb/radii design will have to be reviewed. An EA was completed for Hamilton/Gore Rd and there was a 50% submission completed recently. The entranceway for this location may conflict with movements for the roundabout.
- Screenshot below displays the roundabout and proximity to 1484 Gore Rd. Can the consultant for the developer review and determine all possibilities and needs to stay compliant with standards. They will be required to coordinate with MTE.



Appendix C – Public Comments

Public Comment #1 – January 10, 2025

I'm just looking for more information about the proposed road widening out front of 1484 Gore road. The plan says proposed road widening 7.942M .How far down the street might be widened? Is it just in front of 1484?

Thanks
Stefan Zarski

Public Comment #2 – January 14, 2025

Good morning - As a long standing Fairmont resident I wanted to write and state my opposition to the proposed zoning bylaw amendment and subsequent building plane at 1484 Gore Rd, London.

This area of Gore Rd already sees a significant amount of road traffic and congestion and increased building at this location will only contribute further to this problem. I am aware there is a proposed round-about being constructed at Gore/Hamilton Rd in the next few years but this comes with another would host of problems as that development impacts the area and the low of traffic.

Additionally, the lot in question is home to many mature trees that need to be removed to accommodate the build which impacts the Forest City as we face reduction in the tree canopy throughout the city already.

Neighbours of this mature subdivision will also be impacted by the construction of homes literally abutting their properties, many of whom have resided in the area 30+ years.

Thank you for your consideration and opportunity to state our concerns ahead of council meeting.

Regards,
Melissa Bakker

Public Comment #3 – January 19, 2025

Please accept the following comments with respect to the proposed Planning Application:

- The number of units in the proposed plan is far too dense for the amount of land available. This impacts everything from noise to parking and privacy.
- The 4m distance between the two (2) story townhomes and our properties is not sufficient when taking into account the number of proposed units.
- There will be no privacy between our properties and the two rows of 2 story townhomes being built. In addition to the (now-amended) 7-foot fence, the plan should include a tree-line (of mature trees, not saplings) extending the perimeter of the proposed build. This would assist to integrate the new development from a nature-esthetic perspective - as this is a mature tree-lined established neighbourhood.
- The two-story town homes at the middle and back of the proposed plan are completely out of character with the rest of the neighbourhood. All of the homes in this area are single detached bungalows. Eight (8) two-story homes - complete with decks - would look like eyesores in this area and stare directly down into the backyards and homes of the abutting bungalows. One of the draws of this neighbourhood is that all the homes are consistent (i.e. bungalows, or 1.5 stories), ensuring a visually welcoming sight. These proposed buildings will quite literally tower over the surrounding homes. One of the selling points of London is that we are not Toronto - we do not support the tearing down of modest family homes in established neighbourhoods to build tall and narrow homes that stand out, nor do we try to cram as many units in an area as we can. We appreciate our space. While we understand the developer would make less money, it would be far more palatable if the town homes were bungalows; moreover, it would keep with the character of the neighbourhood. (Additionally, for any comments

regarding the current housing-crisis in London, this proposed development is not going to assist first-time home buyers, nor those seeking affordable housing.)

- The four-story stacked units are just atrocious and will be complete eye-sores. Again, there is clearly a lack of regard for the character of this area. The only place there are any type of similar units are the apartment buildings further down Gore Road - and those are off on their own (i.e. they only abut *one* single family home, but the impact is marginal as these units are set back to the end of the homeowner's propertyline). These units should be 2 stories at most to keep in line with the area.
- This is a quiet area - you can actually hear nature when you step outside. Adding anywhere between 50-100 people in a space the size of 2-3 single home lots will contribute immensely to noise pollution.
- There are not enough parking spaces to accommodate the number of units. While we can appreciate that the City's by-laws only require 0.5 spaces per unit, the vast majority of homeowners in this city have at least 2 cars per household. This is especially true as London is not a transit friendly city; anyone who lives here knows that you need a car. The stacked units facing Gore Road are 2 bedrooms and many of us who have lived in the area as of late, are acutely aware that there are an increasingly high number of post-secondary students renting properties. There will be more cars than parking spots. There aren't even any "visitor" spots allocated. Where will the overflow of cars go? It is not practical, nor is it reasonable for the only recourse to be contacting the By-Law Department when parking inevitably flows over to the neighbourhood, as suggested by the developer.

Kind regards,
Maria & Tony Michienzi

Public Comment #4 – January 20, 2025

Dear Ms. Riley,

I am writing to submit the attached **Community Survey Report** as our **official comments** regarding the proposed Zoning By-law Amendment (File: Z-25002) for 1484 Gore Rd. This submission reflects the collective feedback of residents from the Fairmount/Tweedsmuir neighbourhood and is intended for consideration at the upcoming public meeting on **February 19, 2025, at 1:00 PM**.

The report consolidates input from over 80 residents and highlights significant concerns about the proposed development, including:

- The excessive density of the project.
- Environmental impacts, including the loss of mature trees and wildlife habitats.
- Increased traffic congestion and safety risks.
- The lack of adequate community resources, such as grocery stores, childcare facilities, and recreational spaces, to support both current and future residents.

In addition, the report offers recommendations for alternative solutions and emphasizes the community's willingness to support thoughtful, lower-density development that aligns with the character of the neighborhood.

Please confirm receipt of this email and let me know if there are any further steps required to ensure these comments are reviewed as part of the council's deliberations. Thank you for your time and attention.

Best regards,
Karyn Bailey

Proposed Zoning By-law Amendment & Development at 1484 Gore Rd.:

Community Survey Report

Overview

This report outlines the findings of a survey conducted among residents of the Fairmount/Tweedsmuir neighborhood to gather feedback on the proposed zoning change for 1484 Gore Rd. The proposal involves changing the zoning from R1 (Single-Family Home) to R5-6 (Multi-unit/Stacked Townhouses) to develop 24 units by Richfield Custom Homes. The goal of this report is to present community concerns and opposition to the proposed development.

Zoning By-law Amendment & Development Proposal Details

The proposed development at 1484 Gore Rd., presented by Richfield Custom Homes, includes the following key features:

1. Planned Housing Units:

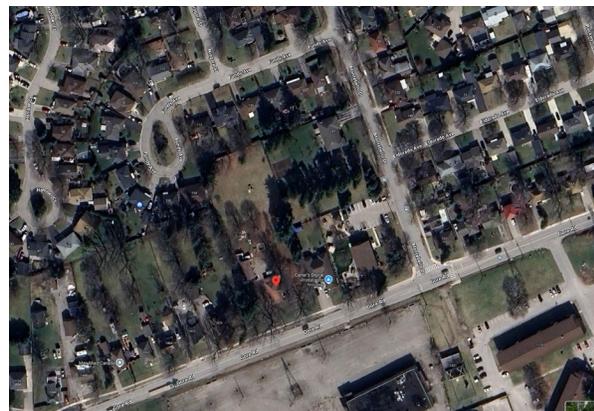
- **8 two-story townhouses** located at the back of the property, each with parking for 2 vehicles.
- **16 stacked townhouses (2.5 stories)** fronting Gore Rd., with shared parking for 20 vehicles.
-

2. Environmental Impact:

- The development requires **clear-cutting the entire property**, resulting in the loss of mature trees that contribute to the neighborhood's natural beauty.
- Plans include the installation of **6-foot privacy fences** along property boundaries and planting **new shrubbery and trees** to replace the existing vegetation.
-

3. Infrastructure Changes:

- The project will involve **sewer and road work**, which is expected to disrupt traffic on Gore Rd. during construction.



Survey Details

Survey Objective: To collect resident feedback on key aspects of the proposed development.

Survey Period: Responses were collected between **August 28, 2024, and January 7, 2025.**

Survey Methodology: Responses were gathered anonymously through the Fairmount/Tweedsmuir neighborhood Facebook group.

Total Responses Received: **82 responses** were submitted during the survey period.

Survey Participants: Residents of the Fairmount/Tweedsmuir neighborhood.

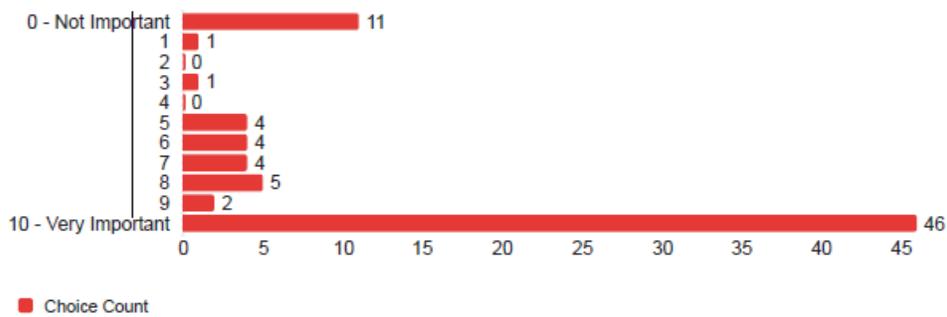
Key Concerns & Feedback

Importance of Concerns (1 = Not Important, 10 = Very Important)

The survey asked respondents to rate their concerns on a scale of 1 to 10. Below are the average ratings and corresponding comments:

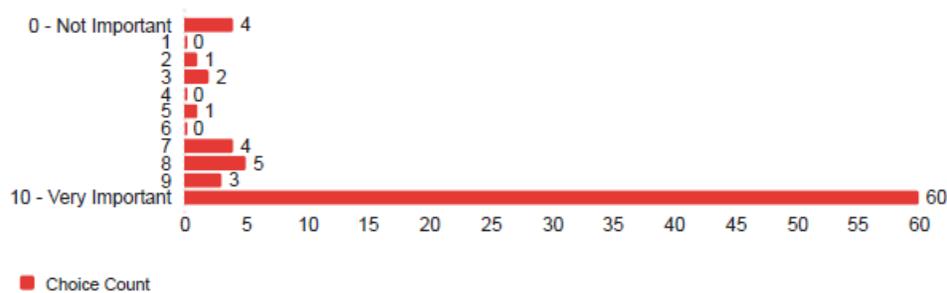
Density of Development (24 units on this property):

Density of Development (24 units on this property):



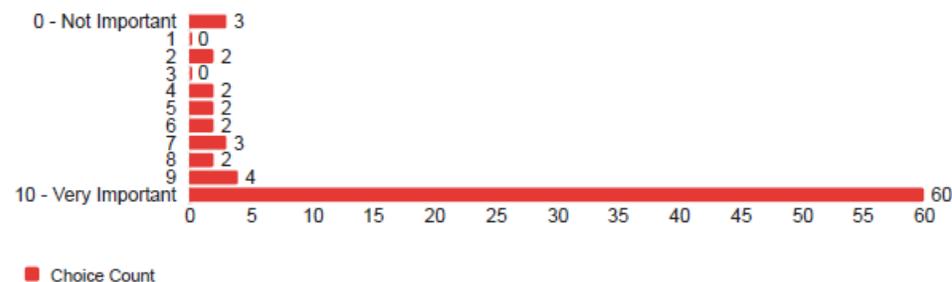
Key Comments: Many residents feel that 24 units are too dense for the lot size, leading to overcrowding and incompatibility with the neighborhood's character. However, the survey indicates that respondents may be open to lower-density redevelopment of the lot.

Preservation of Existing Mature Trees:



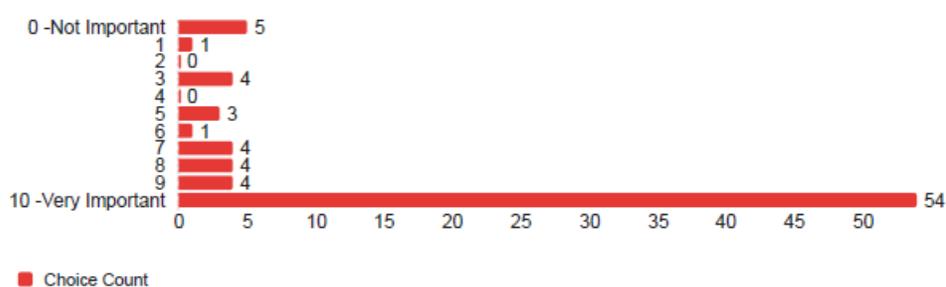
Key Comments: Concern about the environmental impact and the loss of mature trees and the tree canopy, which are integral to the neighborhood's character. As part of the "Forest City," these trees—older than the subdivision itself—cannot simply be replaced. The property also serves as a habitat for a wide variety of wildlife, including hawks, woodpeckers, and other species, whose homes will be displaced by the development.

Impact on Traffic:



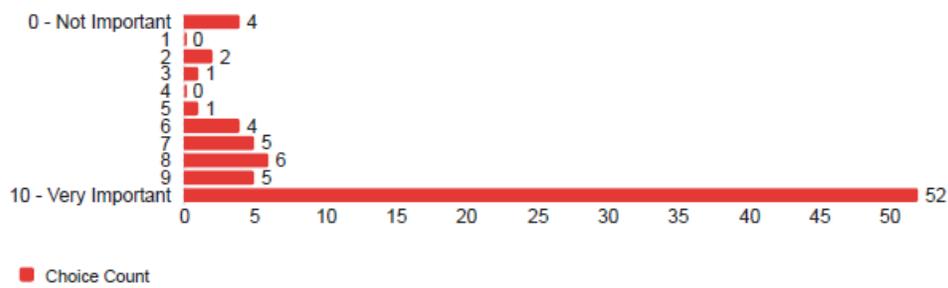
Key Comments: Traffic is already a severe issue on Gore Rd. and the surrounding neighborhood, with concerns about the subdivision being used as a cut-through. Respondents worry that this development will exacerbate these issues. Additionally, there are concerns about how traffic will flow with pending changes to the Hamilton Rd./Gore Rd. intersection.

School Zoning and Overcrowding:



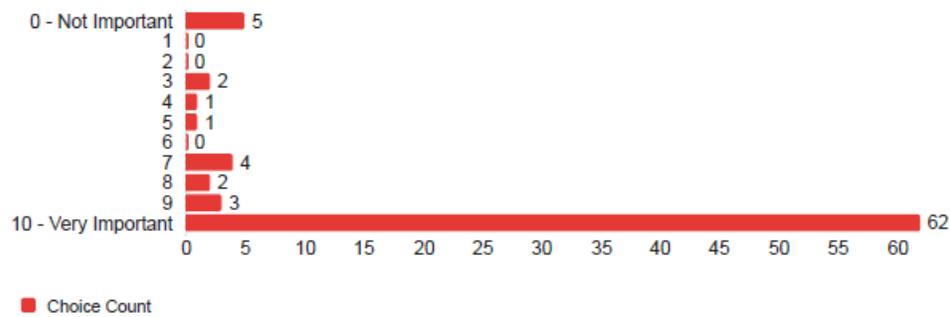
Key Comments: Local schools are already at capacity. Additional families moving into the development could strain the educational system further.

Privacy of Surrounding Lots:



Key Comments: Concerns were raised about reduced privacy, especially for properties on Fundy Ave. due to the height and proximity of stacked townhouses.

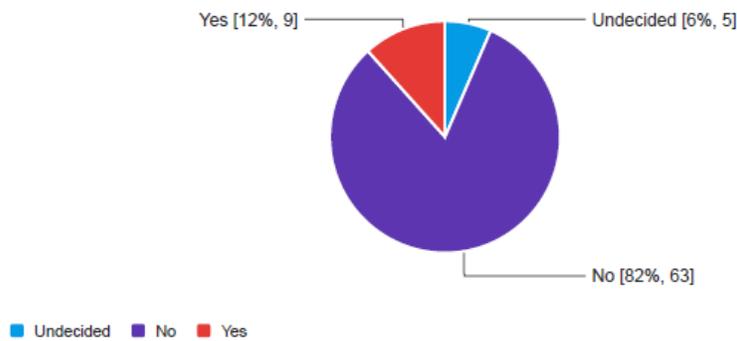
Impact on the Character of the Neighborhood:



Key Comments: Residents emphasized that the proposed development does not align with the neighborhood’s aesthetic and single-family residential character.

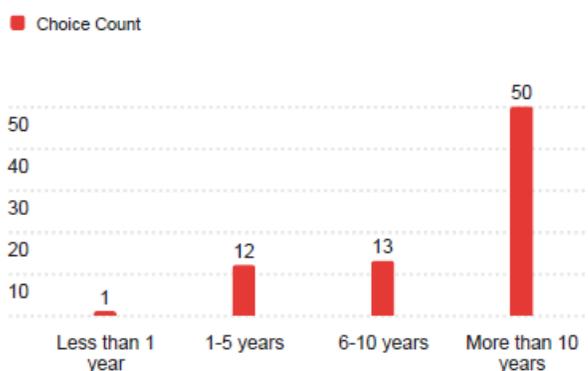
Support for Zoning Change

The overwhelming majority of respondents oppose the zoning change, citing reasons such as incompatibility with the existing neighborhood, environmental concerns, and traffic issues.

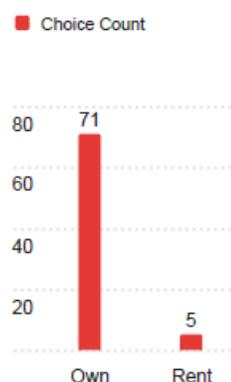


Demographics of Respondents

Length of Time in Neighborhood:



Homeownership:



Recommendations for Alternate Solutions

Based on the survey responses, the following actions are recommended:

- **Rejection of the Zoning Change:** Given the overwhelming opposition, the proposal for a zoning change should be reconsidered.
- **Community-Centered Development:** Any future proposals should align with the character of the neighborhood and address key concerns such as density, traffic, and environmental impact.
- **Engagement with Residents:** Developers should consult with residents early in the planning process to ensure community needs are met.
- **Use of Existing Vacant Lots:** Consider developing the vacant lot at Gore Rd. and Hamilton Rd., which is less disruptive to current residents and better suited for higher-density projects.
- **Lower-Density Redevelopment:** Propose a plan with fewer units that integrates with the existing character of the neighborhood, such as detached or semi-detached homes.
- **Enhanced Landscaping Commitments:** Preserve a portion of mature trees on-site and include a detailed landscaping plan to mitigate environmental and aesthetic impacts.
- **Traffic Management Measures:** Work with city planners to address current traffic issues and evaluate how the development's traffic will be managed.
- **Improvement of Community Resources:** Address the lack of essential services by investing in community* infrastructure before approving additional developments. This includes considering the construction of parks, splash pads, or recreational facilities and attracting grocery and childcare services to the area.

Call to Action

We urge the city council to reject the proposed zoning change and protect the Fairmount/Tweedsmuir neighborhood. Instead, we encourage community-driven and sustainable planning that prioritizes:

- Preserving the existing natural environment.
- Addressing traffic and infrastructure concerns.
- Proposing development alternatives that align with the neighborhood's character.
- Investing in critical community resources to better serve existing and future residents.

Appendices

Detailed Respondent Comments:

Please provide any additional comments or concerns regarding the proposed development at 1484 Gore Rd:

I think this is a great proposal. The community needs diversity of housing and with these units having access via Gore the traffic impacts to the Fairmont neighbourhood are negligible.

Awful

No concerns but we need to make sure the neighbourhood also increases in value.

Do not want to overcrowd our neighborhood and schools with multi unit apartments That area is already very crowded and that intersection does not need anymore confusion This is a perfect location to add housing. The area needs a new look and there is currently no real loss of trees or obstructions to the current homeowners. Easy access to both Hamilton and Gore Road for parking lots entrances. It would be nice if the developers made some nice common spaces, and landscape is incorporated into the final design of this project

This intersection and school zone is already overwhelmed by population, and this is resulting in the neighbourhood becoming more dangerous and crime increasing.

Development and overpopulation in London is ruining the city that was once green. It is heartbreaking.

One floor condos would be fine. However, we already have the gore ham walk ups. We don't need more of that type of building. Trees should be preserved at all Costs I feel that it's irresponsible to put that much housing in such a small area. Also, it does it is not conducive with the area and will cause congestion in the area roads. This is NOT what Fairmont Subdivision needs or wants.

Privacy of surrounding homes especially on Fundy Ave will be compromised not to mention traffic issues and overloading the utilities such as hydro and sewer. The fact that such mature trees will be removed will most definitely impact wildlife and birds which add to the ambience of the neighborhood find it truly unbelievable that one single family home can be sold to accommodate so many townhomes!!Why not use the abandoned lot at Gore Rd and Hamilton Rd for this project. This would certainly get approval from everyone in the neighborhood!

Move it across the street to the vacant lot instead of someone's backyard. We need something done for the traffic concerns not more housing there

Public Comment #5 – January 20, 2025

Good morning Alanna, hope you had a great weekend. The first "detailed comment" is mine. Hopefully this gets approved. I think it's a good project.
Alex

Public Comment #6 – January 20, 2025

Hello Alanna & Councillor Hadleigh,

I am writing to provide comment on the zoning by-law amendment proposed at 1484 Gore Road.

I think that overall, the proposed density is a little high but more importantly, that parts of this development do not represent the neighbourhood that it is going to a part of. I have no objection to the stacked towns facing Gore, or the mid-parcel two storey towns, as those make sense. However, the 2 storey towns that back on to the lots on Fundy Ave do not fit with the character of the neighbourhood. There are only a handful of 2 storey homes in the Fairmont subdivision.

My concern with those 2 storey houses along the rear lot line of the property is that the setback is very minimal. The lots on Fundy are much lower than the lots on Gore (4-5 feet from rear lot line to house), so having the proposed 2 storey houses tight to the lot line would end up feeling as though they are towering over the rear lots on Fundy, and would also lead to excessive shadowing and elimination of privacy on the currently incredibly private lots. This grade change greatly exacerbates the impact of the proposed 2 storey homes for all of the rear yards on Fundy that this development backs on to.

I am supportive of the development, with the exception to the rear lot units, which should either have a much larger setback or be single storey like the rest of the houses in the neighbourhood they will be nearest to. Larger setbacks would also permit the retention of the mature trees which provide ample screening and are only 12-15' off the fence line currently.

In addition, 154 Fundy would effectively have a parking spot only a few feet away from their master bedroom, which does not seem right. I feel horribly that my neighbour could soon have this scenario become a reality.

Thank you for receiving this comment.
Kyle Fairhurst

Appendix D – Relevant Background

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



NSA4(4)
Zoning as of November 30, 2024



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

1) LEGEND FOR ZONING BY-LAW Z-1

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK 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-25002

AR

MAP PREPARED:

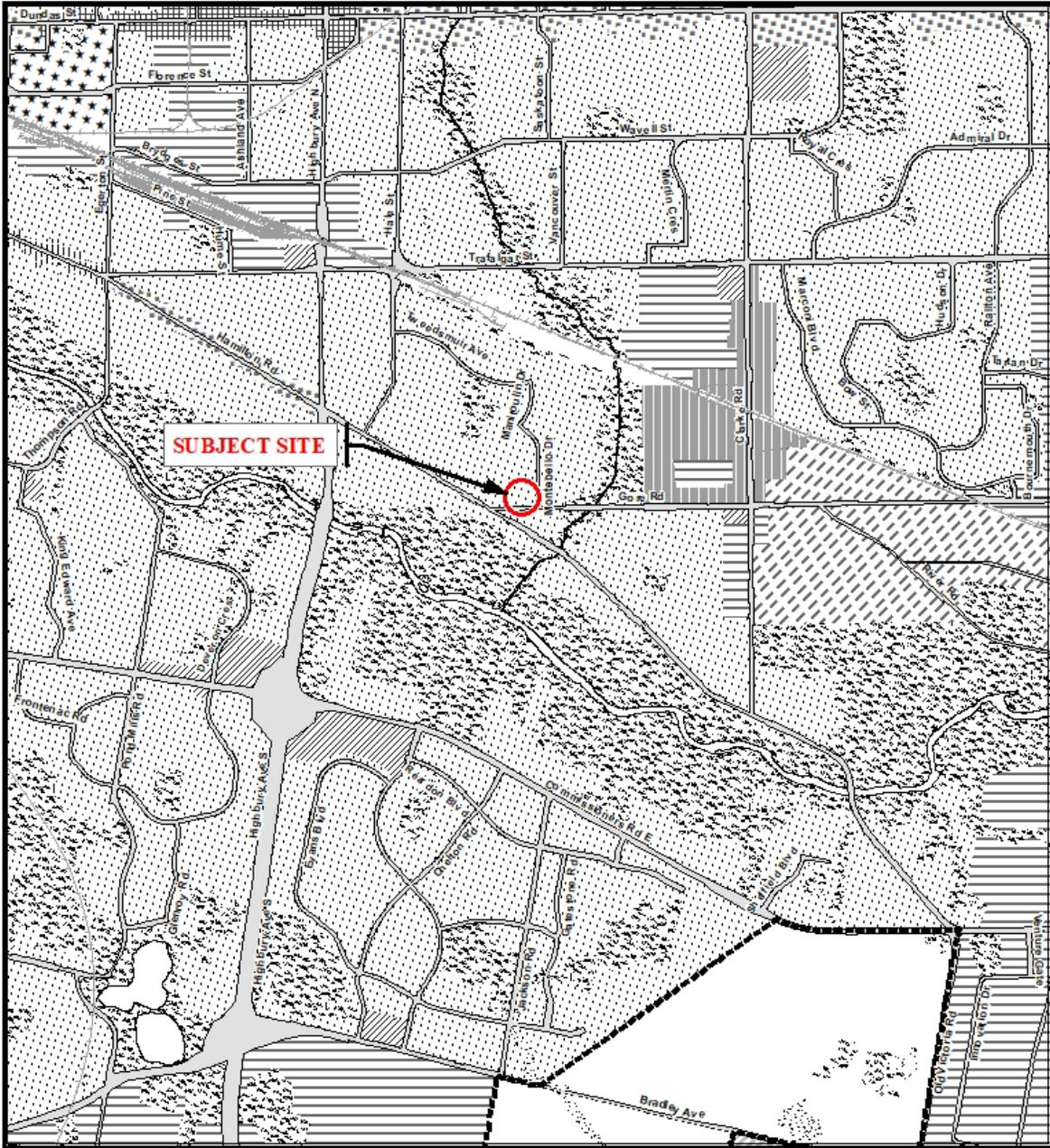
2024/12/18

JL

1:1,000

04.75 19 28.5 38

Meters

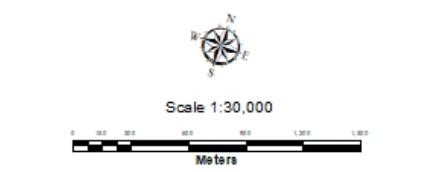


Legend

- | | | |
|------------------------|--------------------------|---|
| 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-25002
Planner: AR
Technician: JI
Date: 2024/12/18