

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: 2793774 Ontario Inc. and Goldfield 1 Ltd.
1160 Wharncliffe Road South and 234 Exeter Road
File Number: OZ-9450/39T-21507, Ward 12
Public Participation Meeting

Date: February 21, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2793774 Ontario Inc. and Goldfield 1 Ltd. relating to the property located at 1160 Wharncliffe Road South and 234 Exeter Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2024, to **AMEND** the Official Plan, The London Plan by revising Map 1 – Place Types to change the designation of a portion of the subject lands **FROM** a Neighbourhoods Place Type **TO** a Green Space Place Type;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2024 to **AMEND** the Southwest Area Secondary Plan, forming part of the Official Plan, The London Plan, by revising Schedule 4 and Schedule 10 of the Southwest Area Secondary Plan to change the designation of a portion of the subject lands **FROM** a Low Density Residential designation **TO** a Medium Density Residential designation and an Open Space and Environmental Review designations;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, and the Southwest Area Secondary Plan as amended in part (a) and part (b) above, to change the zoning of the subject property **FROM** an Urban Reserve (UR6), an Environmental Review (ER) and a Holding Light Industrial (h-17*LI2/LI7) Zone **TO** a Holding Residential R1 (h-h-161*R1-3) Zone, a Holding Residential R4 (h-h100*h161*R4-4(2)), a Holding Residential R6 Special Provision (h-h-100*h161*R6-5(_)) Zone, and a Holding Residential R6 Special Provision (h-h-2*h-100*h161*R6-5(_)) Zone and an Open Space (OS4) Zone;
- (d) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 1160 Wharncliffe Road South and 234 Exeter Road; and,
 - (a) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed Plan of Subdivision as submitted by 2793774 Ontario Inc. and Goldfield 1 Ltd. (File No. 39T-21507), prepared by MHBC (Project No. 17334"j"), dated November 10, 2021.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Official Plan, The London Plan, to redesignate a portion of the property from a Neighbourhoods Place type to a Green Space Place Type.

The applicant has requested an amendment to the Southwest Area Secondary Plan to designate a portion of the property from a Low Density Residential designation to a Medium Density Residential designation and an Open Space and Environmental Review designations.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Urban Reserve (UR6), Environmental Review (ER) and Holding Light Industrial (h-17*LI2/LI7) Zone to a Holding Residential R1 (h-h-161*R1-3) Zone, a Holding Residential R4 (h-h-100*h161*R4-4(2)), a Holding Residential R6 Special Provision (h-h-100*h161*R6-5(_)) Zone, and a Holding Residential R6 Special Provision (h-h-2*h-100*h161*R6-5(_)) Zone and an Open Space (OS4) Zone.

Staff are recommending approval of the requested amendment to The London Plan, Southwest Area Secondary Plan and Zoning Bylaw amendment with additional holding provisions that will facilitate the proposed residential development.

This Official Plan amendment, Zoning amendment and Draft Plan of Subdivision will add approximately **339 new residential dwelling units** in the City of London.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Official Plan and Zoning By-law Amendments to permit the use, intensity and form of the associated proposed plan of subdivision, which is being considered by the Approval Authority.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

December 9, 2002 – Information Report to Planning Committee on the North Longwoods Area Plan Review (02OFFAN).

May 12, 2003 – Report and Public Participation Meeting to Planning Committee on the introduction of the North Longwoods Area Plan and corresponding Official Plan Amendments (O-6424).

June 30, 2003 – Report to Planning Committee on the introduction of the North Longwoods Area and Plan and corresponding Official Plan Amendments after referral back to Staff (O-6424).

April 26, 2010 – Report to Planning Committee to present the Draft Southwest Area Secondary Plan and associated background studies.

August 31, 2017 – Report to the London Consent Authority regarding a Consent to Sever (B.031/17).

November 6, 2017 – Report to Committee of Adjustment regarding requested variances related to Consent to Sever B.031/17 (A.162/17).

August 19, 2020 – Report to London Consent Authority regarding a Consent to Sever (B.020-20).

1.2 Planning History

In 2001, the Long-Term Transportation Corridor Protection Study was approved by Council and identified extending Bradley Avenue between Bostwick Road and Wonderland Road South, and Wharncliffe Road South and White Oak Road.

The North Longwoods Area Plan was introduced in May of 2013 to guide development for the lands bounded by Southdale Road to the North, White Oak Road to the east, the Bradley Avenue extension to the south and Wharncliffe Road South the west. The lands are also subject to the Southwest Area Secondary Plan (SWAP), and more specifically the policies for the Central Longwoods Residential Neighbourhood. SWAP was approved by the Ontario Municipal board on April 29, 2014, and is intended to provide a comprehensive land use plan, servicing requirements and servicing strategy for the lands south of Southdale Road, east of the Dingman Creek and north of the Highway 401/402 corridor.

In 2017, an application was made to sever an 1866.3 square metre parcel from 1160 Wharncliffe Road south to 3427 Paul Peel Road to allow for the creation of seven (7) single-detached dwellings (see Figure 1 below). This request was presented to the London Consent Authority on August 31, 2017, and granted on October 3, 2017. A Minor Variance application was submitted in conjunction with the consent to sever to permit reduced lot area and lot frontage for both the retained and severed parcels. These requests were presented to the Committee of Adjustment on November 6, 2017, and granted with conditions on November 28, 2017. Another consent to sever request was submitted in 2020 to sever the back portion of 234 Exeter Road and its access lane from the retained industrial lands fronting on Exeter Road. This request was granted on November 16th, 2020, and an access easement for the retained lands exists over the access lane from Exeter Road.

This application for a Draft Plan of Subdivision and related Official Plan and Zoning By-law Amendments was accepted as a complete application on December 7, 2022.

1.3 Property Description and Location

The subject property is generally located south of Wharncliffe Road South, north of Exeter Road and west of White Oak Road, described as Part of Lots 3 to 7 of Concession 2 in the former Westminster Township. This proposed development would permit the development of single detached lots, multi-family blocks and a stormwater management complete corridor. Currently, the site is vacant and approximately 14.625 hectares (36.14 acres) in size. The site would have access to municipal services and is in an area planned for growth.

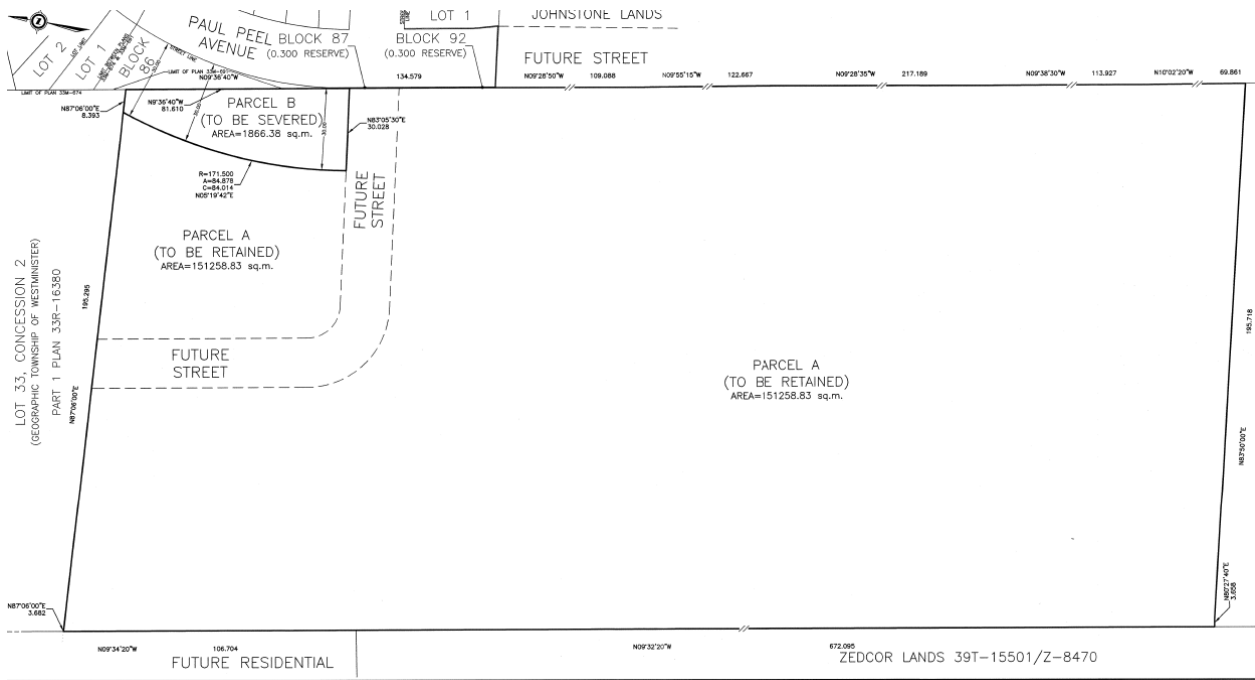


Figure 1 – 2017 Consent Application



Figure 2 - Streetview of 1160 Wharnccliffe Road South (view looking North from Exeter Road)

Site Statistics:

- Current Land Use – vacant
- Frontage – 199 metres on the Bradley Avenue Extension and 23 metres on Exeter Road
- Depth – 920 metres
- Area – 14.625 hectares (36.14 acres)
- Shape – Rectangular/Irregular
- Located within the Built Area Boundary - No
- Located within the Primary Transit Area - No

Surrounding Land Uses:

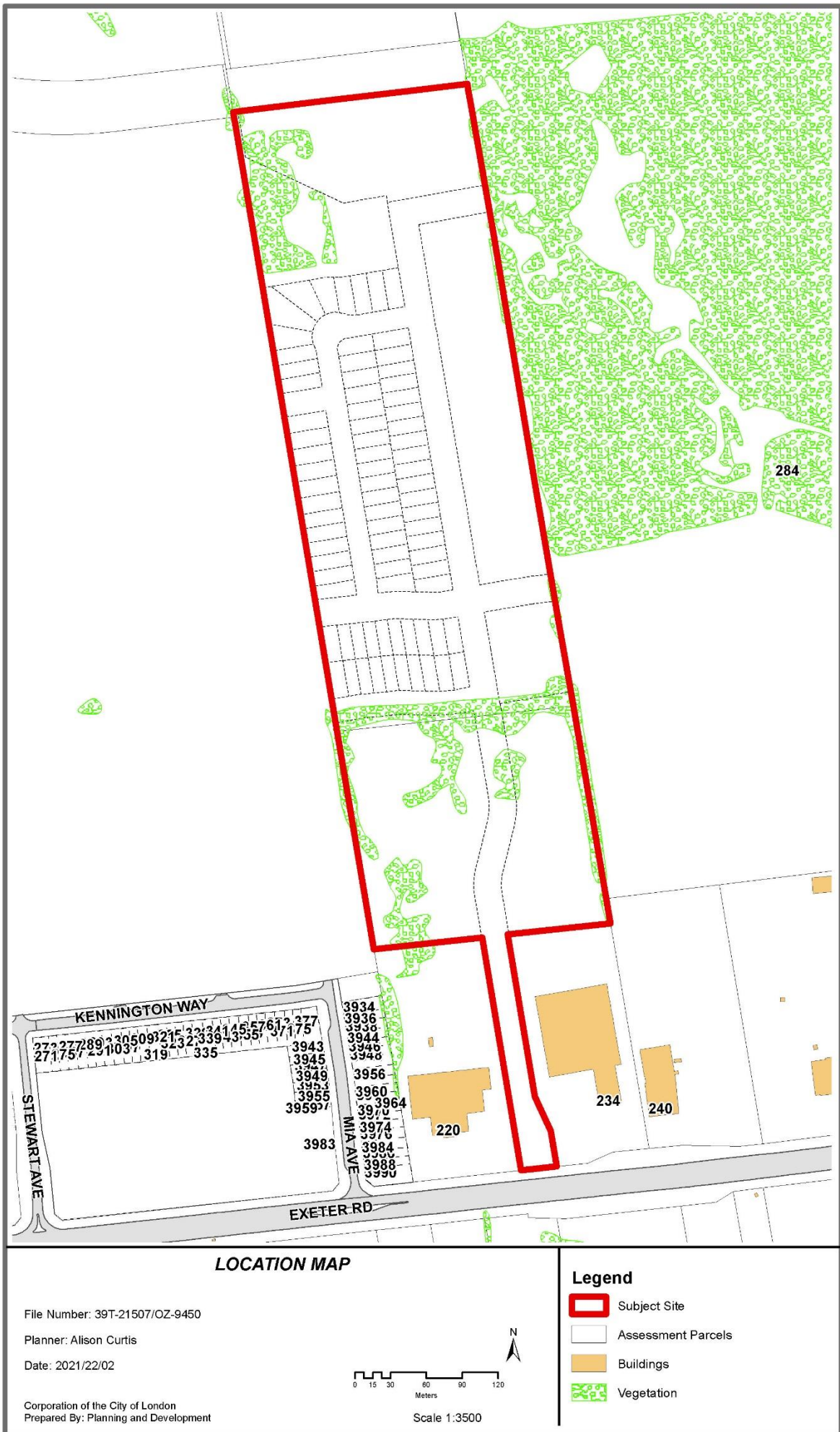
- North – Medium Density Residential and Commercial
- East – Environmental Review and Light Industrial
- South – Light Industrial
- West – Low and Medium Density Residential

Existing Planning Information:

- Existing The London Plan Place Type – Neighbourhoods
- Existing Zone – Urban Reserve, Environment Review and Holding Light Industrial (UR6/ERh-17*LI2/LI7)

Additional site information and context is provided in Appendix “H”.

Location Map:



2.0 Discussion and Considerations

2.1 Development Proposal

The Official Plan amendment and Zoning By-law amendment will facilitate the development of a Draft Plan of Subdivision that provides for the following:

- 80 lots for single-detached dwellings (Lots 1 to 80);
- Two (2) blocks for street townhouses (Blocks 81 and 82);
- Three (3) blocks for future, multiple-attached residential dwellings along the proposed Street A and the Bradley Avenue Extension (Blocks 103 to 105);
- One (1) block for future development (Block 115);
- A stormwater management complete corridor is proposed to provide recreational opportunities and support stormwater management, terrestrial, and aquatic functions (Blocks 106 to 108); and,
- Five (5) public roads and four (4) reserve blocks (Blocks 109 to 114).

Please note that the Draft Plan of Subdivision, seen below, may be further refined and reviewed prior to Draft Approval by Civic Administration

Additional information on the development proposal is provided in Appendix “D”.



Figure 3 – Draft Plan

of Subdivision

2.2 Requested Amendments

The applicant has requested an Official Plan Amendment and a Zoning Bylaw Amendment to facilitate the proposed subdivision development.

The requested amendment to The London Plan is to redesignate a portion of the property to include the Green Space Place Type to permit recreational uses associated with the passive enjoyment of natural features, and conservation, mitigation and rehabilitation works. This Place Type will accommodate the stormwater management complete corridor.

The requested amendment to the Southwest Area Secondary Plan is to redesignate a portion of the property as described below:

- From Low Density Residential designation to Medium Density Residential designation to permit cluster housing.
- From Low Density Residential to Open Space and Environmental Review designations to accommodate the stormwater management complete corridor.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR6), Environmental Review (ER) and Holding Light Industrial (h-17*LI2/LI7) Zone to a Holding Residential R1 (h-h-161*R1-3) Zone, a Holding Residential R4 (h-h-100*h-161*R4-4(2)), a Holding Residential R6 Special Provision (h-h-100*h-161*R6-5(_)) Zone, and a Holding Residential R6 Special Provision (h-h-2*h-100*h-161*R6-5(_)) Zone and an Open Space (OS4) Zone.

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

Lots	Zone String	Special Provisions Requested
Lots 1 to 80	h-h-161*R1-3	<ul style="list-style-type: none">• No Special Provisions Requested
Blocks 81 and 82	h-h-100*h-161*R4-4(2)	<ul style="list-style-type: none">• No Special Provisions Requested
Blocks 103 and 104	h-h-100*h-161*R6-5(_)	<ul style="list-style-type: none">• Maximum density of 75 units per hectare, whereas 35 units per hectare is permitted
Blocks 105	h-h-2*h-100*h-161*R6-5(_)	<ul style="list-style-type: none">• Maximum density of 75 units per hectare, whereas 35 units per hectare is permitted
Blocks 106 to 108	OS4	<ul style="list-style-type: none">• No Special Provisions Requested
Block 115	h-h-2*h-100*h-161*R6-5(_)	<ul style="list-style-type: none">• Maximum density of 75 units per hectare, whereas 35 units per hectare is permitted

On May 25, 2022, the Ontario Land Tribunal ordered that the 1989 Official Plan be repealed in its entirety and The London Plan came into full force and effect. At the time the application was made, the Applicant has requested amendments to the 1989 Official Plan in order to facilitate the proposed development. The requested amendments to the 1989 Official Plan, included below, are no longer required to support the proposed development, and any Official Plan amendment required will be exclusively to The London Plan.

- **Requested Amendments to Schedule “A” Land Use Map of the 1989 Official Plan:**
 - Redesignate Blocks 103 and 104 from Low Density Residential to Multi-Family, Medium Density Residential to permit cluster housing.
 - Extend the Multi-Family, Medium Density Residential designation to include Block 105.
 - Designated Blocks 106 to 108 Open Space to conserve natural features in the ‘complete corridor’.

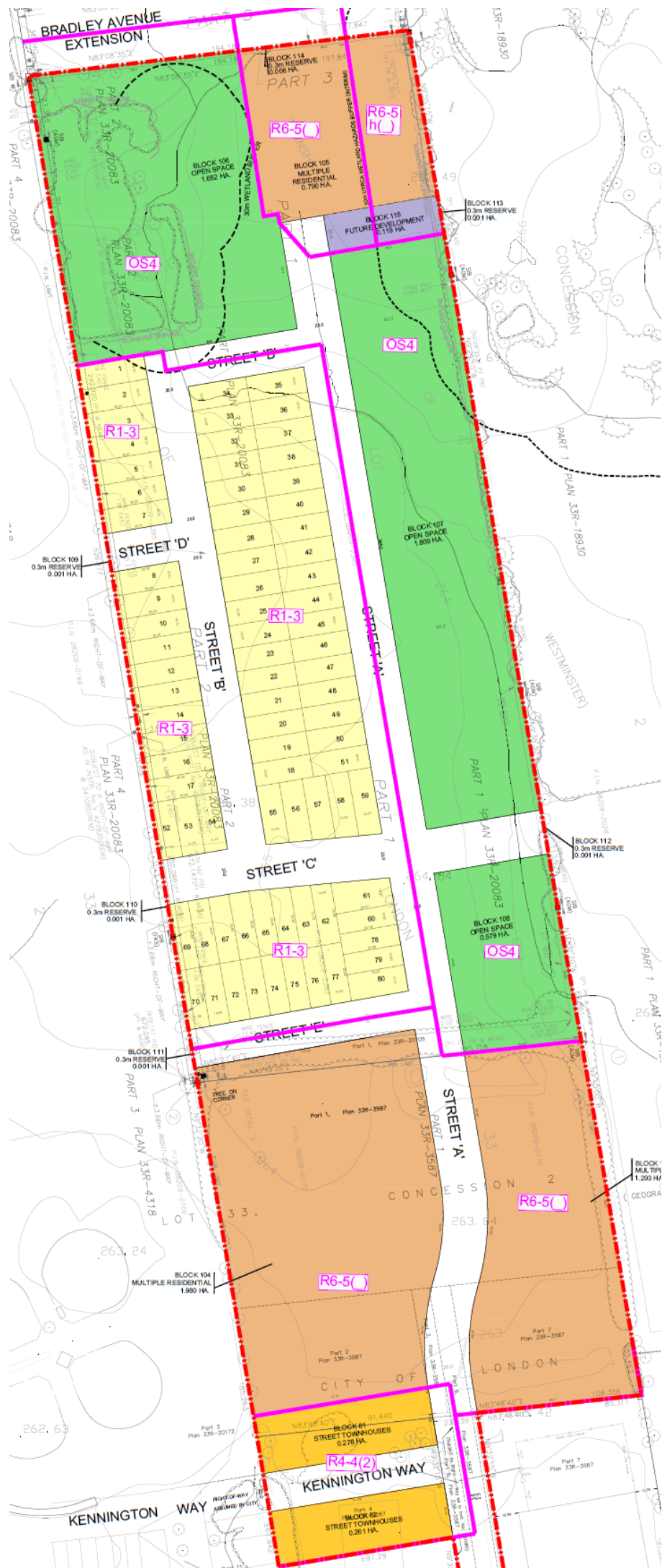


Figure 4: Proposed Zoning from Applicant

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 and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Wetland relocation within the stormwater management complete corridor;
- Street and pedestrian orientation within medium density blocks; and,
- Inclusion of holding provision in the zoning to ensure orderly development.

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

2.4 Public Engagement

On January 6, 2022, Notice of Application was sent to 23 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 6, 2022. A planning application sign was also placed on the site.

There were three responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Business access during subdivision build out and completion; and,
- Timelines for construction.

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

2.5 Policy Context

The Planning Act and the 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*.

Section 1 of the *PPS* outlines policies to achieve sustainability through efficient land use and development patterns that promote strong, liveable, healthy, and resilient communities. Policy Sections 1.1.1, 1.1.3 and 1.6 requires land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. This contributes to resilient development and the creation of healthy, livable, and safe communities. This proposal will develop a vacant site within the settlement area that has full access to municipal services and are designated and intended, over the long term, to be used for multiple-dwelling, low to medium density residential uses. In addition to the single detached lots, the concept plans provided for the multi-family block, which are subject to change, illustrate cluster townhouse developments in conventional and back-to-back configuration. This provides for a range of housing options and densities, in a compact form that provide for current and future residents (Section 1.4).

The *PPS* states that “Natural features and areas shall be protected for the long term” and that “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.” (Sections 2.1.1 and 2.1.8). As noted, there is unevaluated vegetation on the northern portion neighbouring property to the east. The h-2 holding

provision will be placed on the development block the abuts the unevaluated vegetation patch, and it shall not be removed until the extent of development determined and ensure that it will not have a negative impact on the Natural Heritage System. The implementation of the stormwater management complete corridor will also help to protect and conserve natural heritage features contained within the subject lands.

This section of the *PPS* sets out policies for the protection of significant built heritage resources and significant cultural heritage landscapes to ensure they are conserved, and development or site alteration shall not be permitted adjacent to protected heritage property, except where the proposed development or site alteration has been evaluated and demonstrated that the heritage attributes of the protected property will be conserved (Sections 2.6.1 and 2.6.3). A Stage 1 Archaeological Assessment was conducted for the subject lands, which determined that there was high potential for the discovery of archaeological resources, and a subsequent Stage 2 Archaeological Assessment was conducted. The Stage 2 identified four archaeological locations, three of which did not meet the Provincial criteria for a Stage 3 assessment and no further work was recommended. A Stage 3 Site Specific Assessment was undertaken for the remaining archaeological location, which was deemed to retain no further cultural heritage or value. The Ministry of Culture, Tourism and Sport was satisfied by the fieldwork and reporting, and the report was entered into the Ontario Public Register of Archaeological Reports.

The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards, satisfying Section 3 – Protecting Public Health and Safety of the *PPS*. The requested amendment has been reviewed for consistency with the *PPS*. Staff are of the opinion that the zoning amendment and draft plan of subdivision are consistent with 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 2020* 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.

The subject lands currently designated within the Neighbourhoods Place Type along a Civic Boulevard (Exeter Road) and an Urban Thoroughfare (the proposed Bradley Avenue Extension), with a Neighbourhood Connector (the extension of Roy McDonald Drive) connecting the subject lands to the existing subdivisions to the west. This Place Type at these locations, based on street classification, permits a range of residential uses, including: single detached, semi-detached, townhouses, stacked town houses, and low-rise apartments (Table 11). Neighbourhood Streets and Connectors permit a maximum height of 2.5 storeys, and Civic Boulevard and Urban Thoroughfares permit a maximum height of 4 storeys (Table 11). The proposal is in keeping with these policies set out in *The London Plan*.

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include strong neighbourhood character, attractive streetscapes, diverse housing choices, well-connected

neighbourhoods, alternatives for mobility, employment opportunities close to where people live, and parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhoods Place Type and its key elements. It contributes to a neighbourhood character, attractive streetscapes and a diversity of housing choices. The proposed Subdivision is near to lands designated with the Shopping Area and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate active transportation. The provision of park and open space provides for recreational opportunities attractive alternatives for mobility.

An excerpt from *The London Plan* Map 1 – Place Types is found in Appendix “H”.

Southwest Area Secondary Plan (SWAP)

The *Southwest Area Secondary Plan* has been reviewed in its entirety and it is Staff’s opinion that the proposed Zoning By-law Amendment is consistent with these policies.

This site forms part of the Southwest Area Secondary Plan and is subject to the development vision and detailed policies of the Secondary Plan. Additionally, the site forms part of the ‘Central Longwoods Neighbourhood’ within the greater plan. This secondary plan sets out policy and guidance to create neighbourhoods that have the following features: a mix of uses and diverse mix of residential housing; an emphasis on design parameters with placemaking features; walkability within and between neighbourhoods; an integration of the Natural Heritage System as an opportunity for residents to enjoy; and, Neighbourhood Central Activity Nodes as destination places in the neighbourhood.

The site is designated as Low Density Residential and Medium Density Residential in the Southwest Area Secondary Plan and is located along Exeter Road, which is an arterial road. These designations encourage a mix of housing forms at a higher intensity than suburban neighbourhoods, and residential development that supports public and active transportation opportunities. Southwest Area Secondary Plan also permits a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and churches, and live-work uses may be permitted within the Medium Density Residential Designation. The Low Density Residential designation permits a minimum density of 18 units per hectare and maximum of 35 units per hectares. Building heights within this designation shall not exceed four (4) storeys and be sensitive to the scale of development in the surrounding neighbourhood. A minimum density of 30 units per hectare and a maximum density of 75 units per hectare is permitted in Medium Density Residential designation at this location.

This proposal will contribute to a range of dwelling types in the area and could contribute to creating opportunities for affordable housing, as required in section 50.5.3.1 Housing, in a compact form of development, which could contribute to a reduction of land and energy, as set out in section 20.5.3.2 Sustainable/Green Development.

3.0 Financial Impact and Considerations

3.1 Financial Impact

Through the completion of the works associated with this application, fees, development charges and taxes will be collected. There will be increased operating and maintenance costs for works being assumed by the City.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed stacked-townhouse and single detached dwellings in this development would provide a mix of housing choices in compact form that are street oriented, which

contributes to a safe pedestrian environment that promotes connectivity to adjacent lands within the Commercial Industrial and Shopping Area Place Types (TLP 285, 286, 916 and 1578).

There are lands located west and northwest of the subject lands, from the intersection of Wharncliffe Road South and Bradley Avenue, designated within the Shopping Area Place Type that provide for amenities and employment opportunities within a distance appropriate for active transportation (TLP 285, 286, 916 and 1578). The proximity of parks and other open space lands to the southeast provides for recreational opportunities and attractive alternatives for mobility (TLP 916). There are school sites located north of Southdale Road East and West, and east of White Oaks Road. Lands within the Neighbourhoods Place Type are located directly to the north, south, east, and west, and there are additional lands further east within the Neighbourhoods Place Type (TLP 916).

The London Plan provides direction for growth and development that is compact in form and directed to strategic locations, taking into consideration the required infrastructures and services required to support growth. “Inward and upward” growth is emphasized in The London Plan to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal (TLP 79 and 80). The proposed development is located close to the border of the Built Area Boundary, but represents infill development of a vacant and underutilized lot within the Urban Growth Boundary in a use that is in keeping with the surrounding existing and proposed land use.

The proposed development is generally consistent with Zoning By-law Z.-1 and The London Plan and surrounding residential and commercial developments.

4.2 Intensity

Approximately 339 new residential dwelling units are proposed within the Draft Plan of Subdivision, which is approximately 22 units per hectare for the entire subject lands. This aligns with the density permissions of the Low and Medium Density Residential designations in *SWAP*. The subject lands are sufficient in size and configuration to accommodate the development of street townhouses and single detached dwellings.

The Residential R1-3 Zone variation requires a minimum lot area of 300 square metres per single detached lot and a minimum lot frontage of 10 metres, which is satisfied. The R4-4(2) requires a minimum of 180 square metres while the Residential R6-5 Zone Variation requires a minimum lot area of 850 square metres for cluster townhouse developments. Blocks 81, 82, 103, 104, and 105 of the Draft Plan of Subdivision satisfy these zoning requirements. Further west and north of the subject lands there are townhouse dwellings fronting onto Wharncliffe Road South, and lands directly to the west are Draft Approved for townhouses of a similar intensity.

The Residential R4-4 Zone Variation does not specify a density maximum as it provides regulations based on one unit per lot, and the Residential R6-5 Zone Variation permits a maximum density of 35 units per hectare. A special provision for a maximum of 75 units per hectare has been required for the R6-5 Zone for Block 103 to 105. Similar densities have been considered and permitted in the R6-5 Zone Variation, and similar densities are permitted on lands directly to the north and west. The proposed size the Blocks meet the minimum lot size and are sufficient to accommodate the increased density requested.

The street and cluster townhomes proposed for Blocks 103 to 105 will serve as a transition in densities, buffering the proposed single detached dwellings to the south and southeast from Bradley Avenue and the existing Light Industrial uses to the south. Building heights within the Neighbourhoods Place Type, at this location, shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this Plan relating to Zoning to the Upper Maximum Height (Policies 1638 to 1641). Development proposed for Blocks 81, 82, 103, 104, and 105 are compliant with these Official Plan requirements and zone regulations.

4.3 Form

As previously noted, the recommended zoning would permit medium density residential development in the form of townhouses and single detached dwellings, which can be accommodated on the lands. The recommended zoning would facilitate the development of mid-rise development, which aligns with the form identified as appropriate in The London Plan and is designed with street and pedestrian orientation in mind to promote connectivity. This connectivity could contribute to walkability to support lands to the northwest and northeast in the Shopping Area and Commercial Industrial Place Types.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the surrounding context and will provide connections to adjacent subdivisions. The proposed blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Wharnccliffe Road South, as well as provide for safe and easy walking and cycling on Bradley Avenue and Wharnccliffe Road South. To support walkability, sidewalks shall be located on both sides of all streets (349). The proposed Draft Plan of subdivision includes sidewalks on both sides of the proposed streets.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The urban design brief provided outlines that a positive pedestrian experience will be created along street frontages through architectural design, articulate, enhance landscaping, and active streetscapes. Crime Prevention Through Environment Design principles will also be considered in the design to create a safe pedestrian environment. The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the place type and the surrounding area (197, 202, 221 and 252). The stormwater management complete corridor will help to create a sense of place and community character as an architectural vista, and the urban design brief notes that the street pattern is design such that they terminate around the Corridor. Enhanced landscaping will be considered during the Site Plan stage at the main entrances and gateways will be incorporate to create a sense of place and character, as well as a variety will be included in the building heights, materials and colours.

The subject lands are currently zoned Urban Reserve (UR6), Environmental Review (ER) and Holding Light Industrial (h-17*LI2/LI7) Zone. The Urban Reserve UR6 Zone is applied to areas where industrial development is anticipated over the long term, and permitted uses include: existing dwellings, agricultural uses, with exceptions conservation lands, managed woodlots, wayside pits, passive recreation uses, farm gate sales, kennels, private outdoor recreation clubs, riding stables, and existing defined industrial uses. The Light Industrial Zones provide for and regulate a range of industrial uses and their associated secondary uses.

The Applicant has requested zone changes to facilitate residential development, which is consistent with Neighbourhoods Place Type in The London Plan and surrounding development. The recommended zoning is: Holding Residential R1 (h*h-161*R1-3) Zone, a Holding Residential R4 (h*h100*h161*R4-4(2)), a Holding Residential R6 Special Provision (h*h-100*h161*R6-5(_)) Zone, and a Holding Residential R6 Special Provision (h*h-2*h-100*h161*R6-5(_)) Zone and an Open Space (OS4) Zone.

The Holding Provisions that are proposed to form part of the zone are to ensure the following:

- h: orderly development and adequate provision of municipal services through an approved Development Agreement;
- h-2: determine the extent of development that can be permitted such that it does not have a negative impact on relevant components of the Natural Heritage System;
- h-100: there is adequate water services and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer; and,
- h-161: the proposed stormwater management system servicing the subdivision is constructed and operational

The Applicant has requested a Special Provisions zone to allow the follow:

Maximum Density of 75 units per hectare – Blocks 103 - 105

The Residential 6-5 Zone Variation permits a maximum density of 35 units per hectare. A maximum of 75 units per hectare has been required for the R6-5 Zone for Blocks 103 to 105. A minimum density of 30 units per hectare and a maximum density of 75 units per hectare is permitted in Medium Density Residential designation of SWAP at this location. Similar densities have been considered and permitted in the R6-5 Zone Variation, and similar densities are permitted on lands directly to the east and west. The proposed size of these blocks meets the minimum lot size and are sufficient to accommodate the increased density requested.

Staff support the requested special provision, and it is included in the recommendation.

4.4 Adjacent Industrial Land Uses

Industrial land uses have the potential to produce point source or fugitive air emissions (i.e., noise) that could have adverse effects on sensitive land uses, which includes residential development. As such, the Province of Ontario established the D-Series Guidelines to prevent or minimize future land use conflicts when sensitive uses encroach on existing industrial land uses. The Guidelines provides: a breakdown of different industrial uses into Classes; the influence area and minimum distance separation for each Class; and, evaluation criteria that can be used to assess the compatibility between a sensitive land use and existing industrial facilities. Please refer to Appendix E for a full description of the classes and criteria. As there are existing industrial facilities and land uses adjacent to the subject lands, in particular the WM Waste Management Facility, an assessment of the D-Series Guidelines was completed for the subject lands.

WM Waste Management – 290 Exeter Road

A WM Waste Management operates a Waste Transfer Station and Recycling Depot at 290 Exeter Road, which offers the following services: dumpster rental, business waste pickup, garbage and disposal drop-off. They do not accept hazardous waste; construction and demolition debris; and, industrial or special wastes. The Ministry of Environment, Conservation and Parks has noted that odour is frequent from this site. A Special Provision Zone is included in the zoning, which permits a Waste Transfer Stations and Recycling Depots and defines it as:

a type of waste disposal site as defined and the Environmental Protection Act, for non-hazardous solid wastes and liquids, including transferring, separation, processing and recycling of such wastes

The Special Provision Zone further stipulates that: outside storage of liquid or solid wastes shall be prohibited; outside storage of goods accessory to the waste transfer station and recycling depot shall not be permitted in any required front or exterior side yard; and, any outside storage of goods accessory to the waste transfer station and recycling depot shall not exceed 5% of the total lot area.

The Classes established by the D-Series Guidelines do not apply to Waste Transfer Stations; however, it may be considered similar to a Class 2 Industry based on its scale of operations, hours of operations, permission for outdoor storage and potential for outputs of point source or fugitive emissions. Under the Guidelines, Class 2 Industries have an influence area of 300 metres and the required minimum distance separation from sensitive uses of 70 metres. The lower portion of Street A, that is proposed to intersect with Exeter Road, is approximately 481 metres away and Block 103 is approximately 397 metres away. The subject lands are of a sufficient distance from the facility to minimize potential adverse effects.

220 and 234 Exeter Road

These properties are zoned for industrial uses, but designated with the Neighbourhoods Place Type under The London Plan as Council's long-term intent of these lands for residential land uses. They are currently zoned Holding Light Industrial zone Variation 2 and 7 (h-17*LI2/LI7), which requires a rear yard setback of 25 metres and 75 metres, respectively, when abutting a residential zone. In both instances, the minimum requirement is exceeded. The building at 234 Exeter Road has a rear-yard setback of approximately 48 metres from the proposed residential zone and the building at 220 Exeter Road has a rear yard setback of approximately 107 metres. Given the existing situation, and the existing zoning regulations, the identified industrial uses will have minimal impact on the proposed residential development.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed Official Plan, Zoning By-Law Amendment and Draft Plan of Subdivision are consistent with the general intent and purpose of The London Plan and the Southwest Area Secondary Plan. No outstanding significant concerns have been identified with the proposed amendments.

The recommended zoning and special provisions of the zoning amendment will permit townhouse units, single detached dwellings and a stormwater management complete corridor that are considered appropriate and compatible with existing and future land uses in the surrounding area. Therefore, staff are satisfied that the proposal represents good planning in the broad public interest and recommend approval of this development application.

Prepared by: Alison Curtis, MA
Planner, Subdivision Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely, MICP, 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
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Subdivision Engineering

HM//BP/AC/ac

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2021\39T-21507 - 1160 Wharnclyffe Road South (AC)

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The London Plan for the City of London, relating to 1160 Wharnccliffe Road South and 234 Exeter Road

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

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

PASSED in Open Council on March 5, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – March 5, 2024
Second Reading – March 5, 2024
Third Reading – March 5, 2024

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend Map 1 – Place Types of The London Plan to add a Green Space Place Type to a portion of the subject property.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1160 Wharnccliffe Road South and 234 Exeter Road in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the PPS and policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment would facilitate the development of a residential subdivision consisting of: eighty (80) single detached lots (Lots 1 to 80), two (2) blocks for street towns (Blocks 81 and 82) three (3) medium density residential blocks (Blocks 103 to 105), three (3) open space blocks (Block 106 to 108), one (1) block for future development (Block 115), four (4) road reserve blocks (109 to 114), serviced by five (5) new streets.

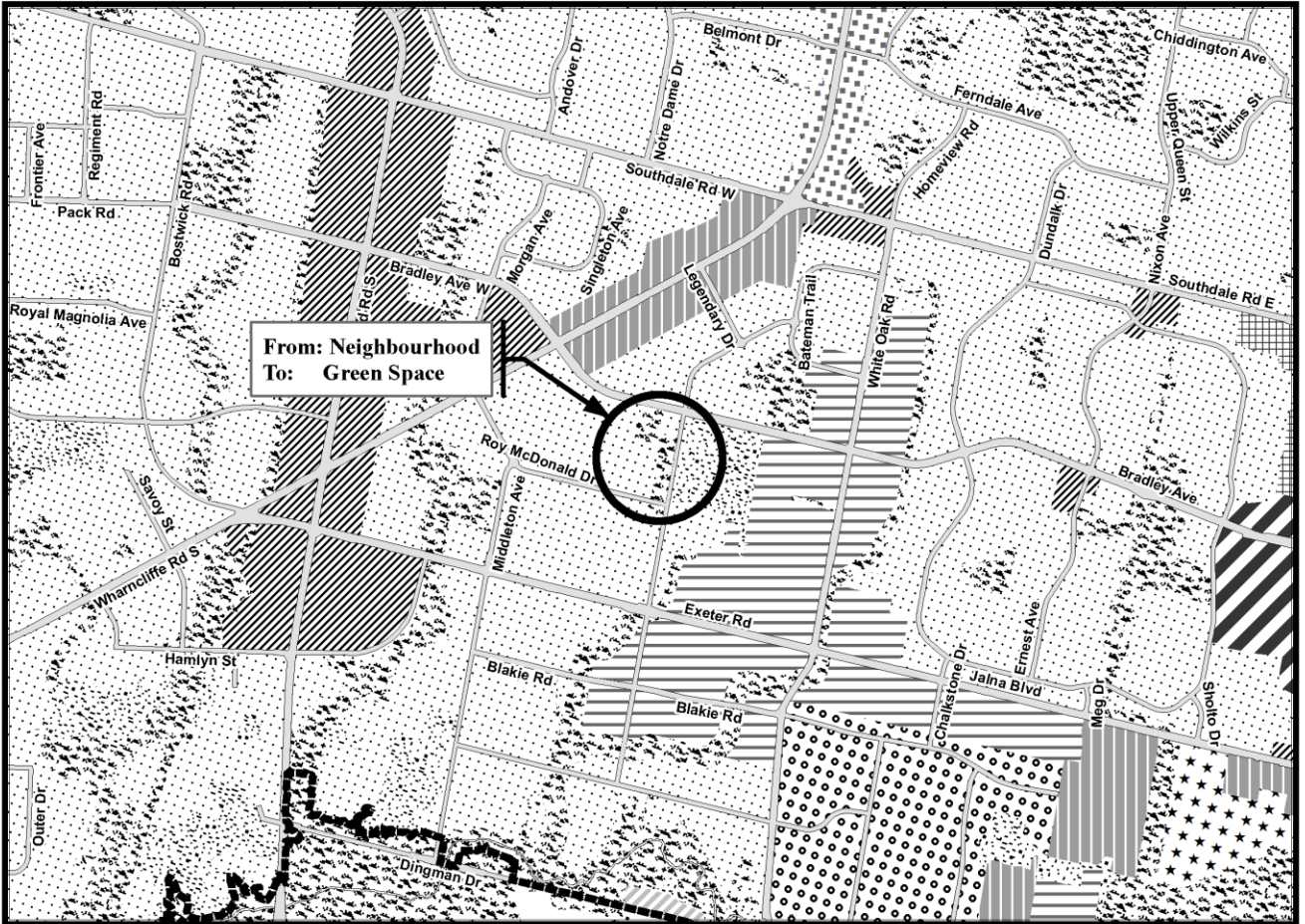
D. THE AMENDMENT

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

1. Map 1 – Place Types, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Green Space Place Type, as indicated on “Schedule 1” attached hereto.

“Schedule 1”

AMENDMENT NO:



Legend

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

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

<p align="center">SCHEDULE 1 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: OZ-9450</p> <p>PLANNER: AC</p> <p>TECHNICIAN: RC</p> <p>DATE: 1/30/2024</p>
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Appendix B – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The London Plan for the City of London, relating to 1160 Wharnccliffe Road South and 234 Exeter Road

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

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

PASSED in Open Council on March 5, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – March 5, 2024
Second Reading – March 5, 2024
Third Reading – March 5, 2024

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

B. The purpose of this Amendment is to amend Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, by changing the designation of the subject lands from Low Density Residential to Medium Density Residential and Open Space and Environmental Review on Schedule 4 Southwest Area Land Use Plan, and Schedule 10 Central Longwoods Residential Neighbourhood Land Use designation.

C. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1160 Wharncliffe Road South and 234 Exeter Road in the City of London.

D. BASIS OF THE AMENDMENT

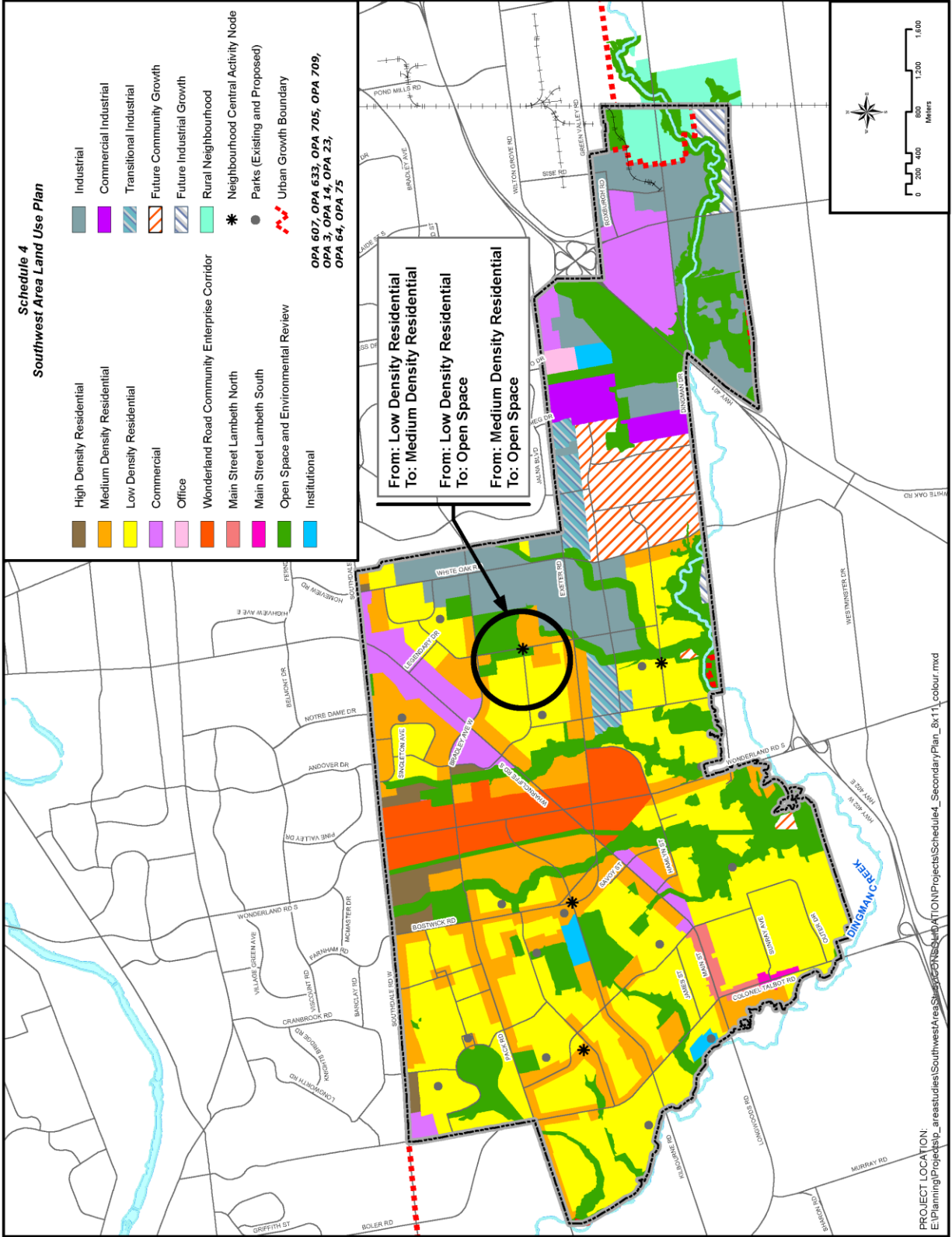
The recommended amendment is consistent with the PPS and policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment would facilitate the development of a residential subdivision consisting of: eighty (80) single detached lots (Lots 1 to 80), two (2) blocks for street towns (Blocks 81 and 82) three (3) medium density residential blocks (Blocks 103 to 105), three (3) open space blocks (Block 106 to 108), one (1) block for future development (Block 115), four (4) road reserve blocks (109 to 114), serviced by five (5) new streets

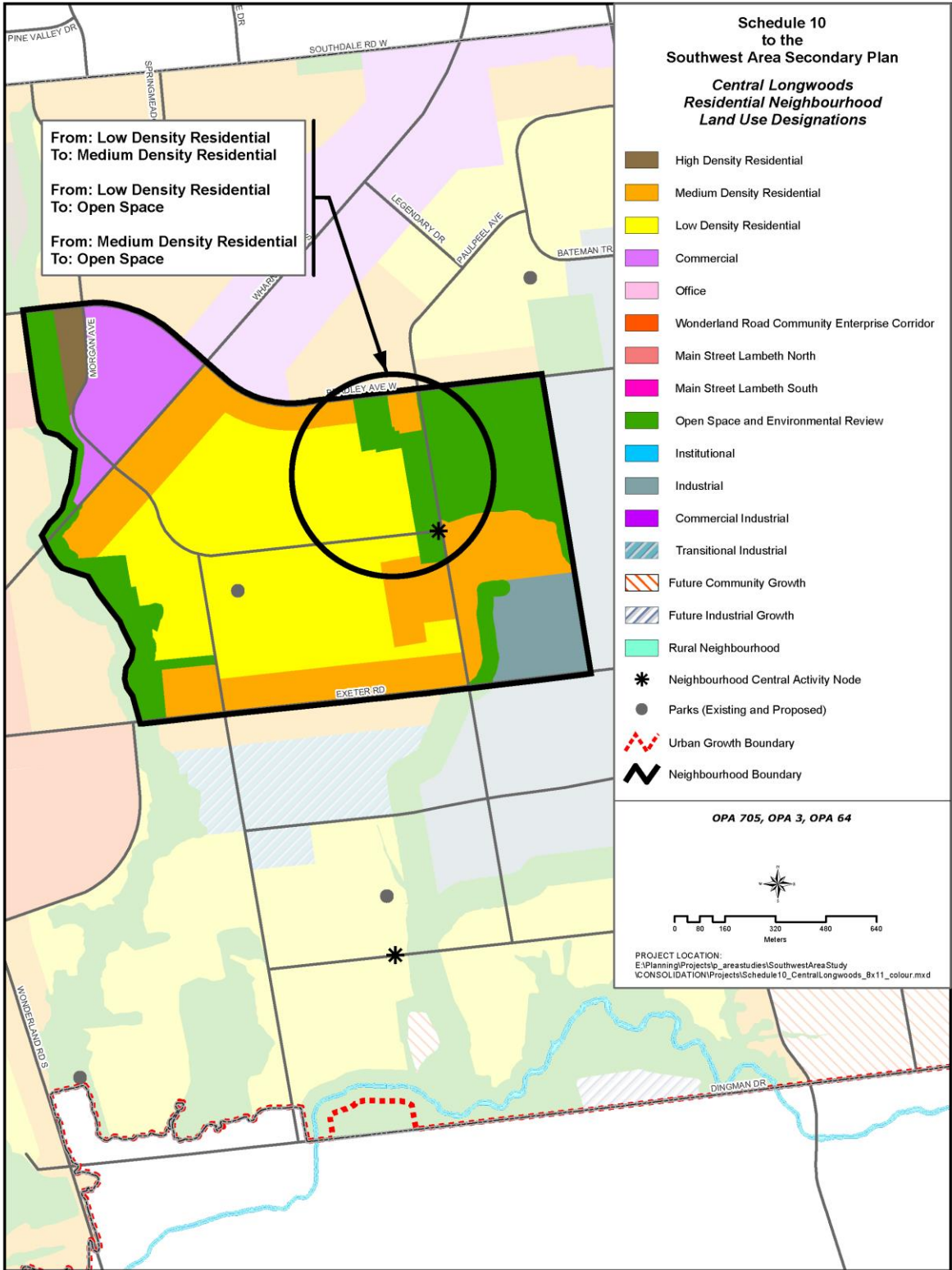
E. THE AMENDMENT

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

1. Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, Schedule 4 Southwest Area Secondary Plan Land Use Plan, and Schedule 10 Central Longwoods Residential Neighbourhood Land Use designation is amended by redesignation of the subject lands, as indicated on “Schedule 2” attached here to Low Density Residential to Medium Density Residential and to Open Space and Environmental Review.

"Schedule 2"





Appendix C – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1160 Wharncliffe Road South and 234 Exeter Road

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 1160 Wharncliffe Road South and 234 Exeter Road as shown on the attached map comprising part of Key Map No. A111, **FROM** an Urban Reserve (UR6), Environmental Review (ER) and Holding Light Industrial (h-17*LI2/LI7) Zone **TO** a Holding Residential R1 (h*h-161*R1-3) Zone, Holding Residential R4 (h*h100*h161*R4-4(2)), Holding Residential R6 Special Provision (h*h-100*h161*R6-5(_)) Zone, and Holding Residential R6 Special Provision (h*h-2*h-100*h161*R6-5(_)) Zone and Open Space (OS4) Zone.
2. Section Number 10.4 of the R6 Zone is amended by adding the following Special Provisions:

R6-5 () 1160 Wharncliffe Road South and 234 Exeter Road
 - a. Regulations
 - i) Density (Maximum) – 75 units per hectare

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

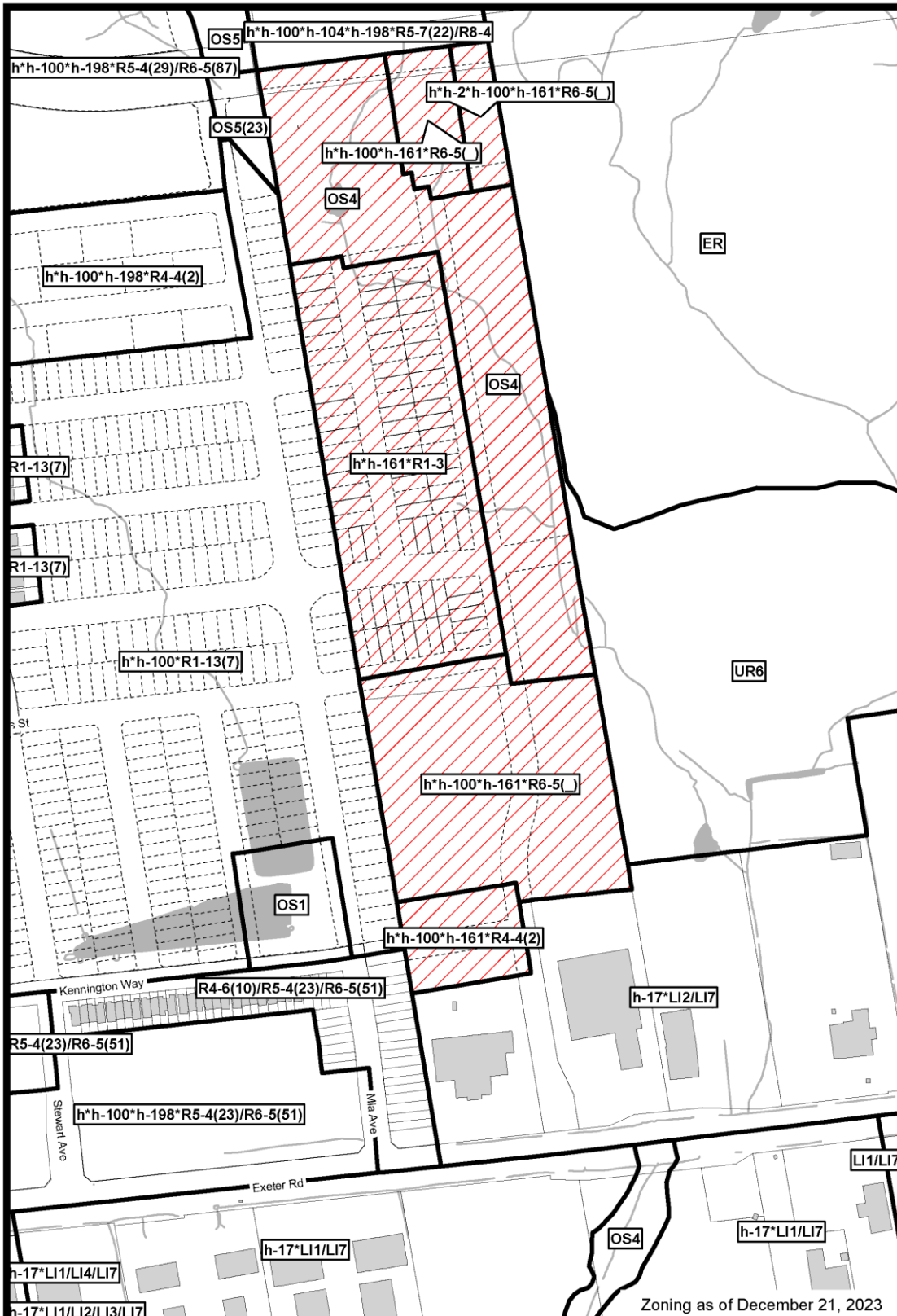
PASSED in Open Council on March 5, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


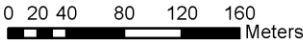

Michael Schulthess
City Clerk

First Reading – March 5, 2024
Second Reading – March 5, 2024
Third Reading – March 5, 2024

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



Zoning as of December 21, 2023

<p>File Number: OZ-9450 / 39T-21507 Planner: AC Date Prepared: 2024/01/30 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:4,000</p> <p></p> <p></p>
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Appendix D - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant
Frontage	199 metres on the Bradley Avenue Extension and 23 metres on Exeter Road
Depth	920 metres (3018 feet)
Area	14.625 hectares (36.14 acres)
Shape	Rectangular/Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Medium Density Residential and Commercial
East	Environmental Review and Light Industrial
South	Light Industrial
West	Low and Medium Density Residential

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods, Urban Thoroughfare (Bradley Avenue) and Civic Boulevard (Exeter Road)
Current Special Policies	N/A
Current Zoning	Urban Reserve (UR6), Environmental Review (ER) and Holding Light Industrial (h-17*LI2/LI7) Zone

Requested Designation and Zone

Requested Place Type	Neighbourhoods and Green Space Place Types
Requested Special Policies	N/A
Requested Zoning	Holding Residential R1 (h-h-161*R1-3) Zone, Holding Residential R4 (h-h-100*h-161*R4-4(2)), Holding Residential R6 Special Provision (h-h-100*h-161*R6-5(_)) Zone, and Holding Residential R6 Special Provision (h-h-2*h-100*h-161*R6-5(_)) Zone and Open Space (OS4) Zone.

Requested Special Provisions

Lots	Zone String	Special Provisions Requested
Lots 1 to 80	h-h-161*R1-3	<ul style="list-style-type: none"> No Special Provisions Requested
Blocks 81 and 82	h-h-100*h-161*R4-4(2)	<ul style="list-style-type: none"> No Special Provisions Requested
Blocks 103 to 104	h-h-100*h-161*R6-5(_)	<ul style="list-style-type: none"> Maximum density of 75 units per hectare, whereas 35 is permitted
Blocks 105	h-h-2*h-100*h-161*R6-5(_)	<ul style="list-style-type: none"> Maximum density of 75 units per hectare, whereas 35 is permitted
Blocks 106 to 108	OS4	<ul style="list-style-type: none"> No Special Provisions Requested
Block 115	h-h-2*h-100*h-161*R6-5(_)	<ul style="list-style-type: none"> Maximum density of 75 units per hectare, where as 35 is permitted

C. Development Proposal Summary

Development Overview

The Zoning By-law amendment will facilitate the development of a Draft Plan of Subdivision that provides for the following:

- 80 lots for single-detached dwellings (Lots 1 to 80);
- Two (2) blocks for street townhouses (Blocks 81 to 82);
- Three (3) blocks for future, multiple-attached residential dwellings along the proposed Street A and the Bradley Avenue Extension (Blocks 103 to 105);
- One (1) block for future development (Block 115);
- A complete corridor is proposed to provide recreational opportunities and support stormwater management, terrestrial, and aquatic functions (Blocks 106 to 108); and,
- The proposed Draft Plan is also comprised five (5) new Streets and four (4) reserve blocks (Blocks 109 to 114).

Proposal Statistics

Land use	Residential
Form	Single-detached, Townhouses, and Medium Density Residential
Height	Varies
Residential units	TBD
Density	Varies
Parkland	Cash-in lieu

Mobility

Parking spaces	TBD
Vehicle parking ratio	TBD
New electric vehicles charging stations	TBD
Secured bike parking spaces	TBD
Secured bike parking ratio	TBD
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	No
Connection from the site to a multi-use path	NA

Environmental Impact

Tree removals	TBD
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	NA
Green building features	Unknown

Appendix E – Provincial D6 Series Guidelines Information

Class I Industries

- **Influence Area:** 70 metres
- **Minimum Distance Separation:** 20 metres

Outputs	Scale	Process	Operation /Intensity	Possible Examples
<p>Noise: sound not audible off property</p> <p>Dust and/or Odour: Infrequent and not intense</p> <p>Vibration: no ground borne vibration on plant property</p>	<p>No outside storage.</p> <p>Small scale plant or scale is irrelevant in relation to all other criteria for this Class</p>	<p>Self contained plant or building which produces/stores a packaged product. Low probability of fugitive emissions.</p>	<p>Daytime operations only.</p> <p>Infrequent movement of products and/or heavy trucks.</p>	<p>Electronics manufacturing and repair</p> <p>Furniture repair and refinishing</p> <p>Beverages bottling</p> <p>Auto parts supply</p> <p>Packaging and crafting services</p> <p>Distribution of dairy products</p> <p>Laundry and linen supply</p>

Class II Industries

- **Influence Area:** 300 metres
- **Minimum Distance Separation:** 70 metres

Outputs	Scale	Process	Operation /Intensity	Possible Examples
<p>Noise: Sound occasionally audible off property</p> <p>Dust and/or Odour: Frequent and occasionally intense</p> <p>Vibration: Possible groundborne vibration, but cannot be perceived off property</p>	<p>Outside storage permitted</p> <p>Medium level of production allowed</p>	<p>Open process</p> <p>Periodic outputs of minor annoyance</p> <p>Low probability of fugitive emissions</p>	<p>Shift operations permitted</p> <p>Frequent movement of products and/or heavy trucks with the majority of movements during daytime hours</p>	<p>Magazine printing</p> <p>Paint spray booths</p> <p>Metal command</p> <p>Electrical production manufacturing</p> <p>Manufacturing of dairy products</p> <p>Dry cleaning services</p> <p>Feed packing plant</p>

Class III Industries

- **Influence Area:** 1000 metres
- **Minimum Distance Separation:** 300 metres

Outputs	Scale	Process	Operation /Intensity	Possible Examples
<p>Noise: sound frequently audible off property</p> <p>Dust and/or Odour: Persistent and/or intense</p> <p>Vibration: Ground-borne vibration can frequently be perceived off property</p>	<p>Outside storage of raw and finished products</p> <p>Large production levels</p>	<p>Open process</p> <p>Frequent outputs of major annoyances</p> <p>High probability of fugitive emissions</p>	<p>Continuous movement of products and employees</p> <p>Daily shift operations permitted</p>	<p>Manufacturing of paint and varnish</p> <p>Organic chemicals manufacturing</p> <p>Breweries</p> <p>Solvent recovery plants</p> <p>Soaps and detergent manufacturing</p> <p>Manufacturing of resins and costing</p> <p>Metal manufacturing</p>

Appendix F – Internal and Agency Comments

Internal Department Comments

Parks Planning and Design

Parks Planning and Design has reviewed the submission for the above noted plan of subdivision and offers the following comments:

PARKS AND OPEN SPACE

- The complete corridor will be acquired through SWM Development Charge processes and will not be acquired using parkland dedication (CP-9).
- Required parkland dedication shall be taken as Cash in Lieu as per Parkland Conveyance and Levy By-law - CP-9.
- In conjunction with Focused Design Studies, the Owner's qualified consultant shall prepare and submit a conceptual pathway plan that includes safe pedestrian crossings at all street and corridor crossings that intersect with the pathway system, along with a connection from the northern terminus of the pathway in Block 83 to the northeast linking with the future extension of Bradley Avenue, all to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner's qualified consultant shall incorporate pathways in accordance with the accepted conceptual pathway plan and City standards into the engineering drawings to the satisfaction of the City.
- The Owner shall construct 1.5m high chain link fencing without gates in accordance with current City Park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to Complete Corridor. Fencing shall be completed to the satisfaction of the City, within one (1) year of the registration of the plan.

Urban Design

The following urban design comments should be addressed through the Subdivision/Rezoning process:

- Consider a higher density building form fronting onto Bradley Road (such as a mid-rise apartment building) to provide a range and mix of housing types and compact residential development.
- Relocate the east-west portion of Street B to be located adjacent to Block 82 to maintain views and accessibility to the Open Space or continue Street D straight through to Street A to provide views/vistas of the Open Space on Block 83.
- Single Detached Dwelling Blocks:
 - Ensure all lots currently proposed along Street A are fronting onto the higher order street (currently units 1, 2, 59, 60, 77, and 78).
- To ensure street-oriented development and front entrances that are oriented to the street, provide a minimum setback of 1.0 metre and a maximum setback of 4.5 metres along Bradley Ave.
- Ensure corner lots are sized to accommodate enhanced features and articulation on both elevations front onto public streets or open spaces. Provide the primary pedestrian entrance on the higher order street and provide garages on the lower order street. Ensure any fencing proposed along public streets is limited to 50% of the yard depth.

Blocks 79, 80 and 81 should be redesigned to provide a variety of built forms which are designed to appropriately address the public streets and open spaces, are well-structured, connected and pedestrian-oriented and which provide

amenity spaces for the residents. Should the design of these blocks continue as proposed, following comments will be considered through the Site Plan process:

- Ensure adequate separation between proposed townhouse blocks (approximately 6m) to avoid clutter and break up the linearity of the proposed built form.
- Provide amenity spaces for all blocks containing back-to-back townhouses that are centrally located and adequately sized to accommodate the proposed residential units.
- Minimize private property interfaces with open spaces by providing window streets or public access adjacent to natural features. Where residential units are located adjacent to open spaces, buildings should be oriented to take advantage of their location next to the natural feature. Orienting buildings to open spaces
- Provide enhanced elevations for all end units for townhouses that are highly visible from the streets and open spaces with architectural details similar to the front elevations including but not limited to number and size of windows, materials and articulation, wrapping porches and front entrances etc.
- Block 79: specific comments for the individual blocks including rotating building to reduce the amount of internal drive aisles, breaking up visitor parking into smaller sections throughout the site, and removing window streets along public streets.
 - Rotate units 21-34 to directly front onto the main internal drive and reduce the amount of asphalt/drive aisles proposed.
 - Relocate the visitor parking away from the view terminus at the end of the internal drive aisle
- Block 80:
 - Break up the proposed parking at the center of Block 80 to smaller portions strategically located throughout the block to reduce the large amount of asphalt.
 - Rotate units 43-50 to reduce the amount on internal drive aisles and asphalt proposed.
- Block 81:
 - Remove the window street and relocate townhouses to directly front onto Bradley Street. Ensure the setbacks allow for active frontages/front doors that face Bradley Street with direct pedestrian connections to the future City sidewalk.
 - Remove the window street adjacent to the future Paul Peel expansion on the east side of the block.
 - Provide a midblock pedestrian connection that directly connects Bradley Avenue to Street A through the center of the block.
 - Ensure rear yards and visitor parking are not located adjacent to open spaces.
 - Rotate units 1-16 to front onto the proposed street/open space rather than another internal drive aisle.

UD Comments to be incorporated as Zoning:

- i. Front yard depth (minimum) on arterial roads: 1.0 m
- ii. Front yard depth (maximum) on arterial roads: 4.5 m
- iii. The front façade and primary entrance of dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk.
- iv. Attached garages shall not contain garage doors that occupy more than 50% of the unit width and shall not project beyond the façade of the dwelling or the façade of any porch.
- v. Minimum outdoor amenity space for medium density residential blocks: 5m² per unit

I have also included the below urban design comments to be included in your report that will be addressed through the site plan process.

Urban Design requirements to be addressed through the SPA process:

- Blocks shall be structured generally on a grid with enhanced pedestrian connectivity (including mid-block connections).
- All buildings and dwelling units shall front the highest order street and/or open space with primary entrances and active building elements with enhanced articulation (i.e., windows or openings, porches, canopies, architectural details and materials) along the street and/or open space and direct pedestrian connections to the public sidewalk. Provide more intense residential building forms (i.e., low-rise apartment building) along arterial streets.
- Window streets and garages shall be avoided along arterial streets.
- Surface parking shall be broken into smaller areas along the internal roads to reduce the amount of hard-surface area.
- Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted adjacent to public street and public open space. Fencing will be limited to only decorative transparent fencing with a maximum height of 4ft (1.2m) with openings for pedestrian access along public streets or open space.

Ecology

Ecology Comments on 1160 Wharnccliffe Road:

1. The Impact analysis and recommendations sections are lacking. More detail is needed on the complete corridor, the relocation of natural heritage features identified in the SLSR/ EIS, and how this is justified through a net environmental benefit for the area, given the nature of the existing site and the potential habitat improvements for the complete corridor, this should be well articulated. Should focus on the quality of vegetation that can be incorporated into the channel vs. existing vegetation on-site, wildlife habitat creation, support to the existing adjacent vegetated area through the alignment of the complete corridor etc.
2. The buffers section references the UTRCA for buffer requirements, however the City has jurisdiction on buffers to Natural Heritage Features and should reference the EMG, this section does not mention the EMG or City policy. It was also discussed in the field a number of years ago about the acceptable buffers to the features that were in line with the EMG (2007), this should be identified.
3. Remove the proposed development overlay from the adjacent sites, these have not been approved and EIS work has not been submitted as part of a complete application, so the blocks/ road alignment (aside from Bradley Ave.) are not approved and should not be shown.
 - a. Also, the road alignment on the current site as it relates to the corridor narrows the corridor quite significantly when it crosses street 'A', it appears the corridor is only approximately 20-30m at this point, while a pinch point is potentially understandable, this is quite substantial and may need to be further considered.
4. A holding provision should be applied to the residential block R6-5 at the northeast end of the site (outside of the complete corridor) where a buffer to the adjacent feature was required, and which may or may not be implemented depending on the outcome of the adjacent development final draft plan, which at this point does not appear to be in the near term. Either the development provides the 10m buffer and proceeds on that basis with the understanding that it may not have been necessary, or development in this small section is held out until the development on the adjacent property is approved and it will be known if a buffer is required or is not.
5. Numbered recommendations are needed to identify all of the requirements that are to be carried forward to the future design stages after draft approval. These need to cover a wide array of recommendations including but not limited to: Sediment and erosion control measures, any onsite requirements during construction and post-construction, vegetation clearing windows, wildlife transfer plan to be developed, restoration plan goals and objectives, habitat creation (e.g. part of the channel slopes/ tablelands need to be restored to a forest to replace the significant woodland being removed etc.), relocation requirements for creating wetlands within the complete corridor, water balance for relocated

features, education package for all residents, signage for the complete corridor, wildlife passages for all crossings of the complete corridor etc....).

6. The monitoring recommendations need to be more robust, they do not reflect the fact that multiple NHFs are being removed and relocated on site, along with wildlife habitat. And that these need more detailed monitoring over a longer period of time to ensure they are functioning as intended beyond the warranty period for vegetation and clear of invasives.

Engineering Comments Zoning By-law Amendment

Development Services and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. holding provision to any affected lots/blocks should the Owner proceed with any interim SWM strategy in advance of having the tributary WCT-3 Complete Corridor constructed by the City for any development of any proposed blocks and lots located over the existing alignment of the tributary WCT-3 until such time as the Complete Corridor is functional and operational.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

- i) Add 0.3 metre reserves along the east and west limit of Street 'A' abutting adjacent properties with breaks for access to adjacent properties to be determined at engineering drawing stage
- ii) Add a 0.3 metre reserve fronting Bradley Avenue
- iii) Add 0.3 metre reserve block at northeast limit of Street 'A'
- iv) Identify all centreline radii. Ensure meet City standards.
- v) Revise Street 'B' to be 20.0 metres in width
- vi) Provide radii on Street 'A' at Open space Block 82
- vii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- viii) Revise Street 'A' to be 20.0 metres in width
- ix) Remove bump out on Street 'B'
- x) Dedicate 6.0 m x 6.0 m "daylighting triangles" at all intersections (including internal neighbourhood street/connector intersections and intersections with external roads) as determined Focused Design Studies, to the satisfaction of the City.
- xi) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

•	<u>Road Allowance</u>	<u>S/L Radius</u>
•	20.0 m	9.5 m

External Agency Comments

Bell Canada

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

The Owner acknowledges and agrees to convey any easement(s) as deemed

necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

London Hydro

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

This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant’s expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16weeks. Contact the Engineering Dept. to confirm requirements & availability.

Hydro One

We are in receipt of your Plan of Subdivision application, 39T-23501 dated July 18th, 2023. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One’s 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

Enbridge Gas (Union Gas)

It is Enbridge Gas Inc.’s request that as a condition of final approval that the owner/developer provide to Enbridge the necessary easements and/or agreements required by Enbridge for the provision of gas services for this project, in a form satisfactory to Enbridge.



"Inspiring a Healthy Environment"

October 30, 2023

City of London - Development Services
P.O. Box 5035
London, Ontario N6A 4L9

Attention: Alison Curtis (sent via e-mail)

Re: UTRCA Comments
File No. 39T-21507 and OZ-9450
Application for Draft Plan of Subdivision, Official Plan Amendment and
Zoning By-law Amendment
Applicant: 2793774 Ontario Inc. and Goldfield 1 Ltd.
1160 Wharncliffe Road South and 234 Exeter Road, London

Further to our letter dated July 12, 2022, the Upper Thames River Conservation Authority (UTRCA) has received the following documentation from the applicant to form part of their second submission package:

- Comment Response Matrix prepared by members of the consulting team, dated June 2, 2023;
- Conceptual Plan of the Complete Corridor prepared by Stantec Consulting Inc., dated May 31, 2023;
- Plant List prepared by NRSI, no date; and,
- Preliminary Draft Plan 1 and 2 prepared by MHBC, dated May 11, 2023.

COMMENTS

The UTRCA has reviewed the aforementioned documentation and offer the following comments:

Final Proposal Report

1. **Addressed.**
2. **Partially Addressed.** The response provided adequately describes the application of a holding provision at the extent of the 30m buffer, however the blocks described do not align with the submitted versions of the Draft Plan. It is recognized that Block 81 on the first submission Draft Plan (dated November 8, 2021), has since be revised on the second submission Draft Plan (dated May 11, 2023) to Block 80. Please provide clarity on the blocks applicable to the holding provision.
3.
 - a) **Outstanding.** The UTRCA understands the City's desire for a connection to Paul Peele Avenue, however it is pre-mature to consider this an appropriate connection point until technical studies have been completed on the adjacent lands. Please revise the draft plan to show this portion of the road as a 'block' for the future road connection.
 - b) **Outstanding.** As there are no road connections required in this location, it is pre-mature to consider this an appropriate connection point until

technical studies have been completed on the adjacent lands. Please revise the draft plan to show this portion of the road as a 'block' for the future road connection.

4. **Outstanding.** Measurements have not been provided on a revised Draft Plan, and the blocks described do not align with the submitted version of the Draft Plan. It is recognized that Block 83, 83 and 84 on the first submission Draft Plan (dated November 8, 2021), has since be revised on the second submission Draft Plan (dated May 11, 2023) to Block 79, 81 and 82.

1424 Clarke Road, London, ON N5V 5B9 · T: 519.451.2800 · E: infoline@thamesriver.on.ca
www.thamesriver.on.ca

In summary, the FPR has provided sufficient policy support for residential development to proceed on these lands. Please address the outstanding comments and provide revised drawings to account for the requested changes.

Environmental Impact Study

As per Ontario Regulation 596/22, Conservation Authorities have been prohibited from providing comments related to natural heritage matters as of January 1, 2023. Through the first submission review in 2022, the UTRCA provided natural heritage advice on this application to the City of London as the application pre-dated the prescribed implementation date set out in O. Reg. 596/22. The UTRCA will provide no further comments on natural heritage, and will defer any responses or outstanding natural heritage matters to the City. To provide clarity, our previous comments on this section have been included with a strikethrough added to matters related natural heritage.

Wetlands and their surrounding areas of interference, have components of both hazard and heritage features. Accordingly, the UTRCA will continue to provide comments related to the hazard components of the wetland features.

5. **Acknowledged.** The proposed development plan has been revised, and we are satisfied with the proposed area of wetland compensation (b) and the drainage features (e). The remaining matters are related to natural heritage.
- ~~a) Pre and post development of the 800 trees;~~
 - ~~e) Post development area of the 0.5ha CUP significant woodland;~~
 - ~~d) Pre and post development area of the terrestrial crayfish significant wildlife habitat;~~
 - ~~f) Post development area for milkweed; and,~~
 - g) Pre and post development area of the CUT located south of the hedgerow (please refer to comment 8 (a, b, and c) below regarding the potential wetland thicket in this area based on species and soil).
6. **Addressed.** Permit requirements will be provided through Focused/Detailed Design for the removal of the wetland features and realignment of the drainage features.
7. **Addressed.**
- 8.
- a) **Addressed.** Thank you for providing the vegetation list.
 - ~~b) Further information of the classification of the CUT located south of H1. A site visit may also be required;~~
 - ~~c) A conservative approach assumes habitat is present in the southern wetland features for amphibians, including significant wildlife habitat for Western Chorus Frogs;~~
 - ~~d) An explanation as to why the northwest MAM2 was not surveyed for anurans.~~
 - ~~e) A conservative approach assumes bat habitat is present in any suitable ELC communities in this area;~~

- ~~f) A conservative approach that assumes the CUP community is habitat for Great Horned Owl or significant wildlife habitat for Woodland Raptor Nesting given that a Great Horned Owl pellet and an owl/raptor stick nest was found through site investigations, yet not surveys were conducted for either.~~
- 9.
- a) **Addressed.** Thank you for providing the complete corridor conceptual design. b) **Addressed.**
- ~~c) Please identify if linkages are proposed for wildlife and connection between habitat features on the subject lands and adjacent lands.~~
- ~~d) Please provide justification for the crossings of the corridor and consider any impacts on the natural features, wildlife and habitat.~~
10. ~~Salvage and relocation of terrestrial crayfish, Carolina Rose and Rock Elm is proposed, however insufficient information has been provided to support this relocation. Please provide sufficient information to support this request, including the depth to the groundwater at the current proposed locations for the crayfish.~~
- ~~a) Under Section 9, please include monitoring to determine the success of the relocations as well as mitigation options should the relocations be deemed unsuccessful.~~
11. ~~Please confirm the need for bat acoustic surveys to determine if the hedgerow is potential significant wildlife habitat for species at risk.~~
- ~~a) Please identify and provide correspondence with MNRF to support the proposed approach used for these lands.~~
- ~~b) Please identify how this information will be incorporated into the EIS.~~
12. ~~The existing watercourse supports downstream fish species with cool water preferences. Please provide further information as to how the complete corridor design will ensure the amount, timing and quality (including temperature) of water will be maintained or improved under post development conditions.~~
- ~~a) Please ensure the corridor is vegetated and graded appropriately to ensure sedimentation and erosion issues are mitigated.~~
13. **Addressed.**
14. ~~Please include the terrestrial crayfish habitat as significant wildlife habitat in Table 4 of Appendix II.~~
15. **Addressed.**

Hydrogeological Assessment

The UTRCA has deferred the formal review of the Hydrogeological Assessment to the City of London.

Preliminary Stormwater Management Report

16. **Addressed.** Please provide additional information through Focused/Detailed Design. 17. **Addressed.** Please provide additional information through Focused/Detailed Design.
18. **Addressed.** Please provide additional information through Focused/Detailed Design.
19. **Outstanding.** This information is required prior to Focused/Detailed Design. In addition to satisfying the City's requirements, the UTRCA is also an approval authority for the Complete Corridor, as a Section 28 permit application is required to undertake these works.
20. **Outstanding.** This information is required prior to Focused/Detailed Design. The regulatory storm for the Upper Thames River watershed is the 250-year event.
21. **Addressed.** Please provide additional information through Focused/Detailed Design.
22. **Addressed.** Please provide additional information through Focused/Detailed Design.
23. **Outstanding.** This information is required prior to Focused/Detailed Design. There is a deficit noted in infiltration under the proposed condition which may impact the wetlands.

24. **Addressed.** Please provide additional information through Focused/Detailed Design.
25. **Addressed.** Please provide additional information through Focused/Detailed Design.

Water Balance

26. **Addressed.** Please provide additional information through Focused/Detailed Design relating to the deficit in infiltration.
27. **Addressed.** 28. **Addressed.**
29. **Addressed.**

Fluvial Geomorphology Assessment

30. **Addressed.**
31. **Addressed.**
32. **Addressed.** Please provide additional information through Focused/Detailed Design.
33. **Addressed.** Please provide additional information through Focused/Detailed Design.

Additional Comments

34. **NEW.** There are two culverts proposed to accommodate the proposed road network. Please provide additional information through Focused/Detailed Design to ensure that the 250-year storm can be safely conveyed through the infrastructure.
35. **NEW.** A 5.0m wide pathway has been shown between the proposed SWM facility and channel corridor. It is our general understanding that this doesn't appear to be in keeping with the City's Park's requirements for a pathway block.
 - a) Please confirm that the City's Park's Department has provided sign-off on the area proposed for the pathway in this location. Should additional lands be required to accommodate the proposed pathway, the corridor may need to expand beyond 60m.
 - b) Please advise if the proposed pathway will extend to the west side of Street 'A', identified as Block 79 on the Draft Plan (dated May 11, 2023).

MUNICIPAL PLAN REVIEW FEES

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications, associated technical studies, and permit applications. As per our approved fee schedule, fees that were charged during the first submission of this application included one comprehensive report review and one revised report review. Additional technical review fee charges are not applicable at this time, however a planning processing fee of \$265 will be charged for the compilation of the aforementioned responses. The applicant will be invoiced \$265 under separate cover.

SUMMARY AND RECOMMENDATION

Overall, the majority of our comments on the initial submission were addressed through the applicants comment response chart. It was noted however that there are outstanding concerns related to the proposed road network that may impact environmental features. It may be beneficial to discuss these matters through a meeting with the City, UTRCA and the applicant to ensure appropriate long-term planning has been considered prior to approvals.

Additionally, it would appear that the version of the Draft Plan circulated to our office is out of date.

Please provide the most recent version of the Draft Plan to confirm our interests have been addressed.

In summary, the majority of the UTRCA's concerns have been satisfied with the responses provided. Please continue working with staff on the outstanding matters noted above, while the remainder of the details can be deferred to Focused/Detailed Design.

Thank you for the opportunity to comment.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY

A handwritten signature in black ink that reads "SPratt". The letters are cursive and connected, with a large 'S' and 'P'.

Stefanie Pratt
Planning Coordinator

Enclosure: UTRCA Regulation Limit Mapping (please print on legal size paper for accurate scales)

c.c.: Bruce Page, City of London Development Services (Subdivisions) Manager
Jessica Schnaithmann, UTRCA Land Use Regulations Officer

Appendix G – Public Engagement

Community Engagement

Public Liaison: Information regarding the requested Zoning By-law Amendment application and opportunities to provide comments were provided to the public as follows:

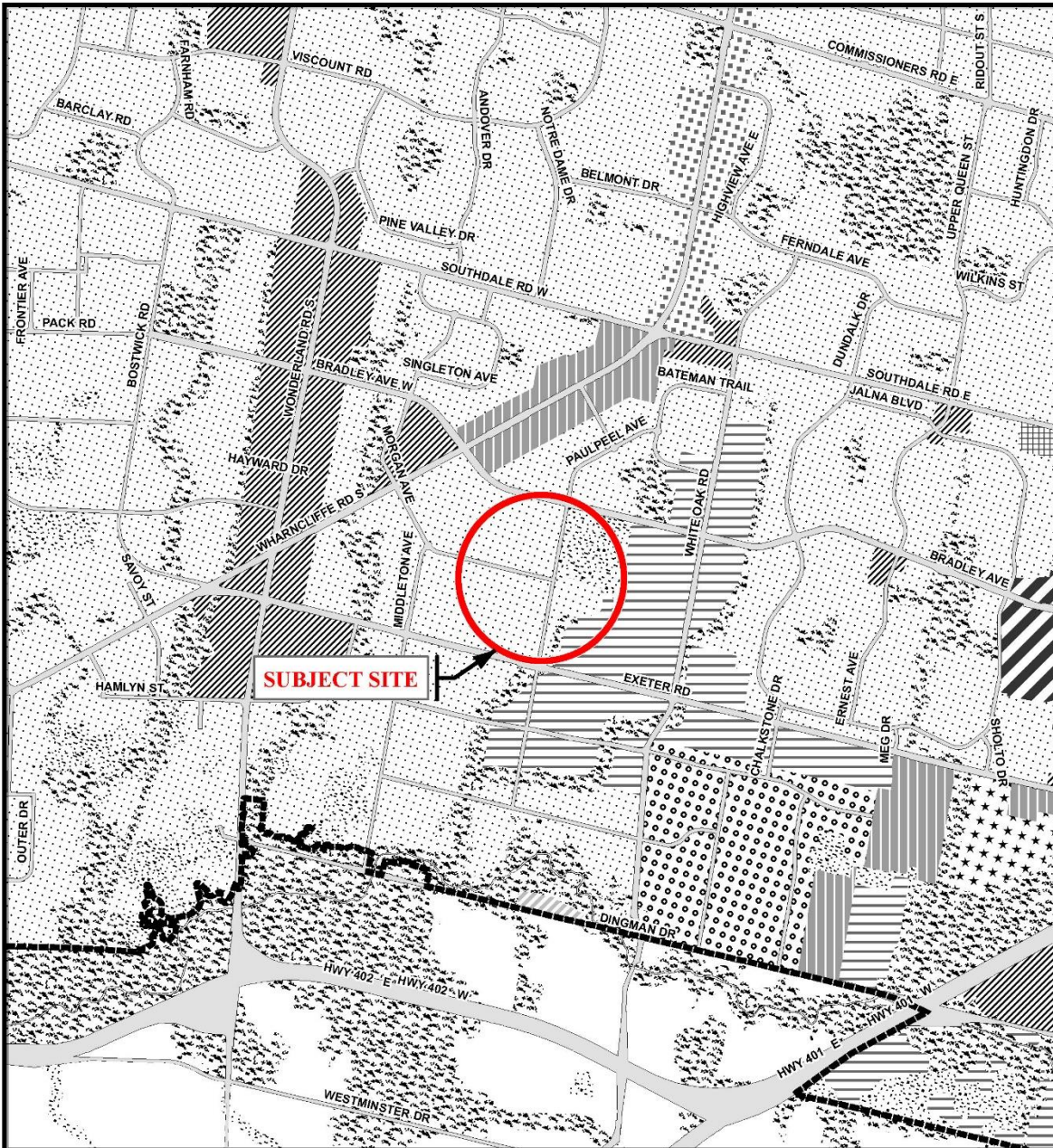
- Notice of Public Participation Meeting was sent to property owners within 120 metres of the subject property and on published in the Public Notices and Bidding Opportunities section of The Londoner February 1, 2024.
- Notice of Application was sent to property owners within 120 metres of the subject property on January 6, 2022.
- Information about the Application were posted on the website on January 6, 2022.

Notice of Application - Londoner January 13, 2022

1160 Wharncliffe Road South and 234 Exeter Road; located south of Wharncliffe Road South and west of White Oak Road – The purpose and effect of this application is to consider a proposed Draft Plan of Subdivision, Official Plan Amendments and Zoning By-law Amendments to allow for a residential subdivision consisting of low-density single detached dwellings, medium density multiple attached dwellings and open space, serviced by five (5) new streets. **Draft Plan of Subdivision** – Consideration of proposed Draft Plan of Subdivision and amendments to allow for: 78 single detached residential lots; three (3) medium density, multi-family residential blocks; three (3) open space blocks; four (4) reserve blocks; and, five (5) new streets (Streets A through E). **Official Plan Amendment** – Consideration of possible amendments to the (1989) Official Plan, including amendments to Schedule ‘A’ – Land Use Map to change the land use designations from “Low Density Residential” to “Multi-Family, Medium Density Residential” for Blocks 79 to 81 on the Draft Plan of Subdivision and from “Low Density Residential” to “Open Space” for Blocks 82 to 84 on the Draft Plan of Subdivision. Consideration of possible amendments to the Southwest Area Secondary Plan, including amendments to Schedule 4 to extend the Medium Density designation to Blocks 79 to 81, and designated Blocks 82 to 84 Open Space and Environmental Review. Consideration of possible amendments to The London Plan, including amendments to Map 1 to add the Green Space Place Type. **Zoning By-law Amendment** – Consideration of an amendment to the Z.-1 Zoning By-law to change the zoning from an Urban Reserve UR1, Environmental Review ER and Light Industrial LI2/LI7 Zone to: Residential R1 (R1-4) Zone for Lots 1 to 78 to permit single detached dwellings on lots with a minimum lot area of 365 square metres and minimum lot frontage of 12 metres; Residential R6 Special Provision (R6-5(*)) Zone for Blocks 79 to 81 to permit various forms of cluster housing up to a maximum of 35 units per hectare and maximum height of 12 metres; and, Open Space (OS4) for Blocks 82 to 84 to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests. The City may also consider applying Holding Provisions in the zoning.

File: 39T-21507/OZ-9450 Planner: A. Curtis x. 4497

Appendix H – The London Plan and Zoning By-law Excerpts



Legend

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

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000

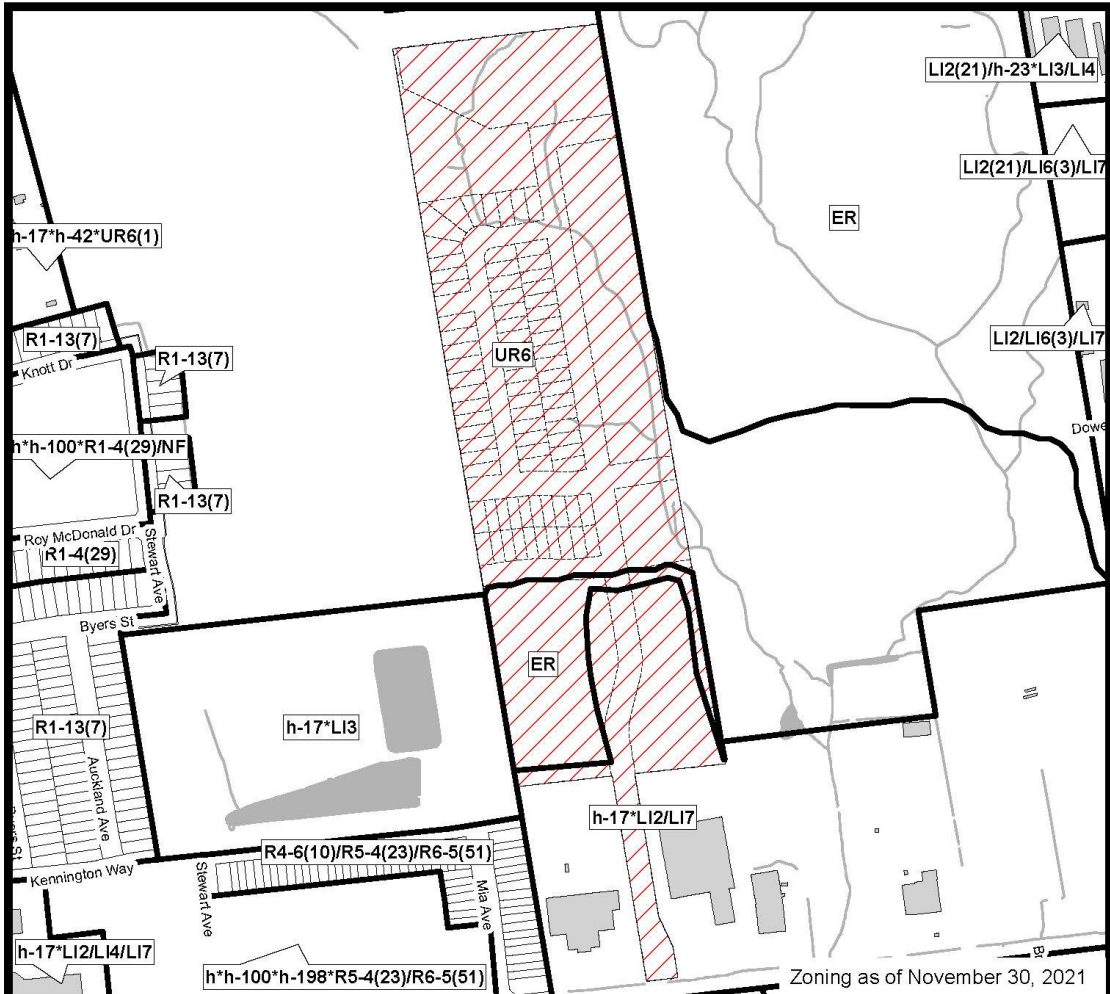


File Number: 39T-21507/OZ-9450

Planner: AC

Technician: RC

Date: December 22, 2021



Zoning as of November 30, 2021



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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:

H-9452

AC

MAP PREPARED:

2021/12/17

rc

1:5,500

0 25 50 100 150 200

Meters