

## 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:** Sifton Properties Limited  
2550 Sheffield Boulevard  
File Number: Z-9420, Ward 14  
Public Participation Meeting

**Date:** August 14, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, based on the application by Sifton Properties Limited, relating to a portion of the lands located at 2550 Sheffield Boulevard, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on August 29, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Business District Commercial BDC2 Special Provision / Office OF5 / Residential R8 Special Provision (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)) Zone **TO** a Residential R5 Special Provision (R5-7( )) Zone.

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

1. The recommended zoning by-law amendment is consistent with the Provincial Policy Statement (PPS 2020).
2. The recommended zoning conforms to The London Plan, including, but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The recommended zoning will permit cluster townhouse dwellings as a permitted use which is appropriate and compatible with existing and future planned development in the area.

## Executive Summary

### Summary of Request

The request is for the approval of a zoning amendment to facilitate creation of twenty (20) back-to-back townhouse dwelling units. The proposed development has advanced through the Site Plan Approval process and execution of a Development Agreement is pending. An application has also been made for Approval of Draft Plan of Vacant Land Condominium.

### Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that Municipal Council approve the recommended zoning by-law amendment.

## 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.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

**April 29, 2019** – Report to Planning and Environment Committee – Sifton Properties Limited – Victoria on the River Draft Plan of Subdivision – Request for Extension of Draft Plan Approval (File No. 39T-09502).

**March 28, 2011** – Report to Built and Natural Environment Committee – Public Participation Meeting -1603 Hamilton Road and 1844 Commissioners Road East – Sifton Properties Limited – Application for Approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments (File No. 39T-09502/OZ-7692).

#### 1.2 Planning History

On December 13, 2019 the Approval Authority for the City of London granted Final Approval for the fifth phase of the Victoria on the River subdivision consisting of five (5) single detached lots, seven (7) part blocks, one (1) commercial/office/mixed use block, and two (2) 0.3 m reserve blocks, served by two (2) local streets (Kettering Place and Darlington Place later renamed to Barn Swallow Place). This phase was subsequently registered on December 16, 2019 as Plan 33M-773.

The current application request applies to the commercial/office/mixed use block (Block 6 Plan 33M-773). The existing zoning on this block is a compound Business District Commercial/ Office/ Residential R8 (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)) Zone which permits such uses as mixed retail, restaurant, neighbourhood facility, offices including medical/dental offices, and residential uses including stacked townhouses, apartment buildings, senior citizens apartment buildings, and continuum of care facilities; with special provisions for a ground floor commercial retail gross floor area (maximum) 2000 square metres, one (1) drive-through facility permitted within the zone, and reduced front and exterior side yard depth to permit buildings to be located closer to the street in accordance with the City's Placemaking Guidelines (4.5 metres plus 1.0 metre per 10 metres of main building height or fraction thereof above the first 3.0 metres).

While the residential zoning component (R8-4(17)) permits stacked townhouses (meaning three or more dwelling units attached side by side, stacked two units high), it does not permit conventional or back-to-back townhouse dwellings which is what the applicant is proposing, similar to the condominium townhouses north of Kettering Place. Hence the need for this zoning by-law amendment application.

An application for Site Plan Approval was also submitted by Sifton Properties Limited (Application File No. SPA21-069). Originally the development proposal was for forty-four (44) cluster and back-to-back townhouse dwelling units. The site development plan was later revised to twenty (20) back-to-back townhouse dwelling units.

### 2.0 Discussion and Considerations

#### 2.1 Property Description

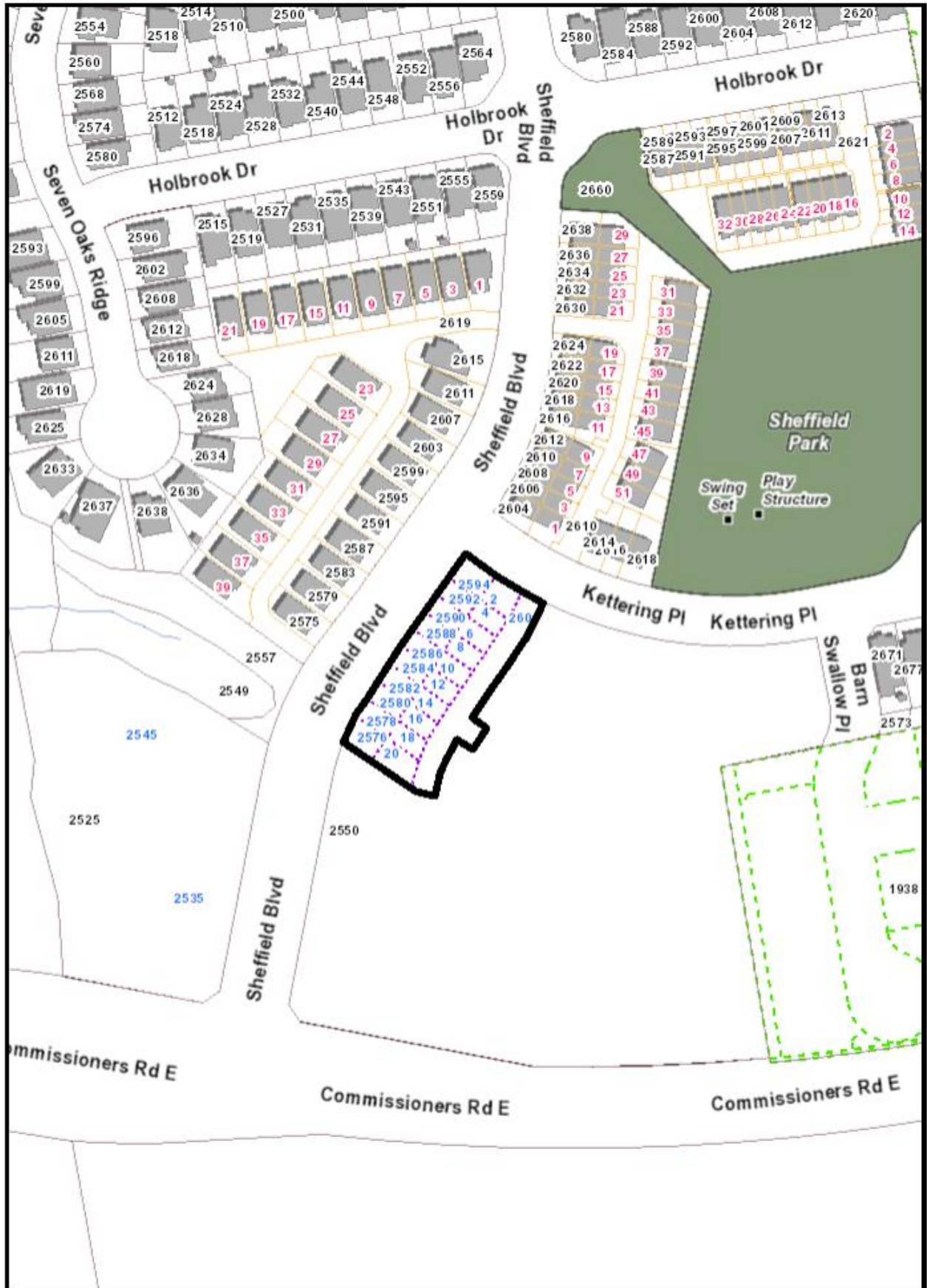
The site is part of a vacant development block within a registered plan of subdivision (Block 6 Plan 33M-773). The block is 0.36 hectares and has approximately 89 metres of frontage on Sheffield Boulevard and 37 metres on Kettering Place. Prior to subdivision approval these lands were an agricultural use comprised of cultivated fields. The topography is gently sloping from south to north. The block has been pre-graded and serviced for development and there is little to no vegetation.

Three storey townhouses exist to the north, and there are existing cluster single detached dwellings and open space lands to the west. The lands comprising the remainder of the block to the east and south are currently vacant and have been planned for future medium and high density residential and mixed-use development. A hydro transmission corridor bisects this block further to the east.

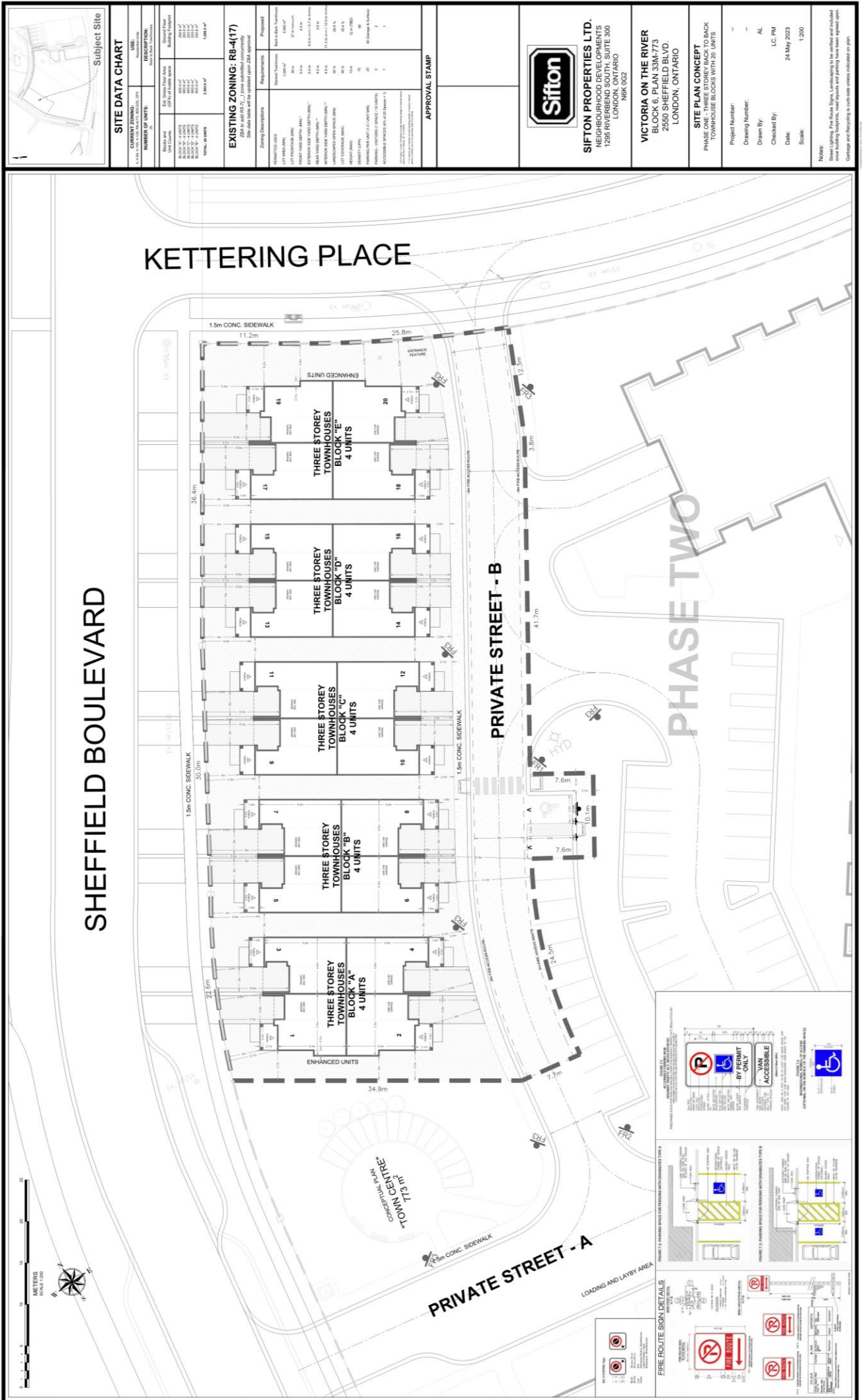
**Current Planning Information (see more detail in Appendix D)**

- The London Plan Place Type – Neighbourhoods
- Zoning – h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)

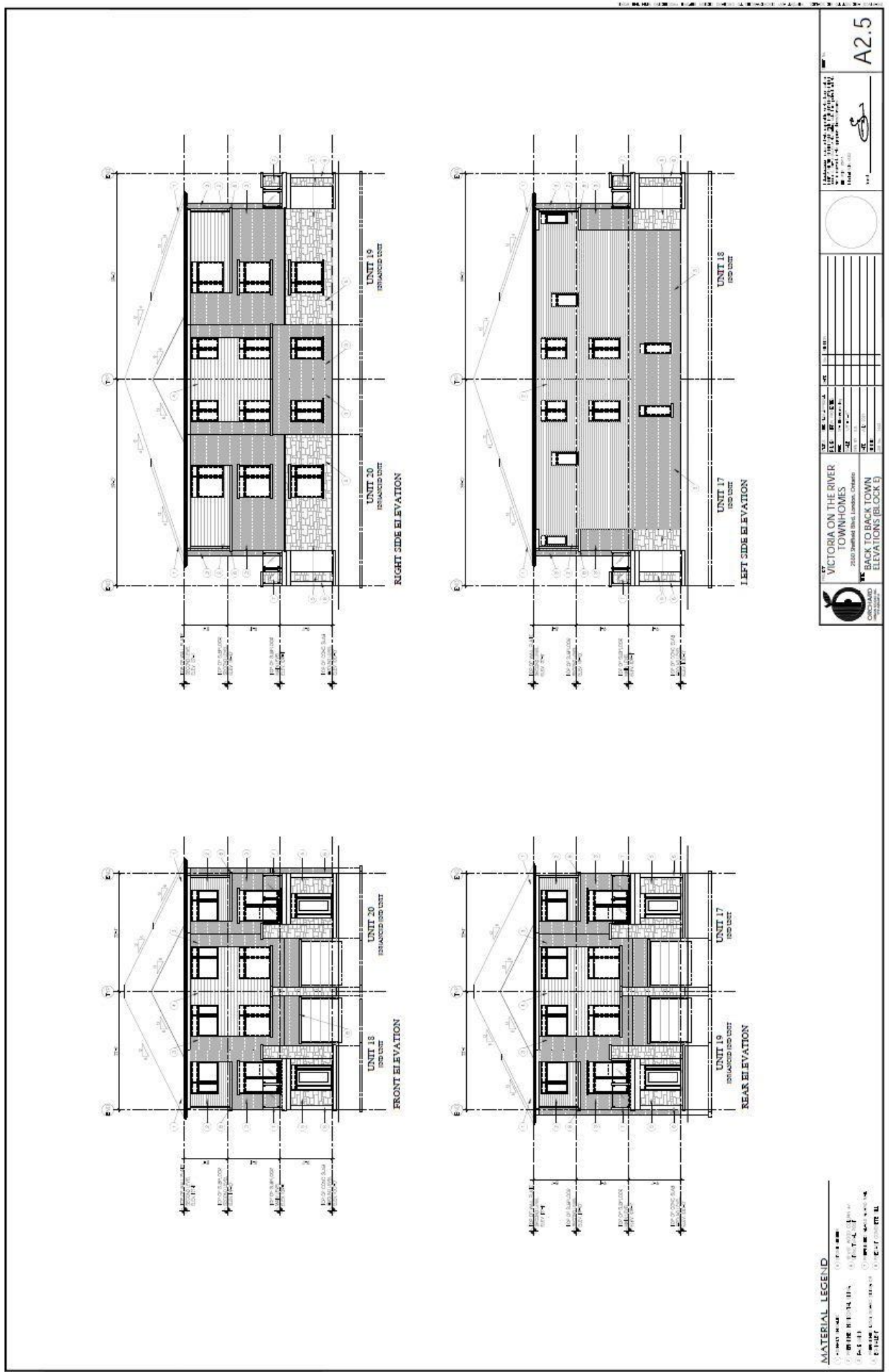
**2.2 Location Map**



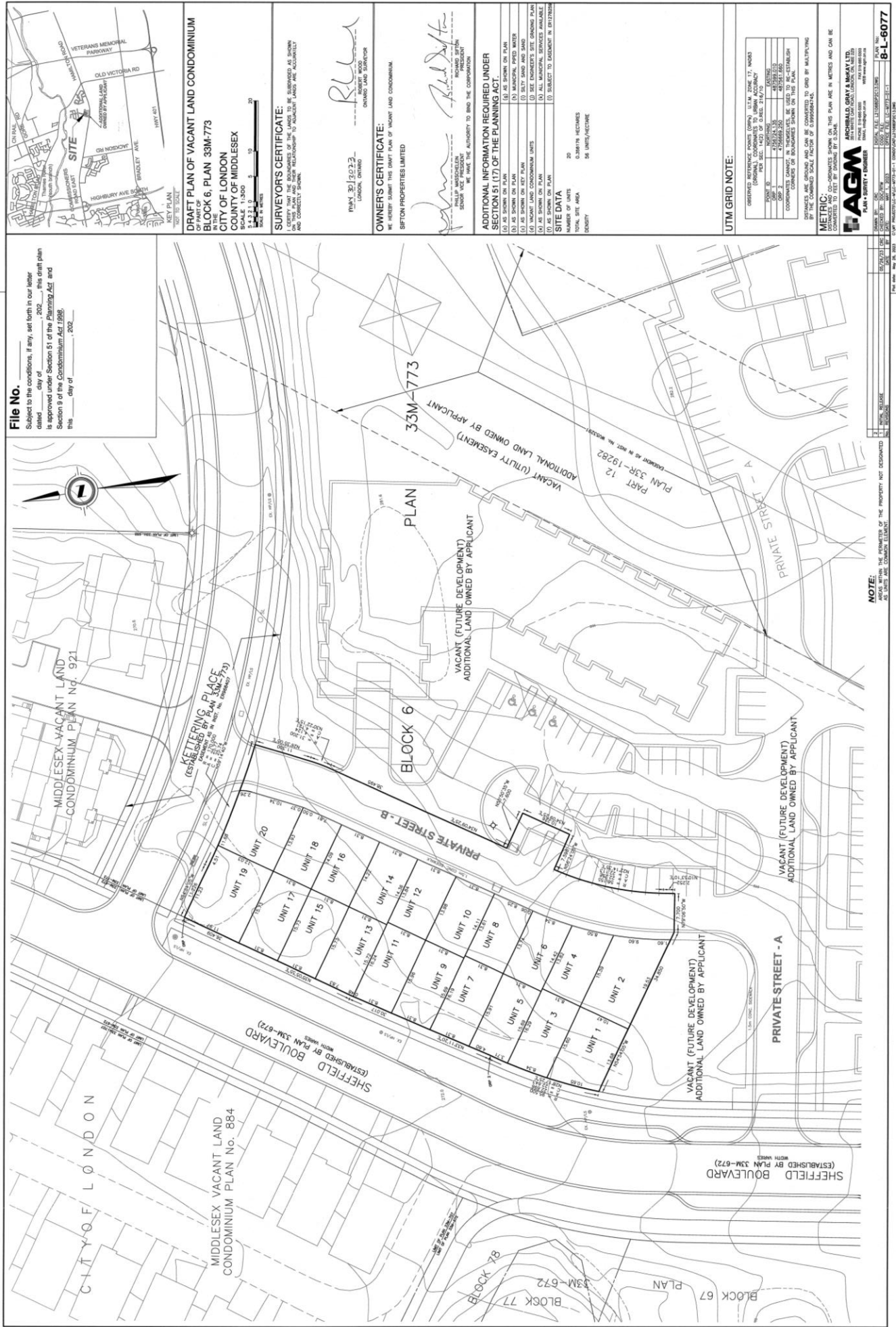
# 2.3 Proposed Site Plan



## 2.4 Building Elevations – Units 17, 18, 19 & 20



## 2.5 Proposed Plan of Vacant Land Condominium



## 2.6 Requested Amendment

The request originally sought to change the zoning from a Holding Business District Commercial BDC2 Special Provision / Office OF5 / Residential R8 Special Provision (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)) Zone to a Residential R5 Special Provision / Residential R8 Special Provision (R5-7( )/R8-4(17)) Zone to permit townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres. The application was subsequently revised to apply the R5-7( ) Special Provision Zone to permit only cluster townhouses (back-to-back units) and remove stacked townhouses, as well as to remove the R8-4(17) zone resulting in a less intense zoning than what was requested initially. The request includes site-specific regulations for front and exterior yard setback to main building 4.5 metres (minimum), interior side and rear yard depth 3.0 metres (minimum), landscaped open space 28% (minimum), balcony encroachment 2.1 metres (maximum); and to permit such uses as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units per hectare and maximum height of 13 metres.

## 2.7 Community Engagement (see more detail in Appendix B)

There were nine (9) email responses and one (1) telephone inquiry received from the public to the Notice of Application. A petition was also submitted with 146 signatures. The concerns expressed are summarized as follows:

- Wanting to see full detail development draft/plan for any future development, not piece by piece. Community must be aware what is going to happen in area in next 5-10 years.
- Traffic flow issue - adding light on Sheffield and Commissioners Rd.
- Suggestion there should be a 2<sup>nd</sup> entrance/exit to the subdivision (connecting both subdivisions together is not the solution).
- Bus Transit service to both subdivision - extending route #24 from Summerside.
- Left turn signal on Commissioners Rd. and Hamilton Rd. intersection is a safety issue.
- Wanting Sheffield Blvd to be a no parking zone on both sides.
- Desire for more recreation areas and activities in the subdivision parks for kids.
- Maintenance of the area around the park and between the park and sidewalk as sometime grass/weeds are 2 feet tall in that area.
- School yard delineation and safety concerns due to a lack of supervision and parking location

## 2.8 Policy Context (see more detail in Appendix C)

### **Provincial Policy Statement, 2020**

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (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**

*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.

The subject lands are located within the Neighbourhoods Place Type permitting a range of lower density residential and small-scale commercial and community facility uses. The standard maximum height is 3 storeys on Neighbourhood Connectors, and townhouses are a permitted built form.

The property is subject to the Old Victoria Community specific area policy (London Plan 1000-1011). Policy 1006 applies to development of this block within the subdivision plan and reads as follows:

#### *Town Centre*

*1006\_ The intersection of Commissioners Road East and Sheffield Boulevard will provide an identifiable centre and gateway for the westerly area of the Old Victoria community. This Town Centre, comprising the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, will develop as a mixed-use area with no more than 1,000 to 2,000m<sup>2</sup> of ground floor commercial retail space in buildings that are generally two storeys or more. A public square and enhanced site and architectural design together with substantial landscaping will produce an identifiable and pleasing focus and west gateway to the Old Victoria community. Consideration will be given to the use of innovative zoning approaches in order to implement the mixed-use intent and principles of the Town Centre.*

Staff are of the opinion that street-oriented back-to-back townhouses that are three stories in height, provide an effective transition from the interior neighbourhood to the future mixed use Town Centre node.

An excerpt from The London Plan Map 1 – Place Types is found at Appendix D. Staff are of the opinion that the recommended zoning is consistent with the PPS and conforms to The London Plan.

### **3.0 Financial Impact/Considerations**

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

### **4.0 Key Issues and Considerations**

#### **4.1 Use**

The current zoning does not permit cluster townhouse dwellings as proposed by the applicant although stacked townhouse dwellings are permitted under both the current zone variation and the requested R5-7 zone. During discussions with the applicant a concern was raised that stacked townhouses would not conform with The London Plan because the site fronts on a Neighbourhood Connector. In order to conform with The London Plan the zoning request was revised to a Residential R5 (R5-7( )) Special Provision Zone to permit only cluster townhouse dwellings up to a maximum density of 60 units per hectare and maximum height of 12 metres. As a result, the special provision zone and range of permitted uses applying to the subject development site will be less intensive than originally proposed. The current zoning will remain in place for



the balance of the site as it was intended to implement the concept of a Town Centre and mix of uses envisioned by the Old Victoria Specific Area policy (1006).

Much of the vision for the Town Centre described in the policy above is expected to be completed as part of the future phase of development for the northeast quadrant of the intersection of Sheffield Boulevard and Commissioners Road East. As shown on the site plan proposed here, the proposed clusters of back-to-back townhouses have been designed to integrate with both the existing neighbourhood as well as the future Town Centre to the east and south in terms of connectivity and shared internal access for ingress and egress. A holding (h-128) provision applied to the zoning for this block will remain on the adjacent lands to the south and east. It is intended to ensure that urban design objectives for the town centre and public square are addressed through the site plan process and that development will be designed and built in accordance with the community design guidelines.

Staff have reviewed the requested zoning and special provisions and have no concerns with the proposed use. The recommended R5-7( ) Special Provision Zone to permit cluster townhouse dwellings is considered appropriate.

#### **4.2 Intensity**

The recommended zoning will permit development consisting of a five building clusters each with four (4) back-to-back townhouse dwellings having a total of twenty (20) units, at a density of 56 units per hectare and building height of three (3) storeys. As noted above, the maximum permitted building height under The London Plan is 3 storeys on Neighbourhood Connectors. The proposed height and density are considered appropriate and compatible in terms of scale and intensity with existing and future development planned for the surrounding area.

#### **4.3 Form**

The proposed buildings have been sited to maintain alignment and continuity of the streetscape along Sheffield Boulevard and Kettering Place. Front porch entrances to individual dwelling units are closer to the front and garages are recessed back so as to not dominate the streetscape as illustrated by the site plan and building elevations. The prevailing street wall is further enhanced by second floor balconies above front entrances. Urban design and placemaking principles with respect to requirements for building elevations to provide for street-orientation and enhanced building facades have been implemented through the site plan review and approval process.

In keeping with the policies, building elevations at corner sites should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing. During the site plan review process, staff had requested walkway connections from the entrance of end Units 19 and 20 to the City's sidewalk along Kettering Place rather than Sheffield Boulevard to foster an active frontage and establish a consistent residential streetscape along Kettering Place. Due to grading challenges, staff were willing to entertain not including the walkways in exchange for additional building articulation and windows on the enhanced side elevations (See Figure 2.7 Building Elevations - Units 17, 18, 19 & 20).

In addition to a strong relationship with the public street, the development will be visually oriented and connected to a future "town square" intended as an open gathering place located immediately to the south as part of the next phase of development. The back half of the proposed townhouses will have vehicular and pedestrian access to Kettering Place, and future access via private driveway connection to the town square and Sheffield Boulevard.

The following special provisions are included in the zoning to implement the back-to-back townhouse form, ensure an efficient use of land and create a street-oriented development consistent with the vision of the Old Victoria Community:

- front and exterior yard setback to main building 4.0 metres (minimum),
- interior side and rear yard depth 3.0 metres (minimum),
- landscaped open space 28% (minimum), and
- balcony encroachment 2.1 metres (maximum).

Note staff recommend a minor change to the regulation for front and exterior side yard depth (minimum) that it be 4.0 metres to main building instead of the requested 4.5 metres to reflect the exterior yard depths as shown on the final site plan. It is also noted that balconies including vertical supports are considered as part of the main building, and therefore require a reduced front yard setback. In conclusion, the proposed cluster townhouse development is compatible with existing and planned development, consistent with the planned vision of the Neighbourhood Place Type, and a built form that contributes to a sense of place and character.

#### **4.4 Public Comments**

- *Wanting to see full detail development draft/plan for any future development, not piece by piece. Community must be aware what is going to happen in area in next 5-10 years.*

For the remaining undeveloped lands on the northeast quadrant of Sheffield Boulevard and Commissioners Road East (2550 Sheffield Boulevard) zoning was approved by Municipal Council several years ago when the Victoria on the River subdivision was going through the draft-plan approval process. The current zoning is a combination of Business District Commercial/ Office/ Residential R8 Zones permitting a broad range of uses such as mixed retail, restaurants, offices, including medical/dental offices, and residential uses including stacked townhouses, apartment buildings, senior citizens apartment buildings, and continuum of care facilities. Conceptual plans prepared by Sifton Properties Limited submitted during the review of the proposed 20-unit townhouse condominium development indicates potentially three mid-rise/high-rise apartment buildings in the future. At this time applications for rezoning or site plan approvals have not yet been received by the City.

For the undeveloped block on the northwest quadrant of Sheffield Boulevard and Commissioners Road East (2525 Sheffield Boulevard), Site Plan Approval has recently been given for a residential development by Bluestone Properties Inc. consisting of one 12-storey apartment building and one 4-storey apartment building with 199 residential units between both apartment buildings.

- *Traffic flow issue - adding light on Sheffield and Commissioners Rd.*

Traffic studies completed to date indicate that the intersection of Sheffield Boulevard and Commissioners Road East has not met the warrant thresholds for signalization based on recorded traffic volumes. Traffic volumes are being monitored over the continued build-out of the subdivision to confirm if warrants for installation of traffic signals have been satisfied. Installing lights ahead of warrants is not recommended as it can result in safety concerns.

- *Suggestion there should be a 2<sup>nd</sup> entrance/exit to subdivision (connecting both subdivisions together is not the solution).*

It is not possible to provide a second public road access directly to Commissioners Road East. However, Victoria on the River - Phase 6 will provide for a second public road access and street connection from Barn Swallow Place to Constance Avenue connecting the existing street network to the east where there are already road connections to Hamilton Road as well as Commissioners Road East.

- *Bus Transit service to both subdivisions - extending route #24 from Summerside.*

It is anticipated that London Transit will be providing bus routes to this area in the near future, as well as to Innovation Industrial Business Park.

- *Left turn signal on Commissioners Rd. and Hamilton Rd. intersection is a safety issue.*

Concerns for safety at the intersection of Commissioners Road East and Hamilton Road should be referred to Traffic Signals Operations at the City of London. Staff have provided our Traffic Signals team this comment.

- *Wanting Sheffield Blvd to be no parking zone on both sides.*

On-street parking is generally permitted on city streets unless there is signage prohibiting on-street parking. There are currently “no parking” signs on limited stretches of Sheffield Boulevard as you approach the roundabout at Holbrook Drive. It may also be appropriate to enhance boulevard parking enforcement in this area as residents have indicated this is becoming a problem. Parking on the roads provides traffic calming for all mobility users and allows commuters to travel at lower speeds. Once parking is removed, commuters will travel at higher speeds and then residents will request the speeds to be slower.

- *Desire for more recreation area & activities in subdivision parks for kids.*

The subdivision engineering design is currently underway for Victoria on the River - Phase 6 which will include a pedestrian footbridge and multi-use pathway connections to the neighbourhood park (Sheffield Park) along with additional open space lands and protection of a natural ravine and wetland corridor. The Thames Valley Parkway (TVP) has already been completed. This is a continuous multi-use pathway which extends over 1.2 kilometres through the subdivision connecting Commissioners Road East and Hamilton Road with several walkways and open space access points to the community.

- *Maintenance of the area around the park and between the park and sidewalk as sometimes grass/weeds are 2 feet tall in that area.*

The City of London will be responsible for maintaining the neighbourhood park, boulevards and sidewalks adjacent the park once the subdivision is assumed by the City. Development Inspection staff will monitor complaints and respond to concerns regarding owner’s obligation for maintenance under the Subdivision Agreement.

- *School yard delineation and safety concerns due to lack of supervision and parking location*

It’s believed this concern is regarding safe school bus drop-off and pick-up locations for children in the neighbourhood which is a matter normally addressed in collaboration between the school boards and school bus companies.

## **Conclusion**

The recommended zoning amendment is consistent with the Provincial Policy Statement and conforms to The London Plan. The zoning will permit cluster townhouses which are considered appropriate and compatible with existing and future land uses planned for the surrounding area. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

**Prepared by:** **Larry Mottram, MCIP, RPP**  
**Senior Planner, Subdivisions and Condominiums**

**Reviewed by:** **Bruce Page, MCIP, RPP**  
**Manager, Subdivision Planning**

**Britt O'Hagan, MCIP, RPP**  
**Manager, Current Development**

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

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Development.

CC: Peter Kavcic, Manager, Subdivisions and Development Inspections  
CC: Michael Pease, Manager, Site Plans

August 8, 2023  
SM/HM/BP/LM/lm

## Appendix A

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

By-law No. Z.-1-23\_\_\_\_\_

A bylaw to amend By-law No. Z.-1 to  
rezone lands located at 2550 Sheffield  
Boulevard.

WHEREAS Sifton Properties Limited has applied to rezone a portion of the lands located at 2550 Sheffield Boulevard, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 2550 Sheffield Boulevard, as shown on the attached map comprising part of Key Map No. A113, FROM a Holding Business District Commercial BDC2 Special Provision/Office OF5/Residential R8 Special Provision (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)) Zone TO a Residential R5 Special Provision (R5-7( )) Zone.
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following special provision:

R5-7( )

a) Permitted Use:

i) Cluster townhouse dwellings

b) Regulations:

ii) Front and Exterior Side Yard Depth To Main Building (Minimum) 4.0 metres

iii) Interior Side and Rear Yard Depth (Minimum) 3.0 metres

iv) Landscaped Open Space (%) (Minimum) 28%

v) Balcony Encroachment (Maximum) 2.1 metres

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.

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.

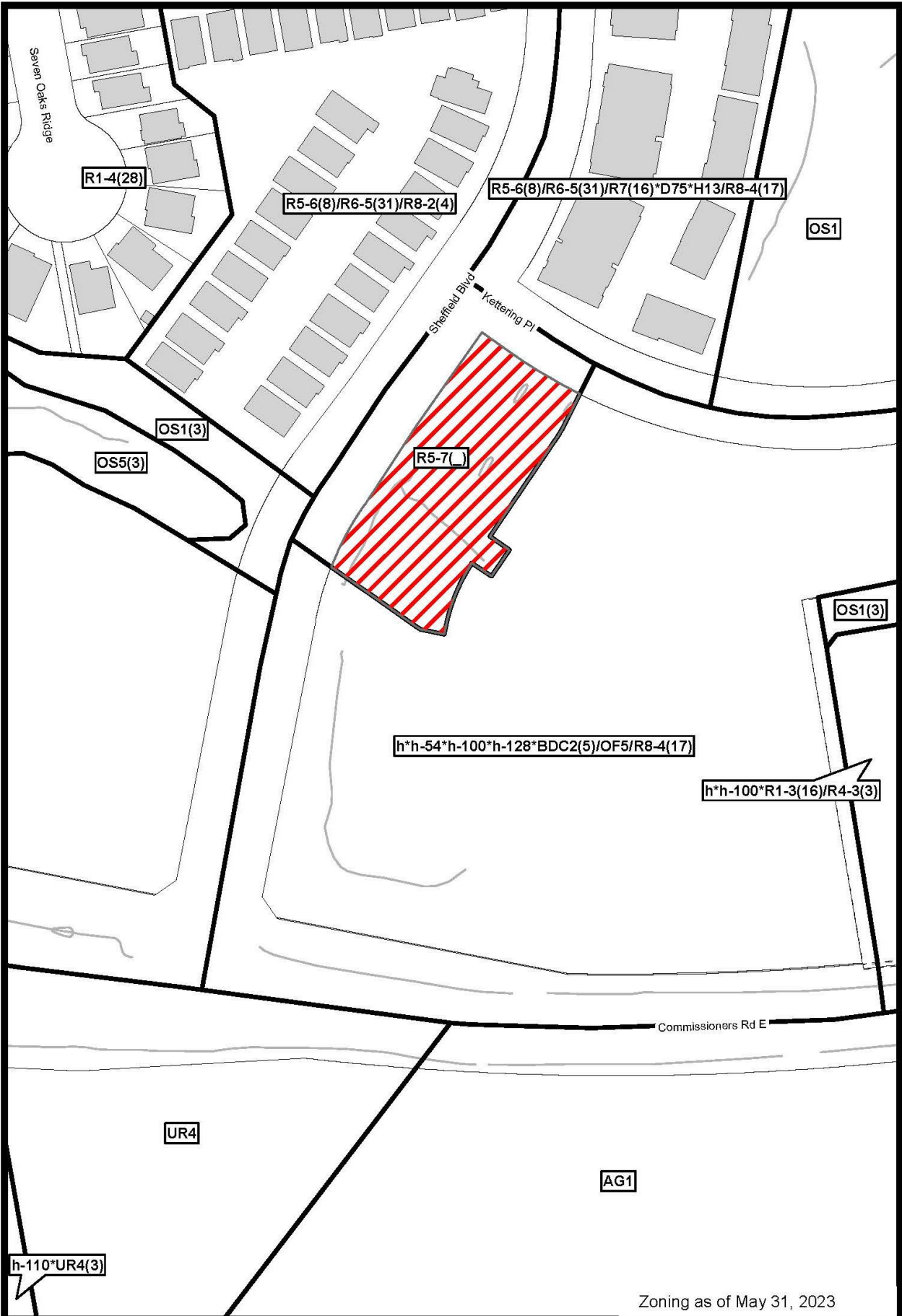
PASSED in Open Council on August 29, 2023 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – August 29, 2023  
Second Reading – August 29, 2023  
Third Reading – August 29, 2023

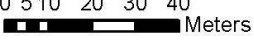
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: 39CD-21517/Z-9420  
Planner: LM  
Date Prepared: 2023/7/31  
Technician: JI  
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters 



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On October 20, 2021, Notice of Application was sent to 88 property owners in the surrounding area. A Planning Application sign was also posted on site. Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 21, 2021.

On June 29, 2023, a combined Notice of Revised Application and Notice of Public Meeting was sent to 102 property owners in the surrounding area and a notice was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 6, 2023. A Notice of Public Meeting was published in *The Londoner* on July 27, 2023.

**Responses:** One (1) telephone inquiry and nine (9) email replies were received. A petition with 146 signatures was also received.

**Nature of Liaison:** Application to consider a proposed Draft Plan of Vacant Land Condominium consisting of 20 multiple-attached dwelling units and common elements to be registered as one Condominium Corporation, and an amendment to the zoning by-law to change the zoning from a Holding Business District Commercial BDC2 Special Provision/ Office OF5/ Residential R8 Special Provision (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17)) Zone to a Residential R5 Special Provision/ Residential R8 Special Provision (R5-7( )/R8-4(17)) Zone to permit townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres, together with a special provision for front and exterior yard setback to main building 4.5 metres (minimum), interior side and rear yard depth 3.0 metres (minimum), landscaped open space 28% (minimum), balcony encroachment 2.1 metres (maximum); and uses such as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units per hectare and maximum height of 13 metres.

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

Hi

Sorry I got this letter little late as I was away.

There Must not be any more development in this subdivision until there is one more main primary entrance and exit to this subdivision due to super overcrowd main entrance... IT IS A SAFETY OF EVERYONE...

What is the plan to add more play area facilities for kids as currently kids has wait in line to use current play area due to not enough faculties installed there?

Rajinder

Hello,

I am writing to express a grave concern and a potential of some kid or elderly getting hurt due to rush hour traffic situation created by vehicles parked on both sides of the main feeder (sheffield) road for Victoria on the river new subdivision. Please see picture below. Sheffield Blvd is the main road for all traffic coming in and going out of this subdivision with about 200-300 households. There have been new condos built along red lines and newer planned along green lines and much more high density probably planned in coming times, which has made situation worse. Looks like there was not a proper planning study done about the traffic situation and potential dangers for kids who in morning and evening rush hours cross roads either to board or get off school busses or cross roads on bikes or on foot.

The main issue is that Sheffield blvd, has cars parked on both sides of road and then there are school buses, trucks and cars trying to get in or get out at the roundabout. The area is almost choked sometimes and too much stop and start for traffic to flow as for



some reason the car parking is allowed on both sides of main feeder blvd to all the houses. The problem will only compound with all the construction going on down the street or planned on vacant land. To me it does not appear to be a sensible dwelling layout.

Another big issue is trying to take left turn while getting out to Commissioner road east from this subdivision. It is dangerous and very time taxing during peak hours as the speed limit on Commissioners is 70 and cars are going fast and continuously especially during peak hours. The speed limit needs to be 50-60 on commissioners and there must be traffic lights for left turning traffic.

Kind Regards,  
Ajay Sood

Hi Larry,

We received the notice of application for this file.  
Could you please keep us informed of any future planning committee meetings regarding this file?

Sean Eden  
Land Development Planner  
Magnificent Homes

Hi Larry and Steven  
since there was no communication or updated was provided since last year, just following up on this again as we got another notice. see attached.

We request to hold on any another Development / construction in both subdivisions (Victoria on the river and Victoria flats) until previous raised **SAFETY** issues are solved:

- Traffic flow issue - adding light on Sheffield and commissioners rd
- **MUST BE THERE** 2<sup>nd</sup> Entrance/exit to subdivision.
- Left turn signal on Commissioners rd and Hamilton rd intersection
- whole Sheffield Blvd **MUST be no parking zone** both sides
- need more recreation area for kids
- school captivity issue

we also see cross from this proposed Development (west corner of Sheffield) another ground preparation for high rise building. IT MUST BE STOP TOO.

Steven  
we are sending you another notice from PUBLIC (signed by 150 people from both subdivisions) to you and other city officials with the all concerns individual people were raising to you in past but no response or involvement from you and your office so WE decided to reach you collectively as team and invite you subdivision to chat with public face to face about the issues.

Best Regards:

Rajinder

Hi,

Please find the attached signed document by our community members regarding major concerns that city need to look into. Will appreciate your quick response

Thanks,  
Inderpal Sidhu

Hi Larry,

I just wanted to add my comments regarding the development at 2550 Sheffield Blvd. I am disappointed you are adding more housing without addressing the safety issues. Currently there is only one way out and one way. This is a huge concern if you are adding more density to the area. Currently the way out always gets blocked by all the school busses that pick up the children at the roundabout. This also adds parents who sit in the round about waiting for busses blocking traffic.

Please do not add these townhouses until a second way out of the neighborhood is created otherwise you are adding to the current issue of density with only one exit. Please address the safety issue and work with the developer to add another exit from the neighborhood. This will eventually lead to a drastic safety issue if the problem is not resolved and another exit is not added.

Please help us become safer and add another exit out of the neighborhood or at least address the busses and parents that block the only way out.

Thanks

As concerned citizens, we eagerly await your response. Given the urgency and impact these concerns have on our neighborhood, we kindly request that the City provide an update on the actions being taken to address these issues. Additionally, we would appreciate an estimated timeline for the resolution of each concern.

Sukhi Singh

We need answers for all the problems that we are facing after paying extreme taxes.

Inderpal Sidhu

Hi my name is Tina and I live in the Victoria on the River subdivision. I received a letter in the mail requesting feedback for draft plan of vacant land condo and zoning amendment, File:39CD-21517/Z-9420 with applicant being Sifton Properties.

My thoughts:

-Not a good plan. This area has undergone enough expansion and construction in a short amount of time and there are not currently enough supports put in place to support a safe environment for residents to live in.

-Are you aware that you are building homes in an area where a brand-new school built in September 2022 was over capacity when the doors opened? An elementary school of 533 pupils has over 800 students attending. I cannot even begin to tell you the problems occurring for these children in an over capacity school. It was capped in January because it became a health and safety issue. A new school is being planned but we all know how long it will take for the new school to be built...Temporarily dividing up the kids in the subdivision by busing all new moves to JP Robarts is not a great solution.... and you are looking at building more housing in this area when we are already bursting at the seams? Build the supports to provide a school for the children BEFORE you add more dwellings in the neighborhood.

-Commissioners/Sheffield is already congested. Adding more dwellings is not going to solve this problem. It will make it worse. Add a stoplight at the intersection of Commissioners/Sheffield please. Especially if you are planning on developing further.

-Commissioners at night from Jackson to Hamilton is DARK. Cars are speeding and there are no streetlamps. It is incredibly unsafe. If you are expanding in this area, you need to make it safe by adding lighting down commissioners.

-For a number of years, there was a sign saying "future thru road" off Holbrook Drive. Upon inquiry with the city, I came to recently find out that Holbrook drive will no longer be a thru road to get to the adjacent subdivision Victoria on the flats. As you know, we have only 1 way to get in and out of our subdivision. We are dealing with a lot of traffic and a lot of school buses and a lot of congestion along Sheffield on a daily basis. I now hear that the second entrance will be off barn swallow place...which is also at the top of Sheffield. Why are we creating both entrances to the neighbourhood at already congested top of Sheffield? Why can you not create the second entrance off Holbrook or Leeds or down Sheffield past the roundabout? Creating 2 entrances at the top of Sheffield will not alleviate traffic. It will make it worse all along Sheffield. When a school bus is holding up traffic at the roundabout, your second entrance will not help the traffic problem. If commuters had an entrance down Sheffield on the other side of the roundabout, then they would have another option to get out of the subdivision instead of being held up by school buses at the roundabout. A road on barn swallow will not help at all. Please reconsider where you are placing this secondary entrance to our subdivision.

-I am grateful that the city did put some no parking signs along Sheffield close to the roundabout. It was a very unsafe situation. However, more work needs to be done to create a safe road for us to travel. Those no parking signs need to continue from roundabout and all the way up Sheffield to where the insets are at Sheffield/commissioners. As it stands right now, cars parking all along Sheffield on both sides of the road is incredibly unsafe for drivers. It then permits only one car to travel down Sheffield at a time. The problem is that with the hill and poor visibility along Sheffield, a driver cannot see oncoming cars. If you are going to develop further in this subdivision, then you need to extend no parking further up Sheffield to reduce an already congested area that is unsafe for our residents.

If you are going to add more dwellings, please consider adding the proper infrastructure to support the volume of residents such as better lighting at night on commissioners, traffic lights on commissioners/Sheffield, a location of second entrance to the neighbourhood that makes sense, a better playground for the children, pause building until a plan for the new elementary school is underway, and no parking signs along Sheffield at least from Kettering down to roundabout.

Please know that there are a lot of concerned residents. Attached is a letter outlining some of the concerns with signatures from almost 150 residents from Victoria on the river and flats.

Thank you for hearing my concerns. if you need to call me: . Please keep me posted on the outcome.

Tina Thukral-Sidhu M.Ed., Psychologist

June 10, 2023,

Victoria On the River, London Ontario

To whom it may concern,

We are writing about a serious concern regarding the traffic issues and danger within our subdivision, Victoria on The River, intersection Sheffield/Commissioner South London traffic lights. The disgruntled traffic has been a major concern for all of us. Anyone who travels to this area is aware that it is fraught with danger. Cars are regularly backed up at this intersection when trying to make a left turn. Individuals who are trying to turn right onto this road are often tailgated.

And its serious concern regarding traffic issues and the explicit danger of the traffic lights at Hamilton/commissioner rd. Cars back up on this area to make left turns and sometimes cars flying through this area at high speed. Turns right are often tailgated and sometimes even rear ended. It would be really appreciated if present traffic lights get updated with an advanced left turn traffic light.

Traffic jams are unbearable on a regular basis causing residents to continuously be burdened with the lack of facilities to commute to their workplace. Since it takes twice the time to commute to work, individuals are often late to work. In addition, road rage is becoming more aggressive and dangerous with each passing week. This is a high traffic area, and it is only a matter of time before there is a serious accident.

Furthermore, we would really appreciate it if we could get easy access to transit services as there is a high demand for this in our residential area. Many individuals, especially seniors who are unable to drive, are obligated to walk far distances since they do not have easy access to bus transit services. It would highly benefit us to have a bus stop closer to our intersection on Sheffield and Commissioner Rd.

Thus, as a concerned citizen and resident of this city, we are seeking help in resolving issues related to traffic, day-day transportation and emergency situations. I request the concerned authorities to take appropriate action as soon as possible. We would really appreciate it if you would take our requests into consideration. Thank you in advance for your cooperation. We hope everything mentioned above is clear. Please let us know if you have any additional questions.

Thank you so much for your help.

A petition signed by approximately 129 individuals is on file in the City Clerk's Office.

**Agency/Departmental Comments:** No significant comments or concerns received to the circulation of the Revised Notice of Application and Notice of Public Meeting.

## Appendix C – Policy Context

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

### **Provincial Policy Statement, 2020**

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

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

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

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

To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of

infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3(c)). These policies promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)). Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

The proposed zoning amendment achieves objectives for efficient and resilient development and land use patterns. It represents development of medium density housing in the form of cluster townhouse dwellings taking place within the City's urban growth area and within a previously draft-approved and registered plan of subdivision. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities. The proposed dwelling units are part of a phased subdivision plan which provides a high degree of community connectivity, sidewalks on both sides of Sheffield Boulevard, and access to the Thames Valley Parkway multi-use pathway on the west side of Sheffield Boulevard to promote cycling and pedestrian movement and provide opportunities for active transportation.

There are no other concerns from the perspective of natural heritage, archaeological or cultural heritage resources. Based on our review, the proposed zoning by-law amendment is found to be consistent with the Provincial Policy Statement.

### **The London Plan**

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

#### **Our Strategy**

##### ***Key Direction #4 – Become one of the greenest cities in Canada***

- 5. Manage growth in ways that support green and active forms of mobility.*
- 17. Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.*

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

- 5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*
- 7. Build quality public spaces and pedestrian environments that support walking.*

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

- 1. Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities.*
- 8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London.*

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

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

*3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*

These strategic directions are generally reflected in the zoning and overall design of the subdivision. The TVP continuous multi-use pathway extends over 1.2 kilometres through the subdivision connecting Commissioners Road East and Hamilton Road with several walkways and open space access points to the community. Detailed engineering design is currently underway for Victoria on the River - Phase 6 which will include a pedestrian footbridge and multi-use pathway connections to Sheffield Park along with additional open space lands and protection of a natural ravine and wetland corridor. This subdivision phase also provides for a second public road access and street connections resulting in a neighbourhood that is more walkable, healthy, and connected. Urban design and placemaking principles with respect to requirements for building elevations to provide for street-orientation and enhanced building facades have been implemented through the site plan review and approval process.

### **City Building and Design Policies**

*197\_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.*

The recommended zoning will permit cluster townhouses which are compatible with existing and planned residential development, consistent with the planned vision of the Neighbourhood Place Type, and a built form that contributes to a sense of place and character.

*256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.*

*260\_ Projecting garages will be discouraged.*

The proposed buildings with dwelling units fronting the street have been sited to maintain alignment and continuity of the streetscape along the east side of Sheffield Boulevard. Front porch entrances to individual dwelling units are closer to the front and garages are recessed back so as to not dominate the streetscape as illustrated by the site plan and building elevations. The prevailing street wall is further enhanced by second floor balconies above front entrances.

*242\_ Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.*

*255\_ Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.*

In addition to a strong relationship with the public street, the development will be visually oriented and connected to a future “town square” intended as an open gathering place located immediately to the south as part of the next phase of development. An existing raised crosswalk and future PXO at this location will provide safe movement for pedestrians and cyclists across Sheffield Boulevard to connect with the Thames Valley Parkway multi-use pathway and public open space system to the west. Internal driveway and walkway connections are planned for the future Phase 2 development to

the east and south. The back half of the proposed townhouses will have vehicular and pedestrian access to Kettering Place, and future access via private driveway connection to the town square and Sheffield Boulevard.

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

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

In keeping with the above-noted policies, building elevations at corner sites should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing. During the site plan review process, staff had requested walkway connections from the entrance of end Units 19 and 20 to the City's sidewalk along Kettering Place rather than Sheffield Boulevard to foster an active frontage and establish a consistent residential streetscape along Kettering Place. Due to grading challenges, staff were willing to entertain not including the walkways in exchange for additional building articulation and windows on the enhanced side elevations (See Figure 2.7 Building Elevations - Units 17, 18, 19 & 20). Urban design staff also requested as a condition of condominium approval that no privacy fencing be permitted along the exterior property lines of the townhouse development.

### **Neighbourhoods Place Type**

The subject lands are located within the Neighbourhoods Place Type permitting a range of uses such as single detached, semi-detached, duplexes, triplexes, and converted dwellings, townhouses, additional residential units, home occupations, group homes, and small-scale community facilities as the main permitted uses. The minimum and maximum permitted building heights (shown on Table 11) are 1 to 3 storeys for Neighbourhood Streets, and minimum 1 to a standard maximum of 3 storeys on Neighbourhood Connectors (upper max. 4 in Central London).

*916\_1. A strong neighbourhood character, sense of place and identity.*

*916\_2. Attractive streetscapes, buildings, and public spaces.*

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

*916\_4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.*

*916\_8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.*

The recommended zoning is consistent with the planned vision of the Neighbourhood Place Type and will enhance housing choice and diversity. As discussed above, the proposed site development plan maintains an attractive and continuous neighbourhood streetscape. The subdivision plan also incorporates a high degree of neighbourhood connectivity with a planned pedestrian bridge crossing and additional park pathway connections as part of Victoria on the River Phase 6. This phase will also provide a public road connection from Barn Swallow Place to Constance Avenue connecting the neighbourhood to the east. The existing Victoria on the River multi-use cycling and walking path system is consistent with the Active Mobility Network mapping (Map 4).

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

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

As discussed below under the Zoning By-law section, the recommended R5-7( ) special provision zoning provides for an appropriate level of intensity within the neighbourhood context, and is in keeping with the Place Types policies.

## **Our Tools**

### *Evaluation Criteria for Planning and Development Applications*

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

Development will be required to connect to existing municipal sanitary and storm sewer outlets and watermains which are available with sufficient capacity on Sheffield Boulevard and Kettering Place. Engineering servicing plans have been submitted and reviewed by City staff as part of the Site Plan Approval process.

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

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

- This is a relatively small townhouse development with only 20 units and is not expected to generate significant traffic volumes. When the future Phase 2 development lands proceed, the proponent will be required to prepare and submit a Transportation Impact Assessment (TIA) scoped with City staff and undertaken in conformance with the City's TIA guidelines.
- On-site parking will be required as per the Zoning By-law minimum requirements for cluster townhouses (1 space per unit). The site plan shows 2 parking spaces per unit will be provided within individual unit garages and driveways for a total of 40 spaces.
- The proposed residential uses are not expected to generate excessive noise and emissions.
- There are no concerns with respect to lighting, garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties.
- There will be no impacts on natural heritage, archaeological or cultural heritage resources.

*1578\_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized*



*that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

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

The recommended zoning in effective simply adds cluster townhouse dwellings as a permitted use. This form of development maintains a reasonable level of compatibility and fit within the context of the existing Victoria on the River subdivision, as well as with anticipated higher intensity development in the future on adjacent lands to the east and south fronting Commissioners Road East.

### **Old Victoria Community**

#### *Town Centre*

*1006\_ The intersection of Commissioners Road East and Sheffield Boulevard will provide an identifiable centre and gateway for the westerly area of the Old Victoria community. This Town Centre, comprising the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, will develop as a mixed-use area with no more than 1,000 to 2,000m<sup>2</sup> of ground floor commercial retail space in buildings that are generally two storeys or more. A public square and enhanced site and architectural design together with substantial landscaping will produce an identifiable and pleasing focus and west gateway to the Old Victoria community. Consideration will be given to the use of innovative zoning approaches in order to implement the mixed-use intent and principles of the Town Centre.*

Much of the vision for the Town Centre described in the policy above is expected to be completed as part of the future phase of development for the northeast quadrant of the intersection of Sheffield Boulevard and Commissioners Road East. As shown on the site plan proposed here, the proposed clusters of back-to-back townhouses have been designed to integrate with both the existing neighbourhood as well as the future Town Centre concept to the east and south in terms of connectivity and shared internal access for ingress and egress. A holding (h-128) provision applied to the zoning for this block will remain on the adjacent lands to the south and east. It is intended to ensure that urban design objectives for the town centre and public square are addressed through the site plan process and that development will be designed and built in accordance with the community design guidelines.

Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

### **Zoning By-law**

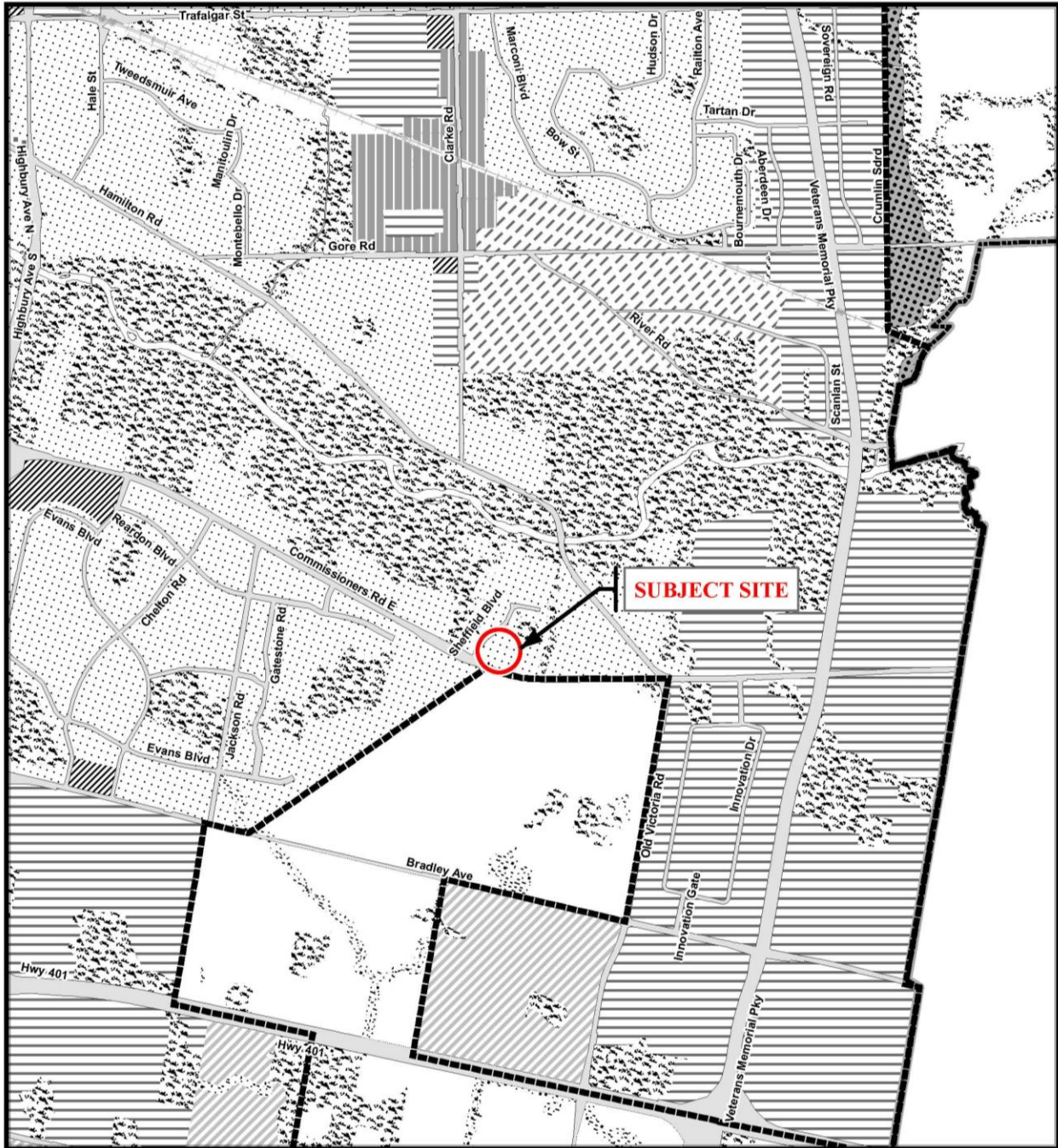
The current zoning is Business District Commercial/ Office/ Residential R8 (h•h-54•h-100•h-128•BDC2(5)/OF5/R8-4(17) Zone which permits a range and mix of retail, restaurant, neighbourhood facility, and office uses, including medical/dental offices, and residential uses including stacked townhouses, apartment buildings, senior citizens apartment buildings, and continuum of care facilities. The current zoning does not permit cluster townhouse dwellings as proposed by the applicant although stacked townhouse dwellings are permitted under both the current zone variation and the requested R5-7 zone. During discussions with the applicant a concern was raised that stacked townhouses would not conform with The London Plan because the site fronts on a Neighbourhood Connector. In order to conform with The London Plan the zoning request was revised to a Residential R5 (R5-7( )) Special Provision Zone to permit only cluster townhouse dwellings up to a maximum density of 60 units per hectare and maximum height of 12 metres. As a result, the special provision zone and range of permitted uses applying to the subject development site will be less intensive than originally proposed.

Special provisions are requested for front and exterior yard setback to main building 4.5 metres (minimum), interior side and rear yard depth 3.0 metres (minimum), landscaped open space 28% (minimum), and balcony encroachment 2.1 metres (maximum). Note staff recommend the regulation for front and exterior side yard depth (minimum) be 4.0 metres to main building instead of the requested 4.5 metres to reflect the exterior yard depths as shown on the final site plan.

Generally, staff do not have any concerns and are prepared to recommend the R5-7( ) special provision zone. As for the appropriateness of the requested special provisions, the front and exterior yard setback to main building of 4.0 metres (minimum) allows for a reduced building setback from the street consistent with the community design guidelines for Victoria on the River. The interior side and rear yard depth of 3.0 metres (minimum) is intended for the southerly side yard which will be adjacent an open space and outdoor seating area proposed for the future town center as shown on the site plan. Landscaped open space of 28% (minimum) is considered a minor reduction from the standard 30%. The balcony encroachment of 2.1 metres (maximum) is intended to accommodate the proposed second floor balconies above the covered front door/porch entrances, but does not extend beyond the front porch entrance.

# Appendix D – Relevant Background

## The London Plan Map Excerpt



### Legend

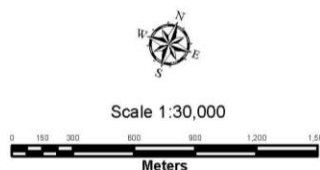
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

This is an excerpt from 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



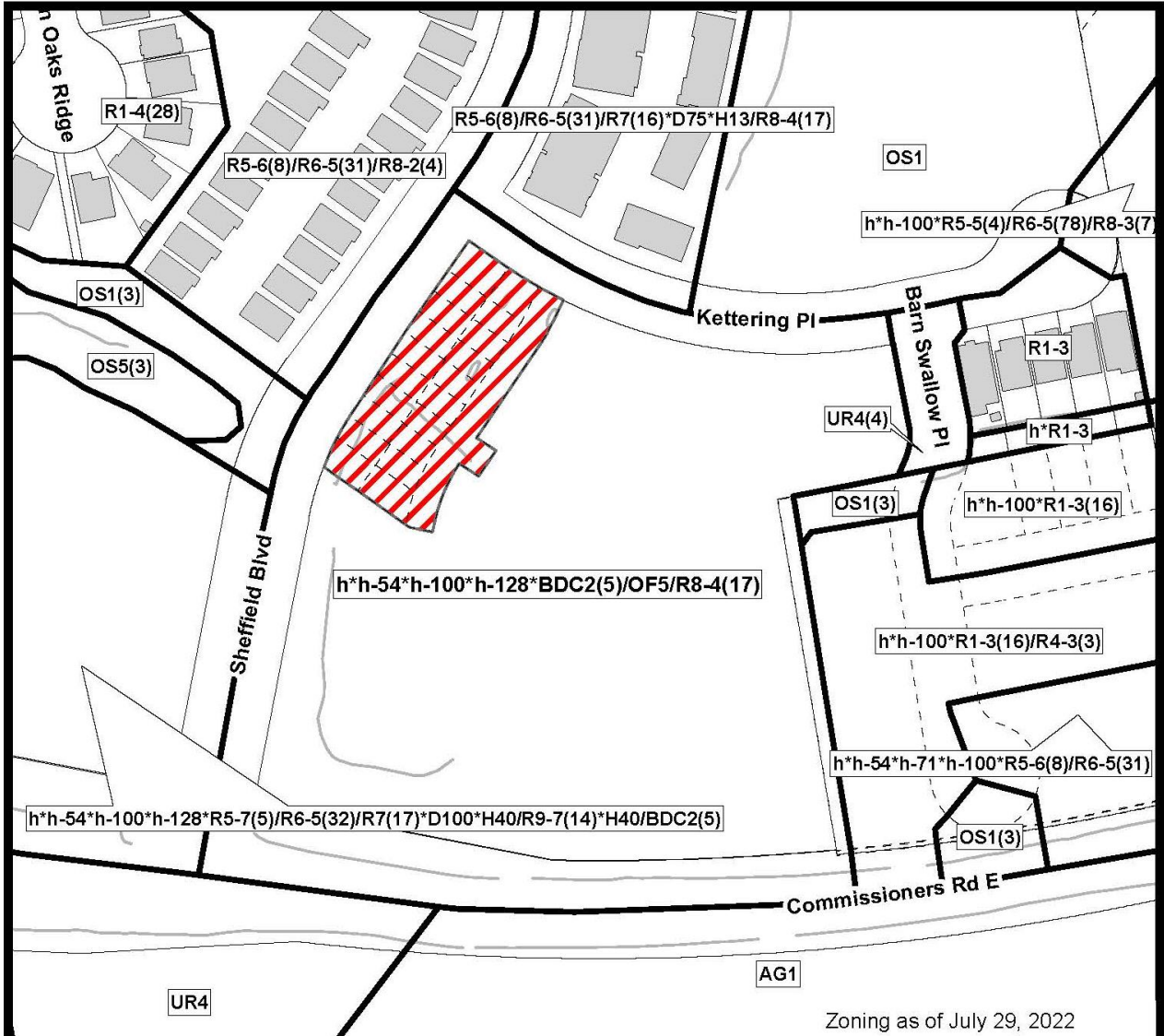
File Number: 39CD-21517 / Z-9420

Planner: LM

Technician: JI

Date: 2023/6/29

# Zoning By-law Map Excerpt



Zoning as of July 29, 2022



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**  
**h\*h-54\*h-100\*h-128\*BDC2(5)/OF5/R8-4(17)**

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         |
| DA - DOWNTOWN AREA                        | LI - LIGHT INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | GI - GENERAL INDUSTRIAL           |
| CSA - COMMUNITY SHOPPING AREA             | HI - HEAVY INDUSTRIAL             |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | EX - RESOURCE EXTRACTIVE          |
| BDC - BUSINESS DISTRICT COMMERCIAL        | UR - URBAN RESERVE                |
| AC - ARTERIAL COMMERCIAL                  |                                   |
| HS - HIGHWAY SERVICE COMMERCIAL           | AG - AGRICULTURAL                 |
| RSC - RESTRICTED SERVICE COMMERCIAL       | AGC - AGRICULTURAL COMMERCIAL     |
| CC - CONVENIENCE COMMERCIAL               | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION           | TGS - TEMPORARY GARDEN SUITE      |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION          |
| 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**



FILE NO:  
 39CD-21517/Z-9420 LM

MAP PREPARED:  
 2023/06/29                      JI



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