

Planning for an Urban Village



a complete community focused on a vibrant mixed use centre and diverse residential neighbourhoods

Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan

Draft Report: October 2012

Prepared By:
peter j. smith & company, inc.

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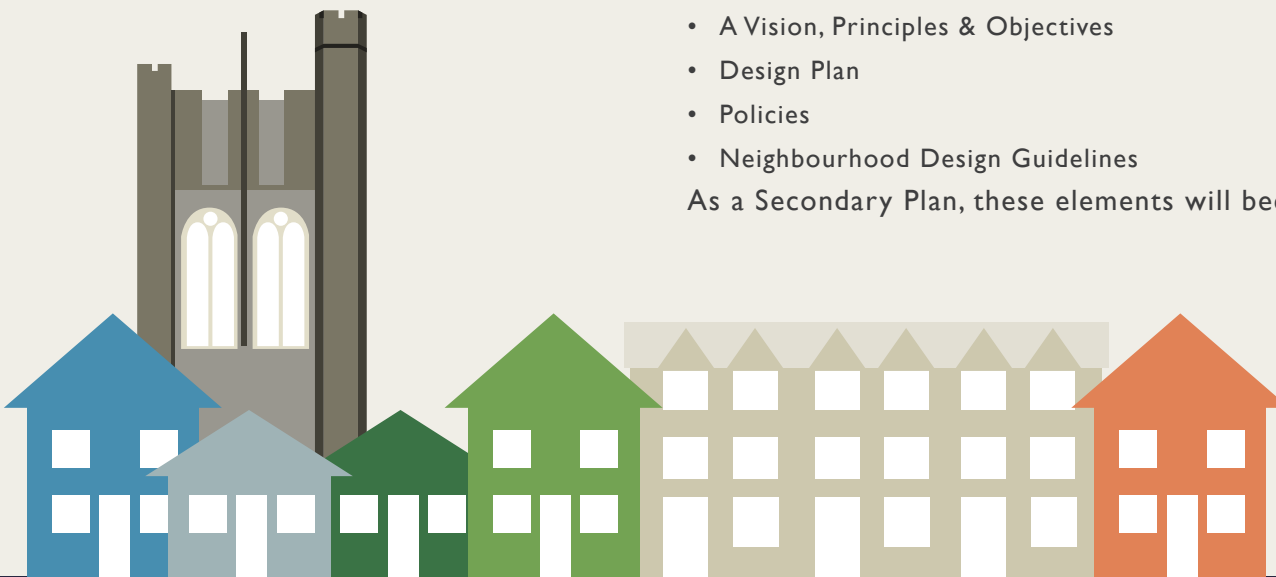
Executive Summary

This document presents a plan to enhance the Beaufort / Gunn / Saunby / Essex Street Neighbourhood by planning for an “urban village”. A complete community focused on a vibrant mixed use centre with neighbourhood commercial uses and surrounded by diverse residential neighbourhoods, this urban village offers an active, personal, comfortable and educational experience that supports the neighbouring University.

The Plan was initiated in response to resident concerns regarding the form and extent of intensification in the Beaufort / Gunn / Saunby / Essex Street Neighbourhood. Proximate to Western University, the neighbourhood has been under significant pressure to intensify its existing housing stock primarily to accommodate the nearby student population. The Secondary Plan addresses these issues by developing the urban village concept and providing the planning tools to implement this concept, including:

- A Vision, Principles & Objectives
- Design Plan
- Policies
- Neighbourhood Design Guidelines

As a Secondary Plan, these elements will become part of the City of London’s Official Plan.



Acknowledgments

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Beaufort / Irwin / Gunn / Saunby Neighbourhood Association

A special thanks to all those who participated in the public input process for their participation in the development of the Secondary Plan for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood.

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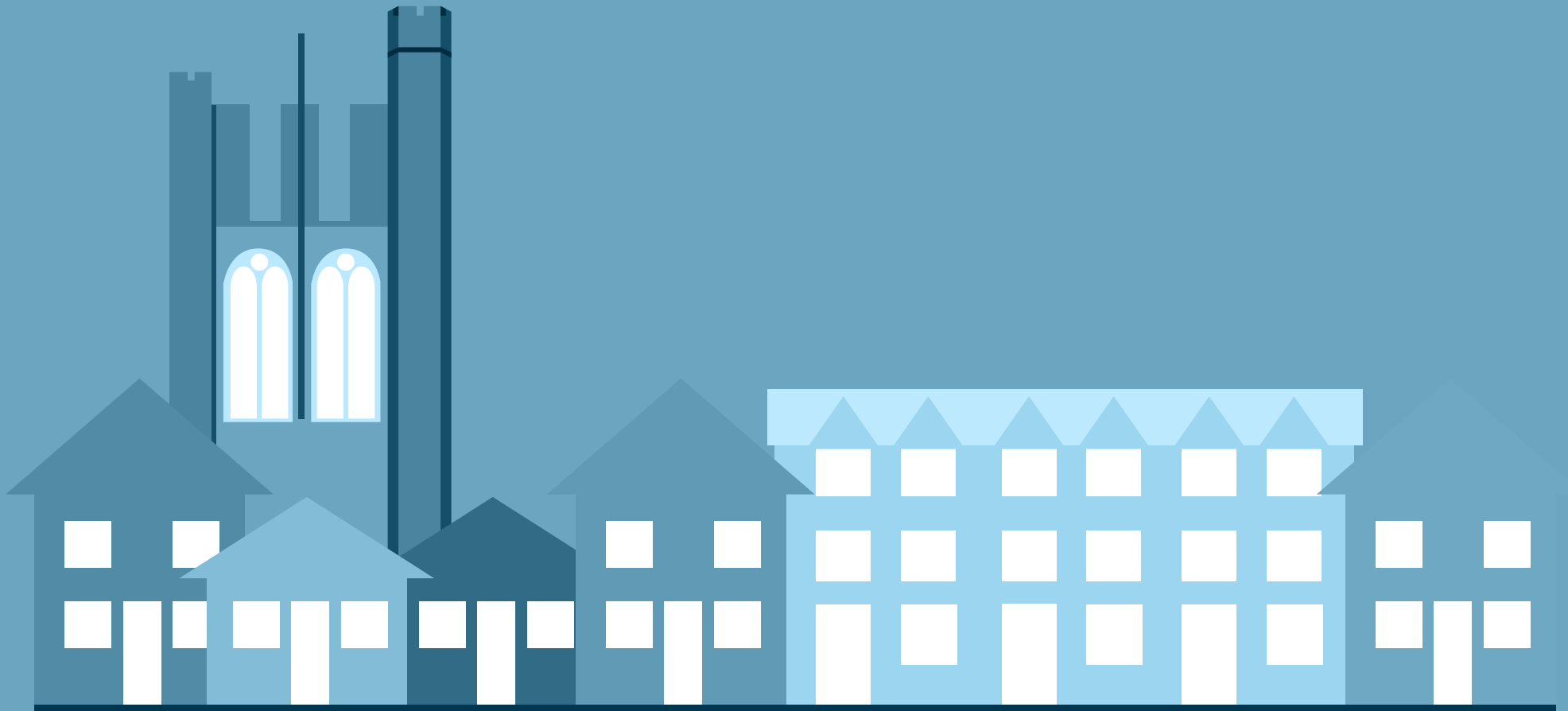
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I. Introduction



This introduction outlines why the plan was developed, describes the historical evolution and the existing conditions in the neighbourhood and summarizes the concerns and input from the Beaufort / Gunn / Saunby / Essex Street Neighbourhood.

It provides the context of the neighbourhood through the following topics:

1.1 Purpose of the Plan

1.2 A Near Campus Neighbourhood

1.3 Historic Evolution

1.4 Existing Conditions

1.5 Public Involvement

I.I Purpose of the Plan

The Secondary Plan was initiated in response to resident concerns regarding residential intensification. Located proximate to Western University, the Beaufort / Gunn / Saunby / Essex Street Neighbourhood has been under significant pressure from developers wanting to intensify its existing housing stock, primarily to accommodate the nearby student population.

As a result, many of the older homes in the neighbourhood have been sold and converted or redeveloped for multiple unit dwellings. While the area does allow multiple unit development, residents fear that the balance between the long term and short term residents is being lost and that this will result in the destruction of the community.

This plan serves to address issues of intensification by identifying how to best maintain and improve this sense of community. The Secondary Plan takes a comprehensive approach to planning for the neighbourhood and identifies how it should develop in the future. It recognizes the importance of the neighbourhood, which is strategically located between the University and the City's Downtown, and identifies how it should function to serve the residents, the University and the City. With this perspective, the neighbourhood vision as an urban village was born.

What is a Secondary Plan?

The City of London Official Plan explains that Secondary Plans “**allow for the development of Official Plan policies for a specific area that may be more detailed than the general policies of [the Official Plan].**”¹ While there are many reasons for developing a Secondary Plan, two examples that apply to the neighbourhood are as follows:

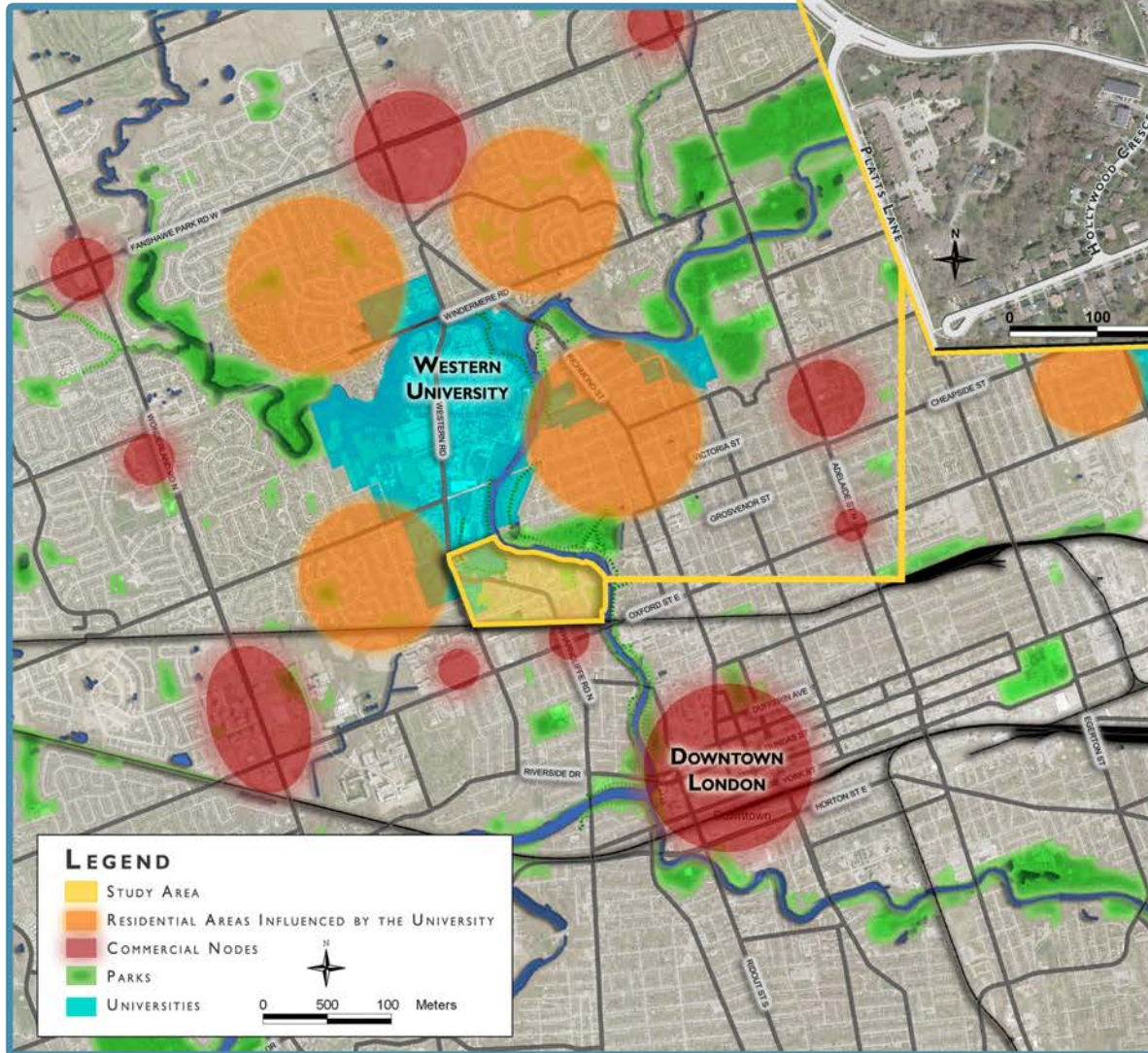
- residential neighbourhoods that are experiencing pressure for conversion, infill development, or redevelopment to a higher intensity of use; and
- residential areas where detailed planning is required to maintain residential stability and character, and to improve neighbourhood amenities.²

¹ City of London Official Plan. Section 19.2.

² City of London Official Plan. Section 19.2.1.

The Study Area

The Secondary Plan applies to the area bounded by the Canadian Pacific Railway (CPR) to the south, the Thames River to the east, Western University and Thames River to the north, and Platts Lane to the west, also known as the Beaufort / Gunn / Saunby / Essex Street (“BIGS”) Neighbourhood or for the purpose of this Plan, the “neighbourhood”.



To WESTERN UNIVERSITY

THE STUDY AREA



To DOWNTOWN LONDON

Urban Context

Located southeast of Western University and northwest of Downtown London along the Thames River, the neighbourhood is in a strategic location within the City. Bordered by a commercial node on Oxford Street, the neighbourhood is also proximate to other neighbourhoods influenced by the University.

A primary feature of the neighbourhood is that it is traversed by Western Road/Wharncliffe Road N., a major arterial road carrying approximately 20,000 vehicles per day. This is particularly important because this road is planned for widening to a four lane road in the London 2020 Transportation Master Plan.

I.2 A Near Campus Neighbourhood

Due to its proximity to Western University, the Beaufort / Gunn / Saunby / Essex Street Neighbourhood is designated as one of the Near-Campus Neighbourhoods as defined by Amendment No. 535 to the Official Plan for the City of London. This amendment responds to residential intensification pressures that are common to the areas surrounding Western University or Fanshawe College.

Providing a comprehensive approach, the Amendment provides policies that apply to all Near-Campus Neighbourhoods, including the Gunn / Saunby / Essex Street Neighbourhood. Its policies outline a vision and land use planning goals for the Near-Campus Neighbourhoods as well as policies to encourage appropriate intensification and direct preferred intensification to appropriate locations.

In addition, By-law No. Z.-1-122125, a by-law to change various sections of the City's Zoning By-law to implement OPA No. 535, has also been approved. The zoning changes applied include:

- Limiting the Number of Bedrooms to Three Bedrooms / Unit for Apartment Buildings, Converted Dwellings, Duplex Dwellings, Triplex Dwellings, Fourplex Dwellings, Semi-Detached Dwellings and all forms of Townhouse Dwellings;
- Removing the Exceptions for Minimum Interior Side-

Yard Setbacks in order to Strengthen the Criteria for the Establishment of Mutual Driveways;

- Strengthening Regulations for Parking Areas by Revising the Calculation of Parking Areas, Providing an Increase in Parking Area Coverage Regulations and Establishing Setback Requirements for Parking Areas to the Rear and Side Lot Lines; and,
- Establishing Minimum Landscaped Open Space Regulations.

These By-Law amendments help to reduce the negative impacts associated with residential intensification in Near-Campus Neighbourhoods. This Secondary Plan is consistent with the By-laws for the Near-Campus Neighbourhoods, implementing its goals by encouraging appropriate forms of intensification in the Beaufort / Gunn / Saunby / Essex Street Neighbourhood.

This Secondary Plan goes beyond the scope of the Near-Campus Neighbourhoods Amendment by creating a vision for the future development of the neighbourhood. The Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan designs a complete “urban village” concept.



1.3 Historic Evolution

The history of the Beaufort / Gunn / Saunby / Essex Street Neighbourhood is of a community in transition. Since development began in 1848 it has been through three major shifts: from village, to suburb, to student housing. As societal changes have occurred in the City, so too has the structure, organization and built form of the neighbourhood.

Originally part of a reserve set aside at the Forks by Lt. Gov. Simcoe, the area developed slowly, attributing to the swampier land and frequency of floods. Original holdings were subdivided to provide building lots for market farmers and workers who worked in London proper. The impact of this development pattern on built heritage is that there were fewer “palatial” type homes that would be retained over the years. An exception is the Grosvenor Lodge and Coach House, the central existing historic feature in the neighbourhood.

Incorporated in 1874 as the village of Petersville, the area was a functioning community, separate from London but tied economically and socially. The village generally consisted of two neighbourhoods, one surrounding Blackfriars Street and the other around the Kensington Bridge, each of which had its own commercial district along Wharncliffe Road. The village was named ‘Petersville’ after Colonel John Peters who promised to provide land for a school and a town hall. In 1881 the village was renamed London West, after land promises were not upheld.¹

In 1898 London West was annexed by the City of London. The suburb functioned as home to farmers and working class residents.² Infill development in the area was gradual until the 1950s when the development of “victory” housing began spreading out from the corner of Oxford Street and Wharncliffe Road N.³

Throughout these two periods, the Thames River was a major part of the community and was a recreational feature for residents. The River was also a natural hazard as the area was victim to several major floods prior to the construction of the Fanshawe Dam in 1953.

In recent years the major feature in the area has become Western University. Within the past 20 years the area has seen growing pressure to develop housing for University students. The housing form changed from single family to single family rental conversions and then to new rental housing. As a result there has been another shift in community needs. The neighbourhood has the opportunity to redefine its future and transition into an urban village through this Plan.



Grosvenor Lodge: Home of Colonel John Peters
Martina Braunstein, 2007. Canada’s Historic Places.

1 The Petersville Neighbourhood Project. 1994. 13.

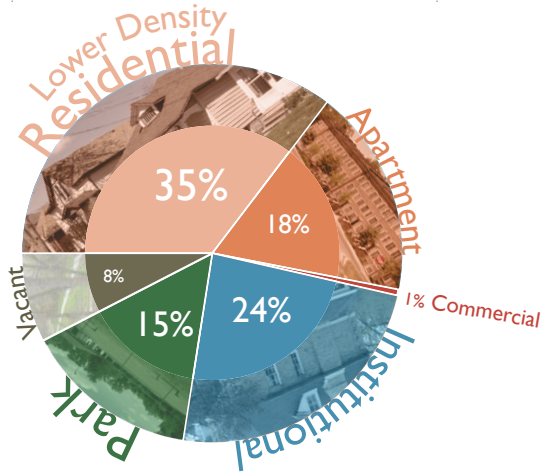
2 West London Area Improvement Plan. Department of Planning and Development Community Improvement Division. March 1993. 23.

3 The Petersville Neighbourhood Project. 1994. 13.

I.4 Existing Conditions

The following conditions shape the creation of an appropriate plan.

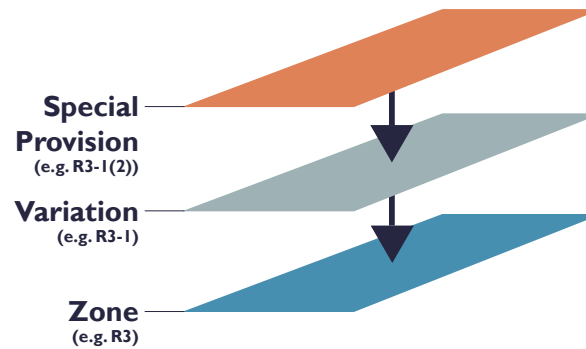
Figure I.1:
Neighbourhood Existing Land Uses



LAND USE

Primarily a residential neighbourhood, lower density residential and apartment land uses make up 53% of the total land uses in the neighbourhood. The majority of the remaining land uses include institutional, park or vacant lands, which provide an **opportunity to develop neighbourhood service amenities** that serve the residential population - such as commercial uses, parks, cultural and educational features, etc.

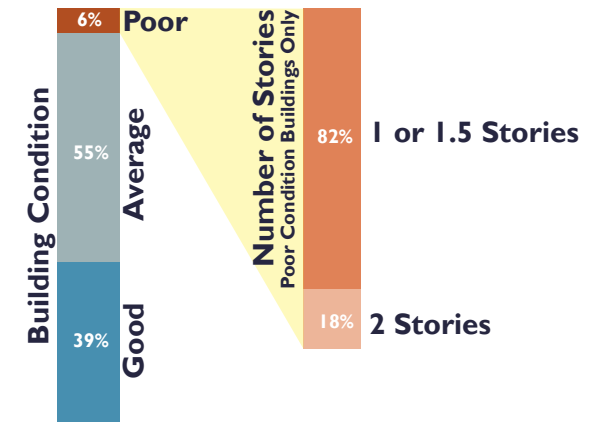
Figure I.2:
Existing Layers of Zoning Regulation in the Neighbourhood



ZONING

Within the neighbourhood there are 14 different zoning districts, of which eight are residential. Most districts in the neighbourhood are specified by different variations and special provisions. The various **layers of regulation are reflective of efforts to preserve residential character while allowing for residential intensification.** While the majority of the neighbourhood is within a residential zone, only 10% of all properties are zoned R1 zoning district for single family detached dwellings.

Figure I.3:
Building Conditions & Number of Storeys



BUILDING CONDITIONS

Only 6% of the total housing stock in the neighbourhood was found to have poor overall building and site conditions. While most of the housing classified as in poor condition are rental properties, 82% of them are 1 or 1.5 storey houses, demonstrating that **poor condition housing is likely comprised of small older homes that have been converted to rental properties** rather than newer properties constructed as rentals.

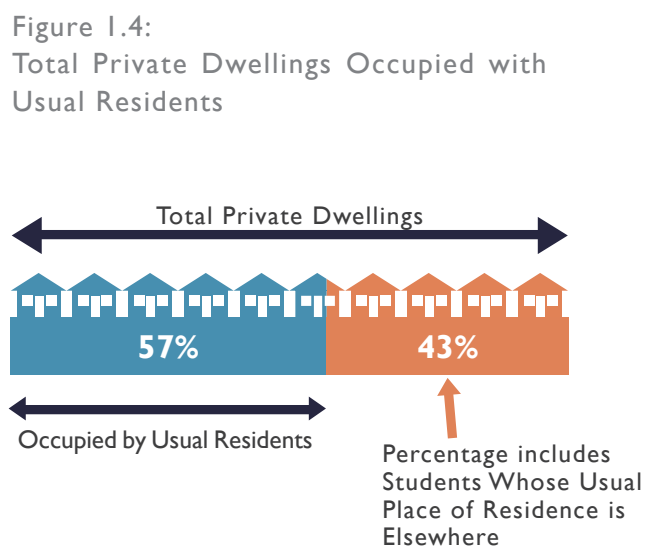


Figure I.5: Percentage of Total Labour Force 15 Years and Over by Occupation

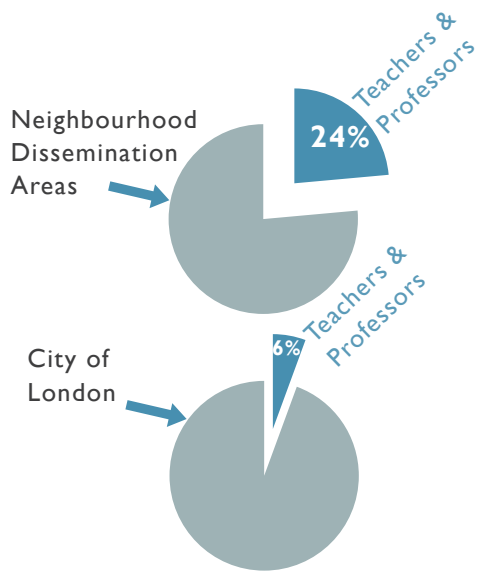
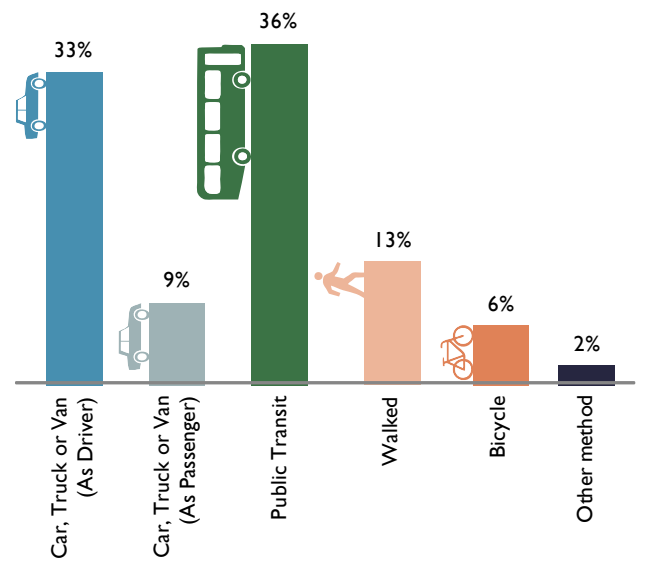


Figure I.6: Mode of Transportation within the Neighbourhood Dissemination Areas



POPULATION

Demographic data for the neighbourhood is estimated using census data for the dissemination areas (DAs) that comprise the study area. The data shows that in 2011 only 57% percent of the total private dwellings in the DAs are occupied by “usual residents”. Since students are not considered usual residents it’s likely, based on the proximity to Western University, that **a large portion of the total private dwellings are occupied by students**. Furthermore, the number of total usual residents is down from 2006, showing a likely increase in students in the neighbourhood.

OCCUPATIONS

In 2006, within the DAs for the neighbourhood, **teachers and professors are the most common type of occupation** at 24% of the total labour force (15 years and over). This portion is far greater than the City as a whole at 6%.

TRANSPORTATION

The neighbourhood is a multi-modal community. In 2006, within the DAs for the neighbourhood, for the total employed labour force 15 years and over with usual place of work or no fixed work place, **public transit is the most popular mode of transportation**. In addition, the percentages of this population that either take public transit, walk or bicycle is well above the percentages for the City as a whole.

* The source for demographic data is Statistics Canada. The dissemination areas (DAs) used are: 35390330, 35390326 and 35390323.

**Multiple Census years (2011 and 2006) were used based on limited data availability of the recently completed 2011 Census.

1.5 Public Involvement

Initiated in response to neighbourhood concerns, public involvement was a critical part of this study.

Input was gathered through a series of well advertised public meetings. The central problem facing the neighbourhood was a divided opinion on whether or not there should be continued intensification. The two positions were as follows:

- **Preserve the Existing Housing Stock:** Small, cottage-like houses are being replaced by large residential units designed for student housing resulting in a loss of character and increased maintenance and behavioral issues that the neighbourhood cannot support.
- **Zoning Supported Intensification:** The intensification that is happening in the neighbourhood is supported by the Zoning By-law, is high quality development and is providing residents the opportunity to increase their property values.

Recognizing these opposing positions, the interactive sessions addressed the long term future of the neighbourhood to identify the real and perceived issues and arrive at a clear vision for the neighbourhood.

Note: A detailed public input summary is provided in the Appendix.



Interactive Session Methods

Different methods were used during the process to gather important information from the community. These methods are:

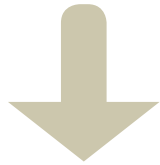
- **Identification:** The first interactive session focused on gathering input on the desired density and livability features for the neighbourhood as well as identifying community strengths and weaknesses and visionary elements to help build a vision for the future.
- **Issues and Potentials Matrix:** A key result from the Identification session was the development of an Issues and Potentials Matrix. This matrix distilled issues raised during the first round of meetings into five categories and identified potential ways to address these issues.
- **Evaluation:** Using the Issues and Potentials Matrix, the Evaluation session presented a workbook process for participants to rate various neighbourhood potentials. Items like density, form and character were illustrated using three-dimensional graphic models and photo-simulations.

The information gathered during the interactive sessions was then directly applied to the development of the Plan in order to build a vision for the urban village.



Public Involvement Process

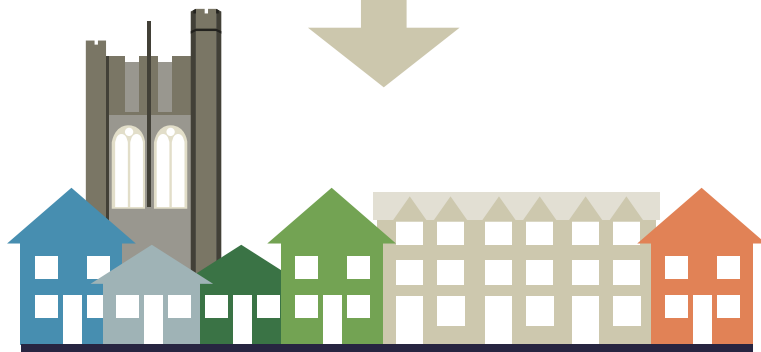
IDENTIFICATION



ISSUES & POTENTIALS MATRIX



EVALUATION



	Issues	Potentials
Density of the Neighbourhood	• Preserve.	Develop a Preserve Density Model.
	• Intensify.	Develop a Village Density Model.
	• Implement Provincial Policies.	Develop an Urban Density Model.
Form / Character	• Lot coverage.	Develop lot coverage design guidelines.
	• Quality of landscaping.	Develop landscape design guidelines.
	• Quality of buildings and facade design.	Develop building and facade design guidelines.
	• Building's relationship with the street.	Develop site design guidelines.
Occupancy	• Number of people living in single family and duplex houses.	Limit the number of bedrooms in one unit depending on the type of house.
	• Number of cars parking on one lot.	Create maximum parking standards.
	• Diversity of residents in the neighbourhood.	Attract a mix of residents by constructing houses that are appropriate for a variety of residents.
Neighbourhood Conditions	• Neighbourhood tree canopy.	Create tree removal and planting bylaws for all properties.
	• Maintenance of the property.	Utilize property managers for a condo-like organization of rental units.
	• Buildup of garbage and abandoned furniture.	Create enforcement strategies for recycling and property maintenance code.
Supply of Services	• Recreation opportunities within each property.	Develop design guidelines for rear yard properties.
	• Open space within the neighbourhood.	Meet level of service standards for neighbourhood parks.
	• Circulation for a variety of transportation options.	Create a multi-modal circulation system within the neighbourhood.
	• Shopping access within the neighbourhood.	Encourage commercial opportunities along the primary neighbourhood corridor.

2. Vision



The vision provides the basis for the neighbourhood's future as the urban village. Developed based on public input and existing conditions and supported by local and provincial planning policy, the urban village vision is an attractive and fitting future for the neighbourhood.

The vision is described in the following section, 2.1 Defining the Future, and detailed through principles and objectives. These principles and objectives guide all neighbourhood planning towards this future.

2.1 Defining the Future

A complete community focused on a vibrant mixed use centre surrounded by residential community, the urban village offers an active, personal, comfortable and educational experience in support of the University and the City.

Branding Strategy

The urban village has the potential to promote its brand as either an internationally significant, historically significant or regionally significant village with the following brands:

- Western Village / South University Village
- North Petersville Village
- West London Village

Cities should be comprised of a hierarchy of linked and identifiable villages each with its own unique character. The village offers a more habitable scale enhancing personal comfort and an understanding of one's surroundings. It fosters our sense of safety, security and belonging in the urban setting. This village character grows from its social, cultural, historic and economic roots and is expressed through the local built form. **The Beaufort / Gunn / Saunby / Essex Street Neighbourhood should express an urban village identity because of its history, location and demographic.**

The urban village is a composition of diverse neighbourhood enclaves surrounding a mixed use centre that acts as a gateway between Downtown London and the University. The urban village provides dwellings for a variety of residents and offers mixed uses at the centre to service the surrounding market including apartments and offices, dining and daycare, fresh healthy food, galleries and other neighbourhood commercial uses. The centre is located at the Wharncliffe Road/Essex Street intersection and extends to the Oxford Street/Wharncliffe Road intersection, expanding the provision of goods and services and employment opportunities. The mixed use centre and surrounding neighbourhood is a complete urban experience connected with safe streets and tied together through green spaces that are linked to a Thames River recreation corridor. Recreation trails and pedestrian linkages enhance a multi-modal approach to circulation focusing on a transit hub at the centre of the urban village.

The urban village supports people, maintaining a quality

healthy lifestyle for all residents in the community. It's a close knit community supported by local events and festivals. It attracts a wide range of residents including students, married students with families, young faculty, employees with families and retired persons all seeking urban living in a village setting in close proximity to a leading educational institution. Recreation and open space is accessible for all ages and Grosvenor Lodge acts as the cultural, historical anchor for the urban village. The urban village may be strengthened with a central village hall or community centre offering meeting areas, recreation, community gardens and administration through a village business association and/or a village residents association.

The urban village is unique and identifiable and designed at a size and scale that is organized and understandable. The identity of the urban village forms a stimulating, interactive, cosmopolitan environment. With distinct branding, the urban village can strengthen its sense of place, residential quality and local economic opportunity, enhancing its character and marketability. Potential branding strategies include:

- **An International Branding Strategy:** The urban village brand could be the "Western Village" or "South University Village" based on its relationship with neighbouring Western University, an internationally significant educational institution.
- **A Historic Branding Strategy:** The urban village brand could be the "North Petersville Village" based on its history as an incorporated village.
- **A Regional Geographic Branding Strategy:** The urban village brand could be the "West London Village" based on its significance in the region as a suburb of London.

Four core principles guide all neighbourhood planning towards the development of the urban village:

Principle 1:

Enhance Character & Identity

Enhance the existing character and identity of the neighbourhood by developing the urban village.

Objectives:

- Develop a sense of community pride that fosters responsibility and respect
- Create a centre and organization to the neighbourhood as development occurs
- Promote quality design standards for all development in the neighbourhood
- Highlight the neighbourhood's heritage of transition from an historic village, to a first ring suburb, to a denser form of housing in order to build on existing character and tell the story of the community
- Promote the physical connections to Western University
- Assist in the formation of a community association to conduct community-wide events and festivals
- Provide space for community gatherings and social events
- Support efforts to brand the neighbourhood as a distinct urban village and provide a strong sense of place

Principle 2:

Develop a Complete Community

Develop a complete community that functions as a village with access to a variety of neighbourhood amenities.

- Provide a variety of housing opportunities that accommodate both long term and short term residents of all ages and incomes
- Promote mixed-use higher density development along the major corridors within the neighbourhood welcoming employment opportunities and supply of services to residents
- Foster safe and comfortable linkages for multi-modal transportation opportunities
- Create an open space network within the neighbourhood that ties the community together and to the Thames River
- Feature the heritage of the community by creating a heritage park that surrounds Grosvenor Lodge and highlights it as a landmark within the urban village

Principle 3:

Support Sustainability & Healthy Lifestyles

Support sustainability and healthy lifestyles by fostering the development of a walkable community that protects the environmental integrity of the neighbourhood.

- Promote appropriate intensification that supports transit oriented development
- Encourage walking and bicycling within the neighbourhood and as a means of transportation
- Preserve and support the environmental integrity of the Thames River and surrounding environmental features
- Advance sustainable neighbourhood practices

Principle 4:

Connect to the University & Educational Community

Connect to the University and the educational community by embracing students and residents as part of a shared community.

- Promote compatible relationship between students and residents
- Benefit from educational opportunities provided by the proximity to a major institution

Ultimately the urban village will foster community pride and economic development that supports and sustains a quality livable community.

3. Design Plan



The Design Plan for the urban village brings the vision to life. It details the physical elements that need to be retained and enhanced to implement the urban village concept.

Elements of the design plan include:

3.1 Concept & Design Plan

3.2 Future Land Use Plan

3.3 Diverse Forms of Housing

3.4 A System of Complete Streets

3.5 A System of Integrated Parks & Public Space Network

3.6 A Focus on Heritage

3.1 Concept & Design Plan

The Design Plan developed for the neighbourhood envisions the creation of an urban village.

Through physical design, successful communities are diverse and encourage social interaction through the development of an integrated, safe and welcoming public realm. They contribute positively to the character, quality and image of the larger community and are environmentally and economically sustainable. They're identifiable areas with a centre and well defined boundaries and are connected to their surroundings. Most importantly, successful communities are those that are desirable places to live.

The Design Plan developed for the urban village strives to achieve all these characteristics and implement the vision for the future. It creates a recognizable and unique place with a strong sense of identity and community. The urban village concept promotes mixed uses, supports character based development, and provides improved neighbourhood amenities. With a variety of lower density building forms, the plan meets the housing needs of both students and other residents of the City. There is a pedestrian scaled mixed use centre with neighbourhood commercial uses along a traditional "main street". Promoting walkability, the urban village is linked together with a network of streets, trails, parks and open spaces. Grosvenor Lodge, a significant heritage resource in the City, is integrated into the urban village as an icon of the neighbourhood. The urban village provides well defined boundaries and a strong sense of arrival through "village gateways".

Rationale for the Plan

The Neighbourhood Plan has evolved from a comprehensive study process that included a public participation process,

detailed inventory of existing conditions and a review of the neighbourhood's planning and development history.

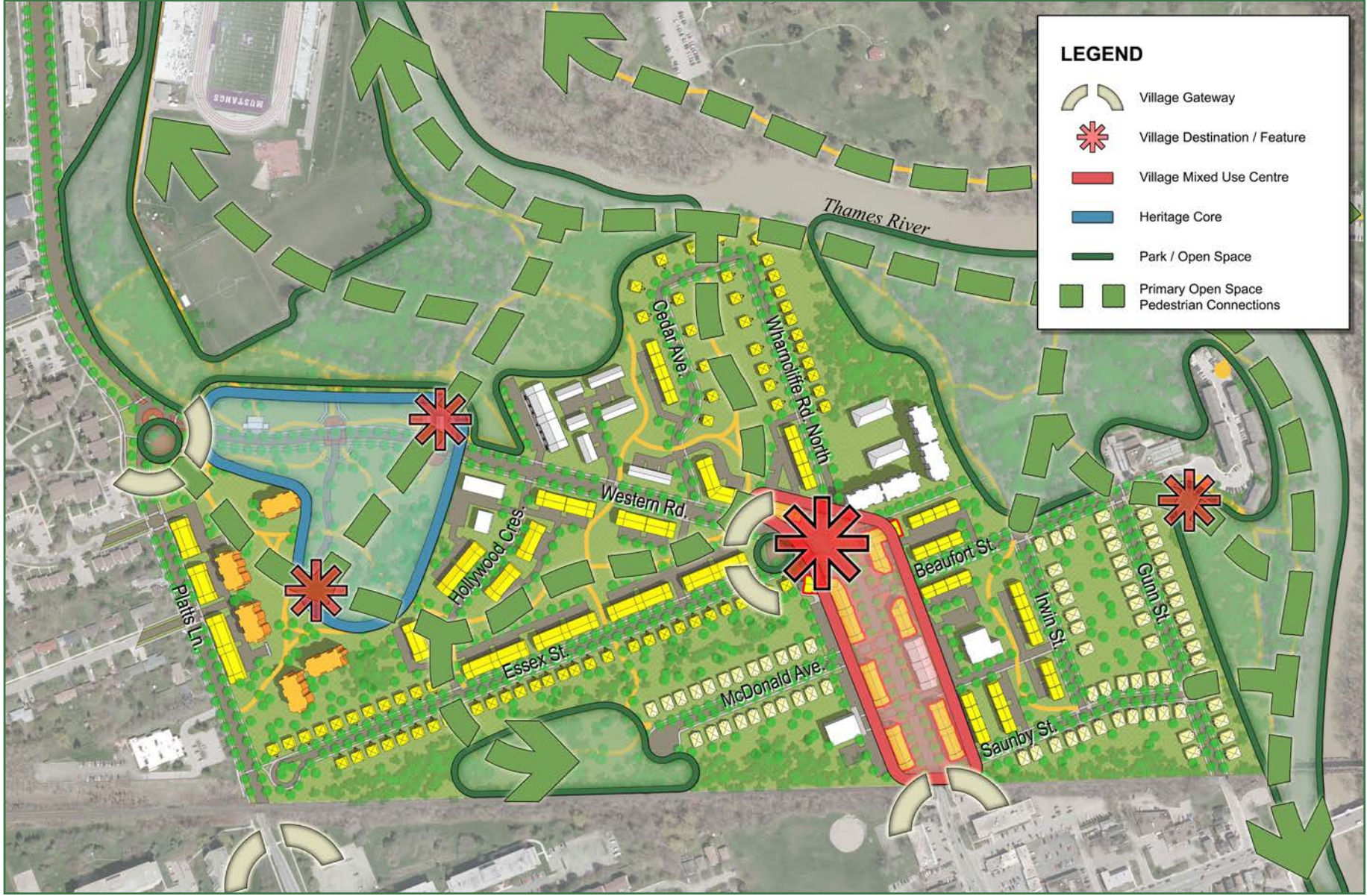
The Design Plan has been based on the results of this process. Several findings guiding the plan are as follows:

- Provincial policies and the Near-Campus Neighbourhood Amendment encourage appropriate forms of intensification
- The area has been evolving over a long period of time into a higher density residential neighbourhood
- The quality of most infill and redevelopment projects is good

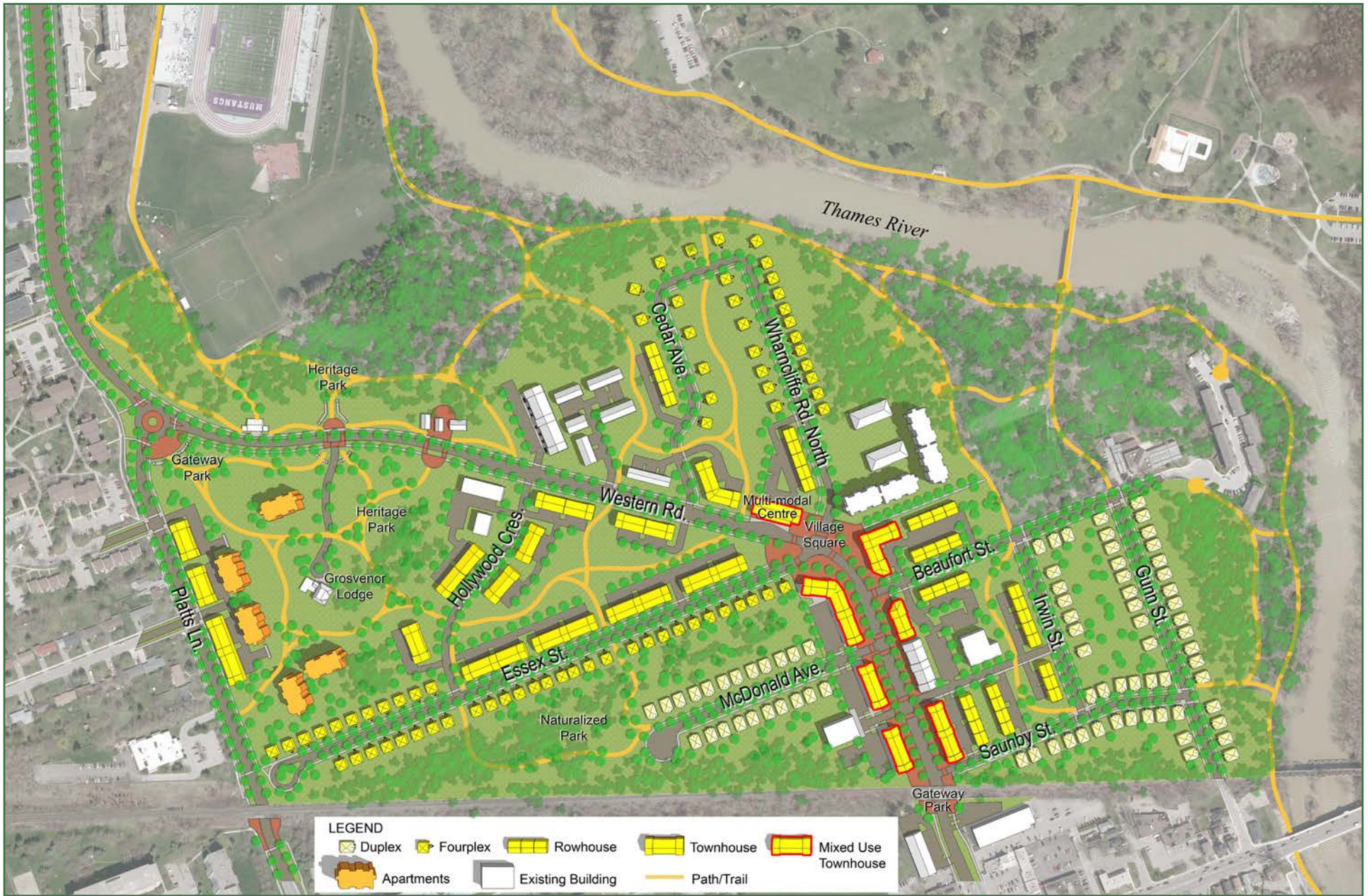
As a result, the Design Plan developed accomplishes the following physical design elements:

- The plan encourages intensification and the more efficient use of land, infrastructure/services and transportation systems proximate to the primary institutional land use in the City
- The character and quality of the neighbourhood is preserved through the application of appropriate design guidelines to ensure a compatible built form and enhanced public realm
- The Plan includes many improvements to neighbourhood facilities/amenities and identifies opportunities to create public parks and open space, enhanced streets and improved neighbourhood linkages
- Grosvenor Lodge is better integrated as a defining feature of the neighbourhood and a significant heritage resource in the City
- Wharnccliffe Road N/Western Road is improved to become the central organizing element of the neighbourhood and a destination street that supports a mix of uses and the needs of local residents

Concept for the Urban Village Design Plan



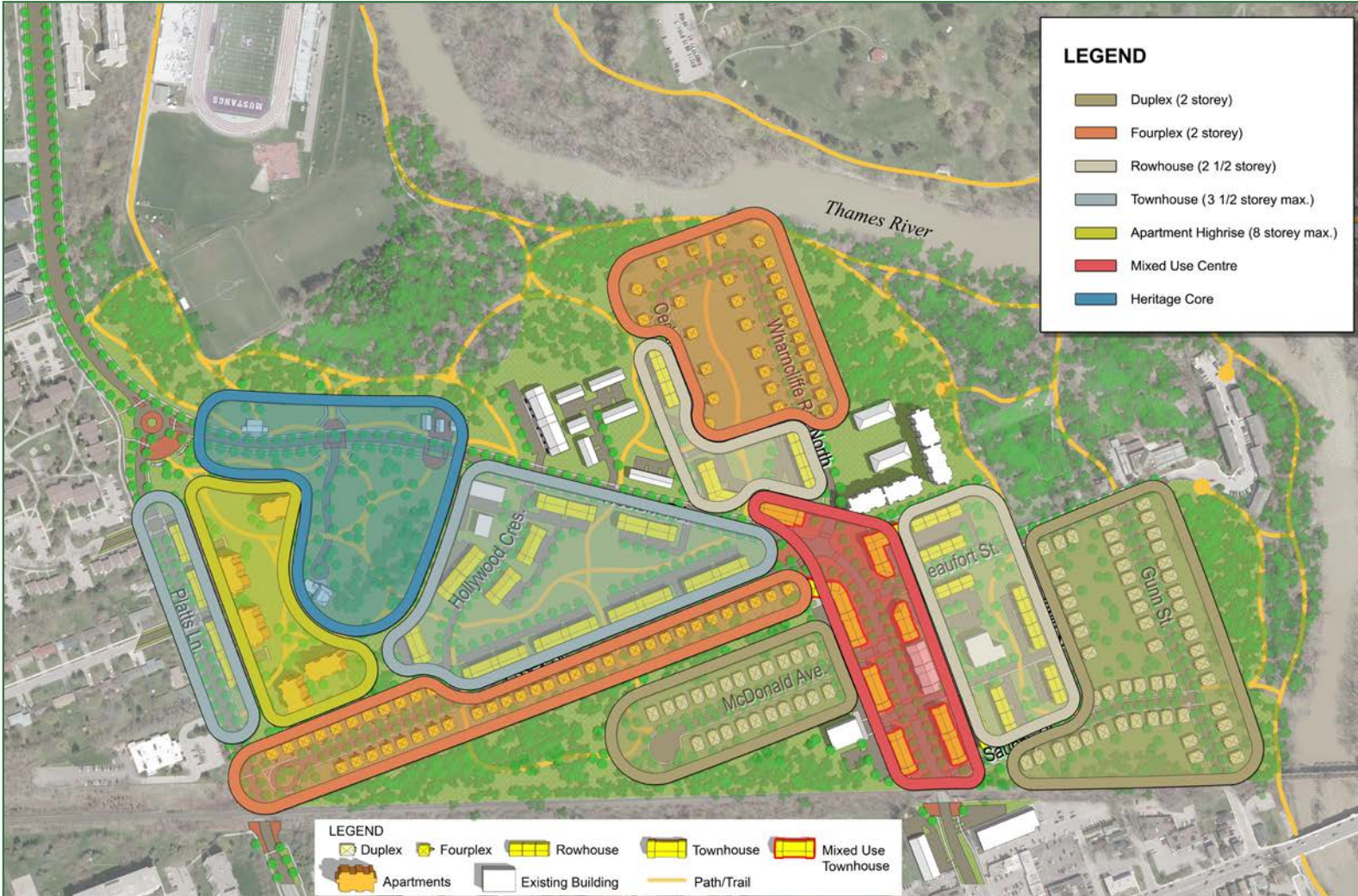
Detailed Urban Village Design Plan



3.2 Future Land Use

To guide the zoning recommendations, a future land use plan was developed to identify what land uses are appropriate.

Future Land Use Plan



3.3 Diverse Forms of Future Proposed Housing

There are number of different housing forms proposed for the urban village. All supportive of the character envisioned for the urban village and its compact, pedestrian scale quality. Housing forms may include single family, duplex, fourplex, townhouse, rowhouse and high rise apartment dwellings. The following is a description of the types of higher density housing proposed for the urban village.

Single Family, Duplex and Fourplex

Fourplexes are primarily proposed in the residential sections of the urban village west of Wharncliffe Road. Duplexes are proposed primarily in the older areas of the urban village east of Wharncliffe Road. Although larger than the original homes in these areas, both housing forms preserve the detached family home form of the neighbourhood. Both are a maximum 2 storeys high and maintain many of the architectural characteristics of original homes, including pitched rooflines (hip and gable), and a primary entrance fronting the street. As individual structures, they have driveways (leading to rear yard parking) and landscaped front and side yards. Single family and converted dwellings

are also among the potential housing types within the neighbourhood and comprise much of the existing development.

Townhouse

A variety of different types of townhouse are envisioned on the west side of the urban village and along Wharncliffe Road. Mixed use townhouses include live-work units at street level and are located along Wharncliffe Road in the mixed use centre of the urban village. Townhouses are up to 3 ½ storeys high; design characteristics include articulated facades, enhanced front entrances, pitched rooflines and a strong relationship to the street.



Rowhouse

Rowhouses, as opposed to townhouses, have a lower scale, support a heritage character and have a stronger intimacy with the street. Rowhouses are located east of Wharncliffe Road, are up to 2 ½ storeys high and could be at grade or raised. Inspired by traditional rowhouses in Downtown London, design characteristics include accented front entrances (raised or at grade), vertical window pattern, gable-end rooflines with dormers, and detailed brick work (note: yellow brick is predominant in Downtown/Central London).



High Rise Apartment

The existing married student residences near Platts Lane have significant potential to be redeveloped into a campus of taller apartment buildings organized around common outdoor space. They can be located to preserve the sightline from Western Road and Platts Lane through to Grosvenor Lodge. These buildings could be up to 8 storeys high and include underground parking.



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3.4 A System of Complete Streets

There are four types of streets proposed in the urban village. Each has a well defined function and envisioned character.

Consistency with the London 2020 Transportation Master Plan

The Circulation System for the urban village takes into account the planned road widening of Wharncliffe Road N/Western Road through the neighbourhood. The street type improvements should be implemented as road construction occurs.

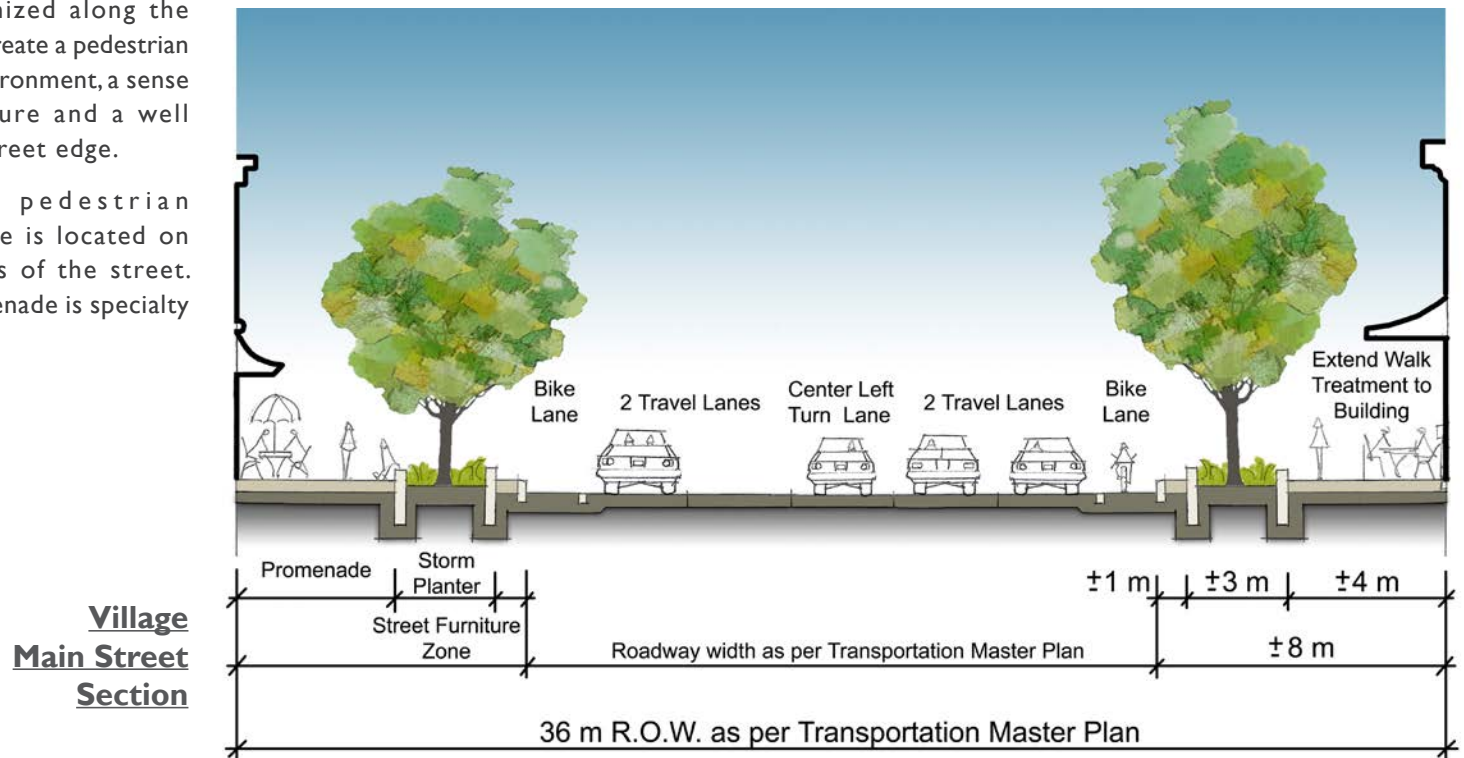
As outlined and shown in the illustrations, the urban village street types include:

Village Main Street

The Village Main Street aligns with the “Arterial” road classification in the Official Plan and extends along Wharncliffe Road from the CPR tracks to immediately north of the junction with Western Road. This street is intended to be the primary spine through the neighbourhood and is envisioned as an active, pedestrian orientated street with an urban character. The buildings along the street are proposed to be mixed use with neighbourhood commercial activities at street level and residential uses above. They are massed and organized along the street to create a pedestrian scaled environment, a sense of enclosure and a well defined street edge.

A wide pedestrian promenade is located on both sides of the street. The promenade is specialty

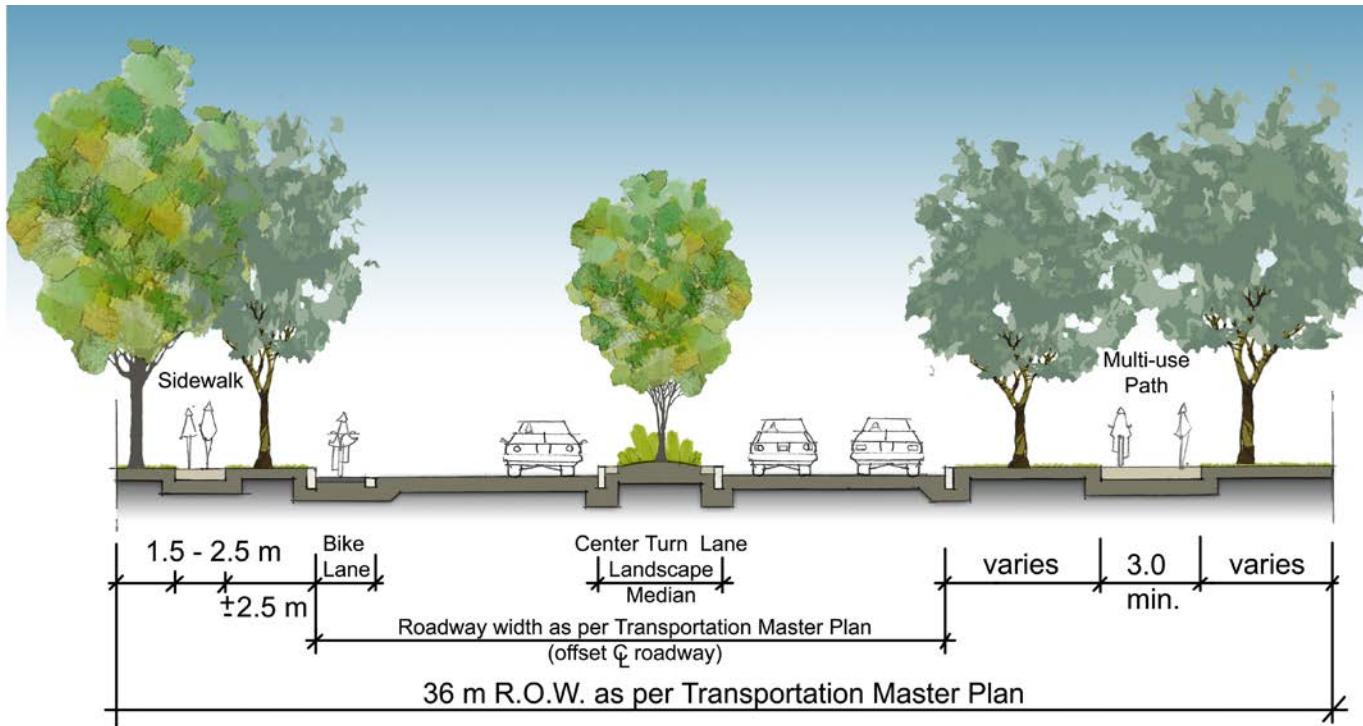
paved and extends to the building face to accommodate gathering and a variety of street activities. It’s delineated from the roadway with an aligned row of street trees, paving accents and street furnishings/fixtures. As shown in the cross-section, storm drainage planters are integrated into the promenade as design features to manage run off and support the sustainability principles and policies of the Plan. The promenade terminates in the Village Square at the junction with Western Road. An intermodal centre with bus drop off and enhanced pedestrian/cycling facilities are integrated at the Square. On-street bicycle lanes are proposed on both sides of the street.



Village Heritage Street

The Village Heritage Street aligns with the “Arterial” road classification in the Official Plan and extends along Western Road to the intersection with Platts Lane. The street is envisioned to have a strong green quality and a linear park-like setting. In addition to providing a strong link to the Western University campus, the core function of the street is to better integrate Grosvenor Lodge into the urban village and elevate its status as a major heritage resource in the City. The park-like setting of the Lodge is brought to the street and reinforces the natural landscape character of the area. Both sides of the street are linked with a crosswalk and heritage themed street fixtures/furnishings. A

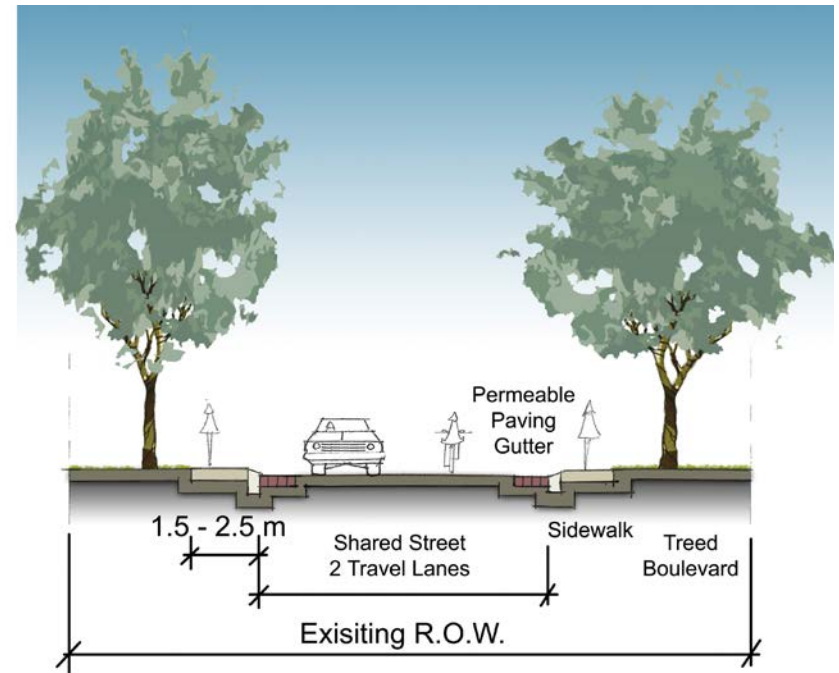
landscaped centre median enhances the green quality of the street. The median is interrupted to accommodate left hand turns at Cedar Avenue, Hollywood Crescent, and the vehicular entrance to Grosvenor Lodge. The centre line of the roadway is offset to provide additional space for the development of a multi-use pathway for pedestrians and cyclists to connect with the campus. The vehicular entrance to Grosvenor Lodge is enhanced with a heritage style gateway and a new pedestrian entrance is created along the street. The section from Hollywood Crescent to Wharncliffe Road integrates a mix of existing residential building types and proposed residential building types.



Village Heritage Street Section

Village Street

Village Streets align with the “Local” road classification in the Official Plan. They are internal and support a variety of housing forms. These streets are pedestrian scaled and include street trees and lights. Sidewalks are adjacent to the curb and allow for a widened tree boulevard. Cyclists share the road with motorists. Gutters are proposed to be constructed of permeable paving to promote ground water percolation. Village Streets include Saunby Street, Gunn Street, Irwin Street, Beaufort Street, and Cedar Avenue east of Wharncliffe Road; and Hollywood Crescent, Essex Street and McDonald Avenue,

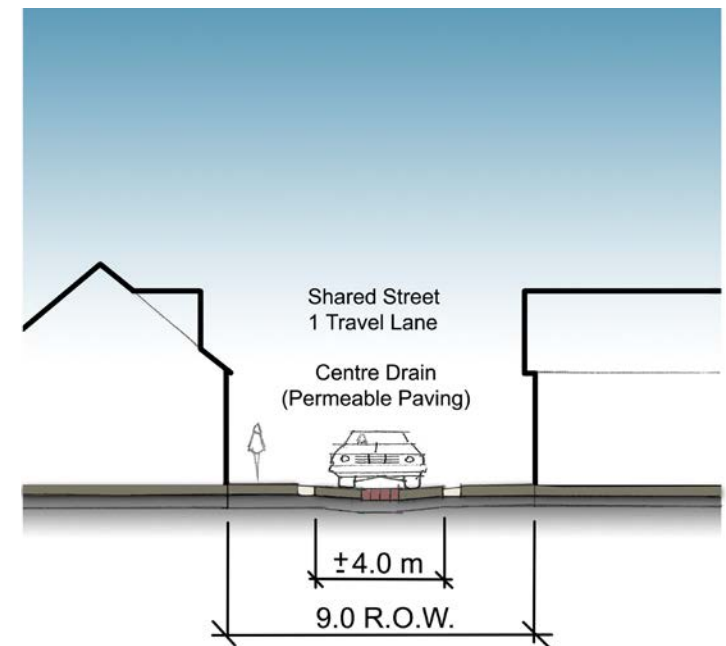


Village Street Section

west of Wharncliffe Road.

Village Lane

Village Lanes are private roads developed to provide rear yard vehicular access to buildings fronting onto the Village Main Street and Village Heritage Street. These lanes accommodate resident, service, emergency vehicle access and parking needs. All parking is proposed to be contained within building structures or internal to the development; no off-street parking along the Village Main Street or Village Heritage Street is proposed in the Plan. The Village Lane is proposed to include street lighting, underground servicing and clustered tree plantings at points of intersection with other street types.



Village Lane Section

Circulation System for the Urban Village Design Plan



3.5 An Integrated Parks & Public Space Network

A system of parks and open spaces is proposed for the urban village to create improved community amenities and strengthen connections within the urban village and beyond its boundaries.

The most significant public space is the Village Square at the convergence of Wharncliffe Road, Essex Street and Western Road. It is envisioned to be a significant gathering and socializing space that accommodates a diversity of activities. Street level neighbourhood commercial uses, a multi-modal centre and a community centre with meeting space front onto the Square.

Publicly owned lands adjacent to the Thames River are proposed to be transformed into usable natural park space and a recreational corridor. Along the River, a continuous trail is located to improve access to Western University and Gibbons Park. The riverfront trail would include such amenities as seating areas, overlooks at the waters edge, interpretive stations, etc. The trail should link with the Blackfriars Street walkway south of Oxford Street and should be developed as a multi-use facility that is hard surfaced and lit. At several locations, the trail links back to the neighbourhood to complete a series of “loops” that accommodate internal circulation and street end connections.

The park like setting of Grosvenor Lodge is carried across Western Road to create a more significant heritage park space that integrates the existing heritage homes into a well defined place. The existing heritage homes could be adapted to fulfill a more compatible commercial use such as art galleries, craft shops, etc. The new park space should be designed and programmed to accommodate special events and activities throughout the year. The heritage park is integrated into the pedestrian/trail network developed for the urban village.

A naturalized park is proposed at the end of McDonald Avenue. The park includes a naturalized wetland as a feature and integrates a boardwalk, bird blinds and interpretive features. A trail links the park to Essex Street.

Gateway parks are proposed at two locations; at Western Road and Platts Lane; and at Wharncliffe Road and the CPR tracks. The gateways announce arrival and delineate the boundaries of the urban village. Included within the gateway feature is identification signage, landscaping and seating and gathering space.

3.6 A Heritage Focus

There are a number of heritage assets in the neighbourhood that help define its character and identity. These assets are integrated into the parks and open space features of the urban village concept and are connected through the development of the proposed trail system.

Grosvenor Lodge

Grosvenor Lodge is a significant city-wide heritage resource. At present it's disconnected from the neighbourhood both physically and visually. In the urban village concept, it's the anchor of a proposed Heritage Core created to enhance the identity of the urban village and celebrate its past. The Lodge is the centre piece of an "outdoor museum" that includes its grounds and the heritage homes on the north side of Western Road. An improved vehicular and pedestrian entrance with gates and signage announce arrival to the Lodge and its location along Western Road. The Lodge is integrated into the parks and open space network and connected to the trail system proposed for the urban village. Sightlines to/from it are improved with the orientation of future buildings and the selective clearing of vegetation.

The collection of heritage homes across Western Road enhance the Heritage Core and are integrated into the "outdoor museum" concept. A pedestrian crosswalk links them to the Lodge and the extended parks and open space system. The homes are proposed to include compatible commercial uses including galleries and arts and crafts retail uses.

Rail Bridges

The elevated CPR tracks are a defining feature of the neighbourhood and create a strong boundary to the south. The tracks passes over top of Wharncliffe Road N., Gunn Street and Platts Lane to create three strong entry points. The stone abutments of the bridges are narrow and only accommodate two vehicles; separated pedestrian tunnels are provided at each bridge. These structures are enhanced as gateway features with village identity signage, landscaping, and interpretive exhibits. If the rail bridge at Wharncliffe Road N is rebuilt or replaced based on future road widening, as identified in the City of London 2020 Transportation Master Plan, the new bridges should preserve elements of the historic bridge character.

Saunby's Mill

The foundation of Saunby's Mill, located at the end of Beaufort Street, is integrated into the parklands along the Thames River and is proposed to be developed into an interpretive facility. The facility includes outdoor displays and public gathering areas. Interior interpretive space could be developed in conjunction with public washrooms and parks maintenance/storage facilities.

4. Implementation



Implementation details how to make the vision of the urban village a reality. It turns the principles, objectives and concepts into achievable recommendations and policy. Steps towards implementation include:

4.1 Plan Recommendations

4.2 General Policies

4.3 Urban Design Policies

4.4 Land Use Policies

4.5 Circulation Policies

4.6 Parks and Open Space Policies

4.7 Cultural Heritage Policies

4.8 Sustainability Policies

4.9 Zoning Recommendations

4.10 Neighbourhood Design Guidelines

4.11 Policy & Guidelines Checklist

4.1 Plan Recommendations

A series of recommendations are detailed to implement the Secondary Plan for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood. These recommendations provide the ‘next steps’ towards the development of the urban village vision.

4.1.1. Adopt the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan through an Official Plan Amendment.

The City of London Official Plan should be Amended by incorporating the Secondary Plan and its policies into Chapter 20 of the Official Plan.

4.1.2. Adopt the Zoning Recommendations through Zoning By-Law Amendment.

The City of London Zoning By-Law Z-1 should be Amended to implement the zoning recommendations of the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan.

4.1.3. Site Plan Approval & Policy Checklist

Any applications for site plan approval within the Beaufort / Gunn / Saunby / Essex Street Neighbourhood shall be subject to the policies of the Secondary Plan. The policy and guidelines checklist, provided as part of this Secondary Plan, shall be used to assist in the approvals process. A member of the group reviewing a site plan application for a property within the Beaufort / Gunn / Saunby / Essex Street Neighbourhood shall be familiar with the Secondary Plan.

4.1.4. Develop Design Guidelines for Each Building Type

In addition to the Neighbourhood Design Guidelines included in the Secondary Plan, design guidelines should be developed for all building types.

4.1.5. Implement the Policies of the Secondary Plan and the Urban Village Design Plan’s Physical Improvements, including park development, Heritage Core development and circulation system improvements.

Elements identified in the Urban Village Design Plan should be implemented by the City as a way to implement the vision for the urban village and to leverage private investment in the neighbourhood. Furthermore, all municipal works shall be consistent with the policies of the Secondary Plan.

4.1.6. Implement Branding Efforts of the Urban Village.

The City should embrace the urban village concept by utilizing branding opportunities in gateway features, signage, etc.

4.1.7. Develop Tree Removal and Planting By-laws for All Properties.

A problem that has been identified during this planning process is the removal of trees prior to the initiation of the site plan approval process for intensification. To address this issue, the City should develop tree removal and planting by-laws for all properties.

4.1.8. Continue a Working Relationship Between the University and the City to Improve Off-Campus Student Housing.

Improvement of the neighbourhood is beneficial for both the City and the University, improving the quality of life for residents and students alike. A partnership between the University and the City should be maintained to ensure the needs of both groups are being met.

Implementation Guided by Public Input

The recommendations identified in this section apply to the issues raised during the public meetings conducted for the Plan. For each issue the Plan has identified potential actions, as shown in the adjacent graphic. The graphic shows that the final result of the Secondary Plan is a strategy to address the issues that concern the public.

Table: Recommendations Derived from Public Concerns

	Issues	Potential Actions
Density of the Neighbourhood	<ul style="list-style-type: none"> How the Neighbourhood should be developed. 	Implement the Urban Village Vision & Design Plan
Form / Character	<ul style="list-style-type: none"> Lot coverage. 	Implement Neighbourhood Design Guidelines Develop Detailed Design Guidelines for All Building Types.
	<ul style="list-style-type: none"> Quality of landscaping. 	
	<ul style="list-style-type: none"> Quality of buildings and facade design. 	
	<ul style="list-style-type: none"> Building's relationship with the street. 	
Occupancy	<ul style="list-style-type: none"> Number of people living in single family and duplex houses. 	Implementation of the Near-Campus Neighbourhoods Amendment
	<ul style="list-style-type: none"> Number of cars parking on one lot. 	Create maximum parking standards.
	<ul style="list-style-type: none"> Diversity of residents in the neighbourhood. 	Implement the Urban Village Design Plan concept and the policies to attract a mix of residents by constructing houses that are appropriate for a variety of residents.
Neighbourhood Conditions	<ul style="list-style-type: none"> Neighbourhood tree canopy. 	Create tree removal and plantings bylaws for all properties.
	<ul style="list-style-type: none"> Maintenance of the property. 	Utilize Village Associations to promote property maintenance.
	<ul style="list-style-type: none"> Buildup of garbage and abandoned furniture. 	Create enforcement strategies for recycling and property maintenance code.
Supply of Services	<ul style="list-style-type: none"> Recreation opportunities within each property. 	Implement Neighbourhood Design Guidelines for Amenity Space
	<ul style="list-style-type: none"> Open space within the neighbourhood. 	Meet level of service standards for neighbourhood parks of 3 hectares of neighbourhood and district parkland per 1,000 population.
	<ul style="list-style-type: none"> Circulation for a variety of transportation options. 	Implement the Urban Village Design Plan's System of Complete Streets and Circulation Policies
	<ul style="list-style-type: none"> Shopping access within the neighbourhood. 	Implement Policies for Mixed Use Buildings

4.2 General Policies

Some communities change over time and as a result policy changes are needed for new uses and/or densities. The Beaufort / Gunn / Saunby / Essex Street Neighbourhood is changing because of its proximity to the University and resulting pressures for student housing. As redevelopment occurs there is a desire to direct change to prevent neighbourhood decline in those areas which are stable. The urban village concept will make the neighbourhood a place that not only supports the University students needs but attracts all age groups and ethnicities to create a more attractive, active and social community. The following general policies address fundamental issues within the neighbourhood.

4.2.1. Policy - Intensification

As demographics change and populations grow so will cities expand and intensify.

a) The neighbourhood should promote compatible intensification to make better use of infrastructure in an existing developed area of the City.

b) The neighbourhood should provide an opportunity to manage growth by directing it to specific areas within the neighbourhood, including the Village Mixed Use Centre and areas with higher density apartment buildings.

c) The neighbourhood should feature transit-friendly development as well as pedestrian- and bicycle-friendly development to develop a multi-modal hub within the City.

4.2.2. Policy - Urban Village Concept

The neighbourhood will grow and change and therefore needs a structure to give it a sense of community. As intensification occurs a centre and organization to the community should be created to give it an identity and a strong sense of place.

4.2.3. Policy - Neighbourhood Character

Originally a historic village that evolved into a first ring suburb and now into a denser form of housing, the neighbourhood lacks a strong identity. The neighbourhood should build on its existing character to define and enhance a unique character.

4.2.4. Policy - Western University

The University is a significant resource in the City. The neighbourhood should enhance the University through the development of a quality community that supports the full range of student and employee needs.

4.2.5. Policy - All Residents and Property Owners

All residents and property owners should be considered in the redevelopment of the neighbourhood and benefit both in quality of life and property values from intensification and reorganization of the community.

4.2.6. Policy - Social Space

The urban village should provide a community that is active and urban and promotes interaction between residents and visitors and provide for gatherings for small groups or large community events.

Policies

are the regulatory implementation tool for the urban village. Organized under seven categories, these policies are integrated into the Official Plan through the Secondary Plan. The categories of policy include:

- General Policies
- Urban Design Policies
- Land Use Policies
- Circulation Policies
- Parks & Open Space Policies
- Cultural Heritage Policies
- Sustainability Policies

Note: Italic text used in policies is explanatory text relevant to the policy.

4.3 Urban Design Policies

Design of the urban environment involves developing physical elements, including location and size of streets, blocks, open spaces and built form, into an attractive, organized, functional and understandable system. It also involves developing the design details of streets, building facades and parks to express and enhance the character of the place. Urban design can enhance the quality of the public realm, natural environment and define community identity, sense of pride and sense of place. The following urban design policies promote appropriate urban design within the neighbourhood.

4.3.1. Policy - Building

All buildings should address future road widening and road allowances.

4.3.2. Policy - Building Height

Building heights should be limited to support the urban village experience. Building heights should be as follows:

- Mixed use centre buildings should be a maximum of 3½ storeys articulating the top storey in the roofline.
- Duplex and fourplex dwellings should be a maximum 2 storeys.
- Rowhouse dwellings should be a maximum 2 ½ storeys.
- Townhouse dwellings should be a maximum 3 ½ storeys.
- Apartment high rise dwellings should be a maximum 8 storeys.

4.3.3. Policy - Corner Mixed Use Buildings

Mixed use buildings at intersections should address the intersection with a angled rounded or setback corner adjacent to the intersection.

4.3.4. Policy- Mixed Use Infill

The Village Main Street should vary setbacks to a maximum 1.5 m from adjacent buildings and be orientated to the street.

4.3.5. Policy - Mixed Use Buildings

- a) Mixed use buildings should support the character of the urban village.
- b) Mixed use buildings should be 50% transparent at ground floor and 30% transparent on all floors.
- c) Façade should be parallel to street.

4.3.6. Policy - Mixed Use Building Sites

- a) Mixed use building sites should support the character of the urban village.
- b) Hard surface pedestrian materials should be equal to the sidewalk in the Village Main Street and extend to the building face.

4.3.7. Policy - Residential Infill

Residential infill buildings should reflect character, finish floor elevation and setback of the neighbourhood and context of surrounding buildings.

4.3.8. Policy - Views

a) Views and sightlines to the Thames River should be enhanced at all street ends.

b) Views and sightlines to Grosvenor Lodge from the surrounding neighbourhoods and Western Road should be enhanced.

4.3.9. Policy - Orientation

Buildings should be orientated to the street with a primary entrance accessed directly from the street.

4.3.10. Policy - Gateways

Gateways and arrival signatures should be developed to enhance neighbourhood identity and strengthen the sense of the urban village as a unique place. The locations should be:

- Adjacent to Platts Lane and Western Road on lands owned by Western University.
- Adjacent to the CPR overpass on Wharncliffe Road maintaining the heritage character of the overpass and integrate commercial development on Wharncliffe Road north and south of the overpass.
- Adjacent to the CPR overpass on Platts Lane maintaining the heritage character of the overpass.
- At Essex Street and Wharncliffe Road an arrival should be developed as a focus and open space for the urban village.

4.3.11. Policy - Public Art

Public art in the form of sculpture or murals should be encouraged at all prominent points in the urban village streetscape and gateways.

4.3.12. Policy - Curb Cuts

Curb cuts should be minimized.

4.3.13. Policy - Extended Mixed Use Centre

The Oxford/Wharncliffe commercial area should be integrated and extended into the Wharncliffe Road mixed use centre or urban village.

4.3.14. Policy - Mixed Use Centre Parking

a) Parking in the mixed use centre should be limited to the rear yard only.

b) Rear yard parking should be shared between adjacent properties.

c) Adjacent rear yard parking in the mixed use centre should be linked.

d) Access to rear yard parking at corner properties should be from side street.

e) Parking should be hard surfaced with permeable paving.

f) Trees should provide shade over a minimum 60% of parking area.

4.3.15. Policy - Mixed Use Centre Signage

Signage in the mixed use centre should be limited to attached signs.

4.3.16. Policy - Mixed Use Centre Commercial Lighting

a) Access lanes should be lit with luminaires attached to the building.

b) Light standards could be provided in the parking area to attain light levels equal to streetscape.

c) Lighting should cast downwards only.

d) High efficiency light sources should be used.

4.3.17. Policy - Mixed Use Centre Fencing

a) Fencing in the mixed use centre should be limited to the rear and side yard only.

b) Wall materials should match building.

c) Rear yard fencing to a maximum height of 1.5 metres.

d) Rear yard fencing materials should be wood or decorative metal.

4.4 Land Use Policies

A complete community is one with a range of land uses and mixed use development. Currently the neighbourhood lacks this diversity as it's largely residential with a minimal amount of commercial, service and institutional land uses. By creating a mixed use centre that supports the goods and services needed by the community that is within walking distance the neighbourhood can develop into a complete community that offers a variety of amenities to its residents and minimizes auto use and congestion. The following land use policies address the development of an organized land use pattern for the urban village.

4.4.1. Policy - Land Uses

Development within the neighbourhood should be consistent with the land uses identified in the Future Land Use Plan.

4.4.2. Policy – Zoning Revisions

a) The zoning should be simplified to promote a clearer organization of the land use pattern and simplify understanding and use.

b) Revisions should be prepared to the City of London Zoning By-Law Z-1 as outlined in the Zoning Recommendations of the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan.

4.4.3. Policy - Mixed Use Buildings

Buildings facing Wharncliffe Road, within the mixed use centre, should have main floor commercial with residential or office on upper floors and provide main entrances that address the street and facades that are oriented toward the street.

4.4.4. Policy - Mixed Demographic

a) Buildings should offer a variety of unit sizes to attract residents of all ages and ethnicities and allow/encourage a variety of goods and services.

b) Encourage a variety of rental accommodation for various income groups.

4.5 Circulation Policies

A fundamental purpose of circulation systems is to facilitate the movement of people. Therefore, it is a priority to minimize the impacts of vehicular traffic and to improve the walking and biking circulation system along with public transit, which is a primary mode of transportation for many current neighbourhood residents. As a community bisected by a major arterial road that is planned for expansion, there is a need to ensure that urban village elements are incorporated into circulation development to promote safe healthy transportation for all modes of travel and to develop and maintain a distinct urban village identity. The following circulation policies address the development of an accessible circulation system.

4.5.1. Policy - Road Improvements

As road improvements are constructed in accordance with the London 2020 Transportation Master Plan, Urban Village Design Plan and Circulation System features such as gateways and elements identified in street type sections should also be implemented.

4.5.2. Policy - Street Hierarchy

A hierarchy of streets based on the desired character of each should express and enhance the identity of the neighbourhood and facilitate wayfinding. The hierarchy is:

- Village Main Street (Aligns with “Arterial” Official Plan Classification) – wide sidewalks, seating, gathering, urban art, banners
- Village Heritage Street (Aligns with “Arterial” Official Plan Classification) – green medians, multi-use path, interpretive panels, banners
- Village Streets (Aligns with “Local” Official Plan Classification) – street trees, street lamp flower containers
- Village Lanes – (private road) narrow, shared or complete streets for vehicles and pedestrians, lighted, clustered trees

4.5.3. Policy – Village Main Street Streetscape

- a) The Village Main Street streetscape should be an active pedestrian scale space with wide sidewalks that extend to the building face and express the urban village identity through paving patterns, street amenities and design features.
- b) Bicycle lanes should be located on both sides of the street.

4.5.4. Policy – Village Heritage Street Streetscape

a) The Village Heritage Street streetscape should tie the two sides of Western Road together and bring Grosvenor Lodge, the heritage homes and the proposed heritage park together as a place.

b) The street should express a linear park like character and include wide green medians, a multi-use path for pedestrians and cyclists to link with the University, and a heritage identity expressed through light fixtures, street furniture, paving materials and interpretive panels.

c) Bicycle lanes should be located on both sides of the street.

4.5.5. Policy – Intersections

a) The design of the Wharnccliffe/Western Road and Essex Street intersection should support the area as the central focus of the urban village and the creation of a Village Square.

b) A roundabout could be considered at the Platts Lane/ Western Road intersection to facilitate traffic flow and minimize back up at the traffic light.

4.5.6. Policy – Street Trees

a) Trees should be planted along all street hierarchies except for Village Lanes.

b) Tree clusters should be planted at the ends of Village Lanes where they meet other street types.

c) Street trees along the Village Main Street should be spaced approximately 7 to 10 m apart and reinforce the pattern of the streetscape.

d) Trees along street types, other than the Village Main Street, could be naturalized and planted in clusters.

4.5.7. Policy - Pedestrian Circulation

a) Pedestrian circulation should be facilitated to public transit stops, the mixed use centre and the University.

b) A variety of alternative pedestrian sidewalks and paths that are year round, safe and lighted should be developed.

c) All sidewalks should be 1.5 - 2.5 m.

d) All pathways should be a minimum 3.0 m.

e) All pedestrian circulation should comply with the Ontario's with Disabilities Act.

4.5.8. Policy - Bicycle Circulation

Year round bicycle and non-motorized wheeled vehicle circulation to the mixed use centre and the University should be facilitated.

4.5.9. Policy - Parking

a) Street parking should be allowed on Village Streets only.

b) Off-street parking should only be located in the rear and side yards or underground.

b) Underground parking entrances should be located in the rear or side yard.

4.5.10. Policy - Multi-Modal Circulation

a) A staging area for public transit should be located proximate to the centre of the urban village and support inter-modal circulation especially enclosed bicycle parking.

b) A shelter and seating should be provided at the staging area.

4.6 Parks and Open Space Policies

The urban village concept reflects the development of a complete community, one that offers amenities to all residents at existing municipal service levels, including the supply of parks and open space for recreation purposes. At present, although it's in close proximity to Gibbons Park, there are no park or recreation facilities within the neighbourhood. Developing areas for socialization and for community and neighbourhood events will strengthen neighbourhood bonds, pride and responsibilities. Also, offering a full range of recreation facilities will attract/retain a broader demographic. The following parks and open space policies address the development of active and passive recreation facilities.

4.6.1. Policy – Parks

a) River land and park land should be developed in each of the neighbourhoods as a focal point and orientation point in the pedestrian circulation system.

b) Park areas should include:

- All of the river lands
- The foundation of Saunby's Mill
- The north west corner of Western Road and Essex Street
- The lawn bowling club should be acquired for a neighbourhood park and waterfront access
- The wetland at the west end of McDonald Ave adjacent to the CPR tracks
- The north side of Western Road north of Grosvenor Lodge
- The Grosvenor Lodge site
- Part of the Western University married residence housing at Western Road and Platts Lane
- The south corner of Western Road and Platts Lane

4.6.2. Policy – Recreation Activities

a) Parks should offer a full range of recreation activities for all ages including play structures, exercise stations, sports/multi-use courts, seating areas, walking trails and interpretive displays.

b) Specific parks may be limited in amenities such as gateway parks.

4.6.3. Policy - Riverfront Trail

a) In order to facilitate and encourage pedestrian/bicycle circulation and reduce road traffic an all season pedestrian/bicycle riverfront trail should be developed along the entire length of the Thames River linking the Blackfriars walkway to Western University.

b) The riverfront trail should be hard surfaced, lighted and maintained all year to guarantee safe access to and from the University grounds.

4.6.4. Policy - Riverfront Access

All roads that terminate at the Thames River should provide access to the River and the riverfront trail.

4.6.5. Policy - Riverfront Park

a) A Riverfront Park should be provided as a regional attraction east of Gunn Street with direct pedestrian connections from Beaufort and Saunby Streets and mid-block from Gunn Street.

b) The riverfront park should be developed providing recreation space and employing ecological design principles.

4.6.6. Policy – Riverfront Park Feature

The foundation of Saunby’s Mill should be preserved and enhanced as a unique feature in the riverfront park and the historical story interpreted.

4.6.7. Policy – Heritage Park

A park should be developed in conjunction with Western University as a central feature on the north side of Western Road in the Heritage Core including gathering space for events in conjunction with the site of Grosvenor Lodge.

4.6.8. Policy - Married Residence Park

A park should be required in conjunction with the redevelopment of the married residence at the corner of Platts Lane and Western Road and include amenities for children.

4.6.9. Policy - Grosvenor Lodge Site Park

The Grosvenor Lodge site should be enhanced to support community events while maintaining the historic integrity of the site.

4.6.10. Policy - McDonald Ave Wetland Park

The wetland at the west end of McDonald Ave adjacent to the CPR tracks should be developed as a wetland park with a boardwalk, seating areas and interpretive information as a link in the overall trail system.

4.6.11. Policy - Village Square

The north-west corner of Western Road and Essex Street should be developed as a village square and arrival icon in the wayfinding system for the community. It should be integrated with the adjacent roundabout as a focal point.

4.6.12. Policy - Trailheads

a) Trailheads should be developed at all road ends/trail connections with seating areas, wayfinding signage and interpretive signage as neighbourhood features.

b) Trailheads should be used to enhance connections to and between neighbourhoods.

4.6.13. Policy - Heritage/Cultural Events

Heritage and cultural events should be promoted both in the village square, heritage park and enhanced Grosvenor Lodge site.

4.7 Cultural Heritage Policies

Heritage is a significant element in the neighbourhood. Grosvenor Lodge is an iconic structure and a regional heritage attraction. The building, grounds and surrounding area have potential to enhance the community identity incorporating the history and culture into the urban village. On the north side of Western Road there are heritage homes and a historic building all with the opportunity to enhance and increase the scale of a heritage core. There are also unique commercial opportunities in promoting galleries, culture and the arts. The following cultural heritage policies address the development of these existing and potential resources.

4.7.1. Policy – Integration of Grosvenor Lodge

Grosvenor Lodge is isolated visually and physically.

- a) Sightlines should be opened through selective pruning of surrounding vegetation.
- b) Linkages to the surrounding neighbourhoods should be developed with Grosvenor Lodge as the focus to integrate the grounds in the community pedestrian circulation system.
- c) Placement of buildings should enhance and define the open space to create a campus-like setting around and adjacent to Grosvenor Lodge.

4.7.2. Policy – Heritage Core

- a) A heritage core within the neighbourhood should be developed.
- b) Both sides of Western Road should be visually and physically linked with a crosswalk and a heritage streetscape theme.
- c) The elements of the heritage core would include:
 - South side of Western Road Elements - Grosvenor Lodge and Grosvenor Lodge site

- North side of Western Road Elements - heritage homes, a proposed heritage park and 1032/1034 Western Road.

4.7.3. Policy – Heritage Commercial

Commercial opportunities should be encouraged in the restored heritage homes and heritage buildings on the north side of Western Road to promote arts heritage and culture and preserve the neighbourhood buildings' historic character especially at 1032/1034 Western Road.

4.7.4. Policy - Heritage/Cultural Events

Heritage and cultural events should be promoted in the heritage core, Grosvenor Lodge site and the heritage park, to promote community pride and the community as a regional destination.

4.7.5. Policy – Interpretation

- a) The heritage core should be viewed as an outdoor museum offering interactive heritage displays and pedestrian nodes with seating and interpretive panels.
- b) An interpretive program should be developed.

4.8 Sustainability Policies

Sustainability promotes development that meets the needs of today without denying future generations the ability to meet their own needs. It's a change in attitude and action that stems from a mandate to protect the natural environment and broadens in scope to the efficient use of resources and public services. Planning for sustainability means addressing population growth, pollution, biodiversity, water quality and climate change to minimize the consumption of limited resources. The following sustainability policies address the incorporation of sustainable practices into the development of the urban village.

4.8.1. Policy – Population Growth

The neighbourhood should encourage intensification, increasing the density of the population and reducing the consumption of land in suburban areas for housing and commercial development while maintaining a quality urban experience.

4.8.2. Policy - Pollution

Alternative modes of circulation such as multi-purpose trails should be developed and the designation of land uses that encourage local goods and services should be promoted to minimize vehicle use and improve air quality and community health.

4.8.3. Policy - Biodiversity

Local parks and green spaces should be developed especially in the Thames River Corridor to promote a diverse ecology and indigenous flora and fauna.

4.8.4. Policy - Storm Water Retention

Storm water should be detained on site with the use of rain barrels, water gardens and percolation beds.

4.8.5. Policy - Energy Conservation

Energy consumption should be minimized in the construction, maintenance and operation of new buildings and renovation of existing buildings.

4.8.6. Policy – Alternative Energy

Alternative energy sources should be promoted including wind turbines, solar panels and ground source heating/cooling systems.

4.8.7. Policy - Green Development

All major new buildings and renovations should conform to LEED (Leadership in Energy and Environmental Design) minimum silver standards for energy efficiency.

4.8.8. Policy – Water Conservation

Low flow fixtures, faucets and showerheads should be promoted in all buildings.

4.8.9. Policy - Tree Protection

The preservation of trees is an important component of neighbourhood quality, design and habitat. Trees should be protected on site before and after construction. Small trees removed should be replaced with equal number and caliper.

4.9 Zoning Recommendations

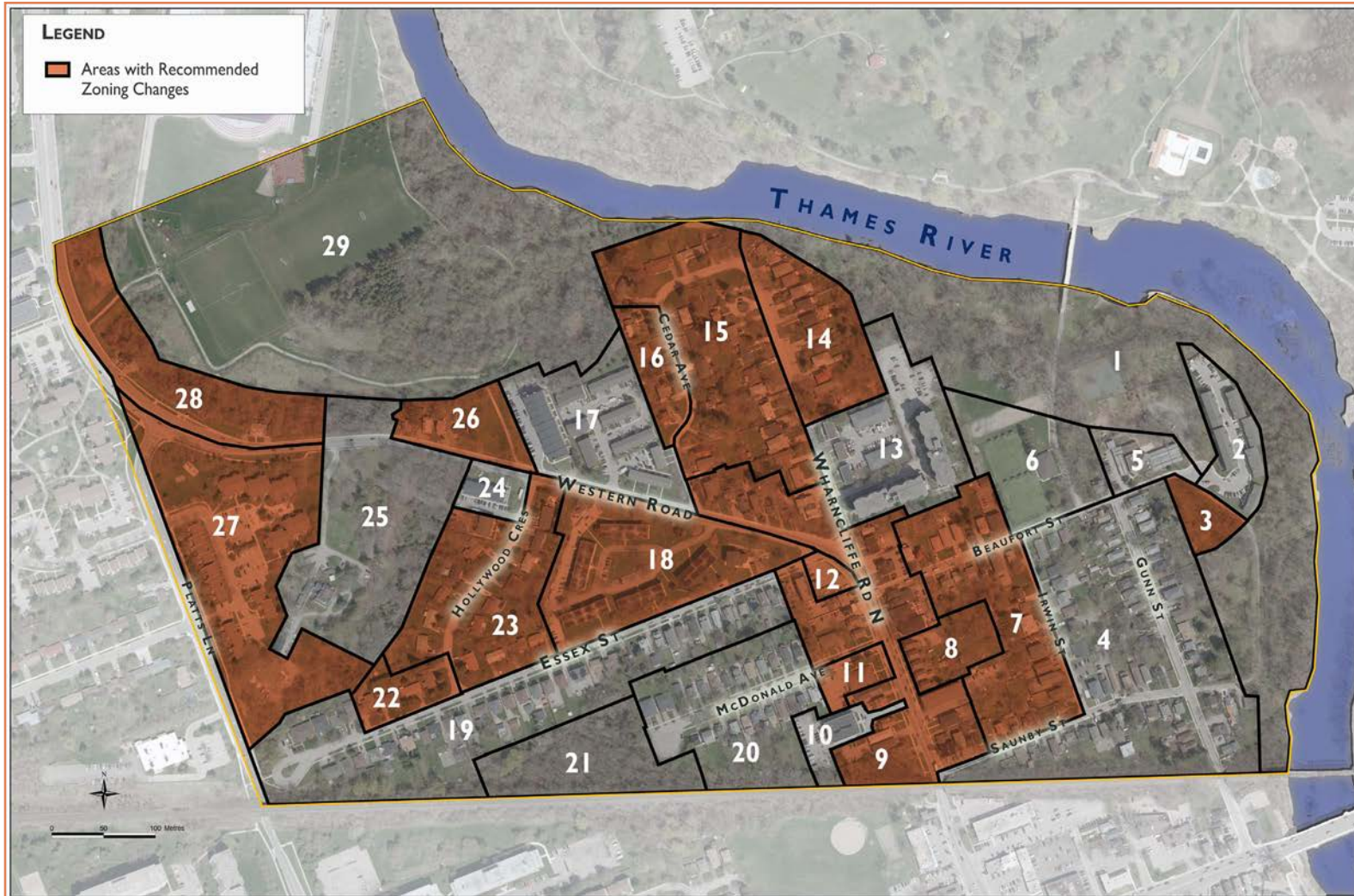
To implement the Urban Village Design Plan, zoning for the neighbourhood should be revised to reflect the concepts of the Plan. The following list of recommendations ties each recommendation to an area on the Zoning Recommendations Map.

Zoning Recommendations List

- 1) Remains OS4, zoned for open space.
- 2) Remains R5-3(11)/R6-4(12), zoned for current townhouse development. The R6-4(12) zone is not needed.
- 3) Rezone from R2-3(2) to OS4 and combine with adjacent district.
- 4) Remains R2-3(2) which allows for intensification of single family homes to duplexes.
- 5) Remains R2-2/NF1(4) to allow for continuation of the school. If and when the school closes, duplex development can occur similar to adjacent neighbourhood.
- 6) Remains CR, site of lawn bowling club.
- 7) Rezone from R2-3(2) to some R5 variation to allow for townhouse development.
- 8) Area is currently in the process of being rezoned from R3-1(4)/R8-4(7) to some R8 variation. The rezoning should be approved to allow for current development plans. In the future, a compound CC4 zone can be added to the area fronting Wharncliffe Road to allow for commercial uses in conjunction with any residential building (Mixed Use).
- 9) Rezone from R3-1(4)/R8-4(7) to R4/CC4. A separate variation or special provision should be added to allow for street “stacked” townhouses with heights up to 11 metres. The front setback should be reduced from 6 metres to 4 metres. The CC4 zone allows for mixed use development along Wharncliffe Road. This area also includes a parcel on Saunby Street currently zoned R2 and the fronting portion of the parcel zoned R9 on Wharncliffe Road. (Note: The current R8-4(7) zone would also allow for stacked townhouse development, but would also allow apartment buildings. The R3-1(4) zone should be dropped.)
- 10) Remains R8-4(11) for the existing apartment building not fronting on Wharncliffe Road.
- 11) Rezone from RO1 and combine with the new R4/CC4 district on Wharncliffe Road.
- 12) Rezone from CC2 and combine with the new R4/CC4 district on Wharncliffe Road.
- 13) Remains R7 D240 H24 and R5-3/R6-5/R6-4 to allow for existing high density development.
- 14) Rezone from R2-2(5) to R3-2(1) to allow for development of fourplexes.
- 15) Rezone from R1-6(3) to R3-2(1) to allow for development of fourplexes.
- 16) Rezone from R1-6(3) to some R5 variation to allow for townhouse development.
- 17) Remains R8-4(14)/R5-3 to allow for existing development.
- 18) Rezone from R8-4(6) to R4. A separate variation or special provision should be added to allow for street “stacked” townhouses with heights up to 11 metres.
- 19) Remains R3-2(1) which allows intensification to fourplexes.
- 20) Remains R2-3(2) which allows intensification to duplexes.
- 21) Remains OS1, zoned for open space.
- 22) Rezone from R1-10(4) and add to R3-2(1) district allowing fourplexes on Essex Street.
- 23) Rezone from R1-10(4) to some R5 variation with a height allowance of 10.5 metres to allow for stacked townhouse development.

- 24) Remains R8-4(8) to allow for current development.
- 25) Remains HER/RF to identify the Grosvenor Lodge as a heritage feature in the heritage core.
- 26) Should be rezoned from R5-3/RO to HER/RF to develop the heritage core.
- 27) Rezone from R5-6/R8-2 to R10 H24 to allow for development of 8 storey apartment buildings.
- 28) Rezone from R5-6/R8-2 to OS4 and added to adjacent open space district.
- 29) Remains OS4, zoned for open space.

Zoning Recommendations Map



4.10 Neighbourhood Design Guidelines

In conjunction with the Design Plan and the Zoning Recommendations there are several Neighbourhood Design Guidelines that should be applied to all development in the urban village. The following illustrates sample urban design guidelines for duplex dwellings.

Relationship to Street

- Building fronts should be parallel to the street.
- Buildings should have primary entrance facing the street.
- Buildings should have a sidewalk connecting primary entrance to the street.
- Buildings should have a front setback the average of adjacent buildings.
- Properties should not have fencing in the front yard.



Quality of Façade

- Buildings should have equal building materials on all sides.
- Building should have a maximum of 2 different building materials.
- Buildings should have non-reflective windows on all sides.
- Buildings should have a pitched roofline.
- Buildings should highlight primary building entrance with architectural feature/enhancement (porch/patio/verandah).



The design guidelines apply to five categories:

- **Relationship to the Street:** Addresses how the building interacts with the street.
- **Quality of Facade:** Addresses the exterior of the building.
- **Amenity Space:** Addresses the outdoor lot space.
- **Landscaped Open Space:** Addresses the plantings and materials located in the outdoor lot space.



Amenity Space

- Buildings should have a private outdoor patio/deck for each unit a minimum 9 m² in size in the rear yard.
- Buildings should have an entrance from each unit to its patio/deck.
- Adjacent patios/decks should be separated with a screen a maximum 2.2 metres high from ground level.



Landscaped Open Space

- Lots should have a minimum of one tree in the front yard.
- Open space in the front yard should be landscaped with plant materials at a minimum 30%.
- Open space in the rear and side yards should be landscaped with plant material at a minimum 30%.
- Trees should be native.

4.11 Policy & Guidelines Checklist

An important implementation measure is ensuring that there is a clear process for development approvals in the neighbourhood. The checklists provided below distills the policies and guidelines that apply to private development. This checklist should be used in all planning applications for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood.

Policy Checklist for Development Approvals

Policy Question	Yes (Agrees with Plan Policy)	No (Variation from Plan Policy)	Reason for Variation
For all developments:			
Is the development compatible intensification? (Policy 4.2.1)			
Is the development consistent with the land uses identified in the Future Land Use Plan? (Policy 4.4.1)			
Does the development build on the existing character of the neighbourhood to enhance a unique character? (Policy 4.2.3)			
Does the development address future road widening and road allowances? (Policy 4.3.1)			
Is the development consistent with the maximum building height for the type of building? <ul style="list-style-type: none"> • 8 storeys in apartment highrise land use area • 3 ½ storeys in mixed use centre land use area (articulating the top storey in the roofline) • 3 ½ storeys in townhouse land use areas • 2 ½ storeys in rowhouse land use areas • 2 storeys in duplex and fourplex land use areas (Policy 4.3.2)			
Does it reflect the character, finish floor elevation and setback of the neighbourhood and context of surrounding buildings? (Policy 4.3.7)			
Are there street end views to the Thames River on the site? If so, are they enhanced? (Policy 4.3.8)			
Are there views to Grosvenor Lodge? If so, are they enhanced? (Policy 4.3.8)			
Is the building oriented to the street, with the primary entrance accessed directly from the street? (Policy 4.3.9)			
Does the development minimize curb cuts? (Policy 4.3.12)			
Is off-street parking located in the rear and/or side yards or underground? (Policy 4.5.9)			
If underground parking is provided, are entrances located in the rear or side yards? (Policy 4.5.9)			

Policy Checklist for Development Approvals (CONTINUED)

Policy Question	Yes (Agrees with Plan Policy)	No (Variation from Plan Policy)	Reason for Variation
For all developments: (CONTINUED)			
Is storm water detained on site with the use of rain barrels, water gardens and percolation beds? (Policy 4.8.4)			
Is energy consumption minimized in the construction, maintenance and operation of new buildings and renovation of existing buildings? (Policy 4.8.5)			
Are alternative energy sources promoted including wind turbines, solar panels and ground source heating/cooling systems? (Policy 4.8.6)			
Are low flow fixtures, faucets and showerheads promoted? (Policy 4.8.8)			
Are trees protected on site before and after construction? If small trees were removed, were they replaced with equal number and caliper? (Policy 4.8.9)			
Is it a major new building or renovation? If so, does it conform to LEED minimum silver standards for energy efficiency? (Policy 4.8.7)			
Is the development in the Mixed Use Centre? If so:			
Is the development at an intersection? If so, does it address the intersection with an angled, rounded or setback corner adjacent to the intersection? (Policy 4.3.3)			
Does the setback vary to a maximum 1.5 m from adjacent buildings and oriented to the street? (Policy 4.3.4)			
Does it support the character of the urban village? (Policy 4.3.5)			
Is it 50% transparent at ground floor and 30% transparent all floors? (Policy 4.3.5)			
Is the facade parallel to the street? (Policy 4.3.5)			
Does the site support the character of the urban village? (Policy 4.3.6)			
Are the hard surface pedestrian materials equal to the sidewalk in the Village Main Street and extended to the building face? (Policy 4.3.6)			

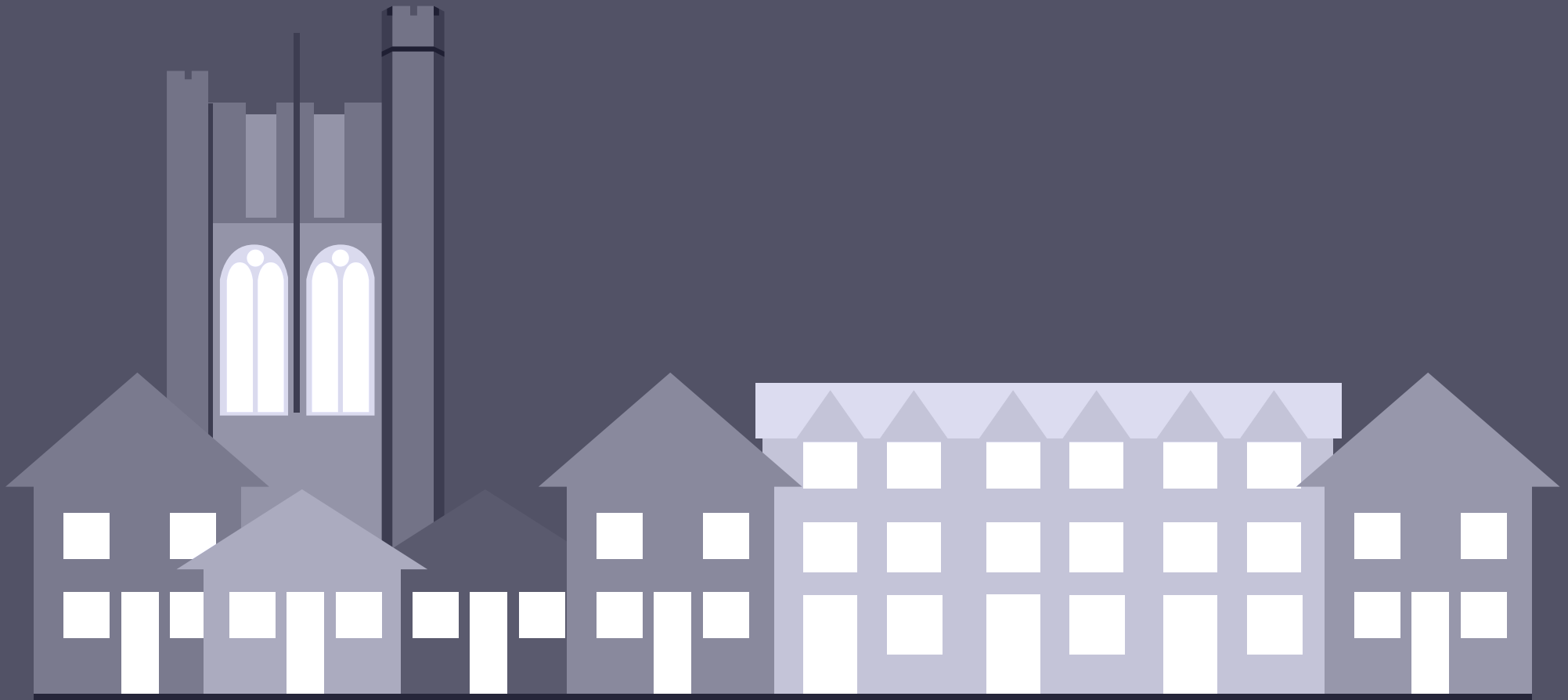
Policy Checklist for Development Approvals (CONTINUED)

Policy Question	Yes (Agrees with Plan Policy)	No (Variation from Plan Policy)	Reason for Variation
Is the development in the Mixed Use Centre? If so: (CONTINUED)			
Is parking limited to the rear yard only? (Policy 4.3.14)			
Is rear yard parking shared between adjacent properties? (Policy 4.3.14)			
Is adjacent rear yard parking linked? (Policy 4.3.14)			
Is the development a corner property? If so, is the rear yard parking from a side street? (Policy 4.4.14)			
Is parking hard surfaced with permeable paving? (Policy 4.3.14)			
Do trees should provide shade over a minimum 60% of parking area? (Policy 4.3.14)			
Is signage limited to attached signs? (Policy 4.3.15)			
Are access lanes lit with luminaires attached to the building? (Policy 4.3.16)			
Are light standards provided in the parking area to attain light levels equal to streetscape? (Policy 4.3.16)			
Is lighting cast downwards only? (Policy 4.3.16)			
Are high efficiency light sources used? (Policy 4.3.16)			
Is fencing limited to the rear and side yard only? (Policy 4.3.17)			
Do wall materials match building? (Policy 4.3.17)			
Is rear yard fencing a maximum height of 1.5 metres? (Policy 4.3.17)			
Are rear yard fencing materials wood or decorative metal? (Policy 4.3.17)			
Does the development have main floor commercial with residential or office on upper floors? (Policy 4.4.3)			
Does it provide main entrances that address the street and facades that are oriented toward the street? (Policy 4.4.3)			
Is the development within the Heritage Core? If so:			
Is the character of the neighbourhood buildings being preserved? (Policy 4.7.3)			
Are commercial opportunities to promote arts heritage and culture provided? (Policy 4.7.3)			
Is the development in the Platts Lane and Western Road Development for Married Residents? If so:			
Is a park developed that includes amenities for children? (Policy 4.6.8)			

Design Guideline Checklist for Development Approvals (CONTINUED)

Design Guideline	Yes (Agrees with Plan Policy)	No (Variation from Plan Policy)	Reason for Variation
Relationship to Street			
Is the building fronts should be parallel to the street?			
Does the building have primary entrance facing the street?			
Does the buildings have a sidewalk connecting the primary entrance to the street?			
Does the buildings have a front setback, the average of adjacent buildings?			
Is the property without fencing in the front yard?			
Quality of Facade			
Does the building have equal building materials on all sides?			
Are there a maximum of 2 different building materials?			
Does the building have non-reflective windows on all sides?			
Does the building have a pitched roofline?			
Does the building highlight the primary building entrance with architectural feature/enhancement (porch/patio/verandah)?			
Amenity Space			
Does the building have a private outdoor patio/deck for each unit a minimum 9 m ² in size in the rear yard?			
Does the buildings have an entrance from each unit to its patio/deck?			
Are adjacent patios/decks separated with a screen a maximum 2.2 metres high from ground level?			
Landscaped Open Space			
Does the lot have a minimum of one tree in the front yard?			
Is the open space in the front yard landscaped with plant materials at a minimum 30%?			
Is the open space in the rear and side yards landscaped with plant material at a minimum 30%?			
Are trees native?			

5. Appendix



The Appendix provides the background information and analysis that supports the Plan for the urban village. It includes the following elements:

5.1 Planning History

5.2 Existing Land Use & Zoning

5.3 Circulation, Open Space & Heritage Resources

5.4 Building & Site Inventory

5.5 Neighbourhood Character

5.6 Neighbourhood Conversions

5.7 Public Input Summary

5.8 Summary of Document Review

5.1 Planning History

Several related studies have already been conducted for the study area and the City. This Plan works together with these studies and builds on this existing structure of planning. The following provides an overview of the previous studies.

1) Great Near-Campus Neighbourhoods Strategy (2008-2012)

The Great Near-Campus Neighbourhoods Strategy study was completed in 2008 but implementation strategies weren't approved until 2012. The study covers a larger area of Near-Campus Neighbourhoods of which this study area is a part of. The study acknowledges residential intensification as a provincial policy, but highlights how this strategy is negatively affecting Near-Campus Neighbourhoods by fostering accommodations for transient residents who have little stake in the neighbourhoods in which they live. Negative impacts include over parking on lots, litter, and late night noise. The plan develops the following strategies to address the issues.

- **Welcome students as a vital part of our community** - This strategy involves activities designed to get students more involved into the community so that they become stakeholders.
- **Provide for safe housing** - A rental housing license by-law is a major initiative of this strategy. The by-law creates an avenue for enforcement and pays for the costs of inspections.
- **Offer a higher level of public service to the community** - This strategy seeks to establish a by-law for public nuisances including large gatherings and damage to property. The strategy also increases enforcement of by-laws by making enforcement procedures more efficient. Improved waste management practices are also recommended through this strategy.
- **Align expectations** - This strategy involves programs designed to educate involved parties of their role in the community and increased enforcement of by-laws.

- **Protect residential amenity** - This strategy establishes policies for intensification proposals and zoning by-law changes including maximum parking area, FAR, number of bedrooms and use of backyards for parking. Modifications to the noise by-law is also recommended in this strategy.
- **Provide alternatives to balance the mix** - This strategy seeks to monitor and control of student housing demand in residential neighbourhoods by exploring avenues to increase student housing in more appropriate areas.
- **Create great places and spaces in our neighbourhoods** - This strategy proposes creating neighbourhood plans and establishing design elements in order to improve the character of public spaces and make these neighbourhoods more attractive to homeowners.
- **Invest in infrastructure** - The goal of this strategy is to encourage other forms of transportation by improving transit opportunities and pedestrian and bicycle amenities.
- **Level the playing field for landlords** - This strategy is designed to increase the opportunity for landlords providing quality housing choices for students.
- **Provide for affordable housing** - This strategy creates incentives for home ownership in targeted areas.

Implementation of these strategies requires a coordinated effort from law enforcement, City government, school administration and student organizations. Nothing in the plan seeks to restrict student residents nor reverse the policy of intensification. The plan seeks accountability from students and landlords to create quality communities for all residents.

Of the strategies in the Great Near-Campus Neighbourhood implementation plan, some measures have already been implemented while others are still ongoing. Measures that

have been implemented include:

- Residential rental properties by-law
- Off street parking by-law
- Public nuisance by-law for property damage
- Policy to require public site plan review for intensification projects
- Increased enforcement of by-laws
- Increased fines for noise violations

To implement the Great Near-Campus Neighbourhood Plan, Amendment No. 535 to the Official Plan was created. A description of the Amendment is provided in this Plan's Introduction, 1.2 A Near Campus Neighbourhood Section. One of the major accomplishments of this Amendment is:

- A limit on number of bedrooms/unit based on type of house.

Measures that have not yet been implemented or are on-going include:

- Large gathering nuisance by-law
- Master plans for near campuses and the Creative Cities Initiative
- Create more student housing on campus and targeted areas

2) Residential Intensification in the Essex Street Study Area (1996)

Intensification is a provincial policy for urban areas to accommodate a majority of the demand for new residential units. The policy is an effort to preserve agriculture and open space and enhance efficiency of services. A study was completed in 1996 regarding the intensification of the Essex Street area and primarily dealt with lands west of Wharncliffe Road N, but recommended zoning changes impacted properties further east. The character of each street was assessed. Where there were signs of deterioration and a potential for redevelopment, intensification was recommended. Stable neighbourhoods were not recommended for intensification until such time that certain criteria were met. The following

recommendations were presented by the study:

- McDonald Ave, Beaufort Street, Saunby Street, Irwin Street, Gunn Street – Special provision added to R2 establishing a Floor Area Ratio (FAR) of 40%.
- Essex Street – Rezone from R2 to R3 to allow threeplex and fourplex dwellings. Special provision included establishing 75% FAR and eliminating front yard setback exemption.
- Oak Park Apartments – Rezone from R8-3 to R8-4 increasing density from 65 to 75 units per hectare (allowing the establishment of smaller apartment units).
- Hollywood Crescent/Essex Street – Remains R1-10, special provision included establishing 65% FAR.
- Cedar Avenue/Wharncliffe Road – Special provision to existing R1-6 and R2 zone establishing 40% FAR.
- 914-936 Western Road, 373 Hollywood Crescent, Wharncliffe Road – Rezone from existing R1-6 and R2 to R3/R8-4 allowing redevelopment and intensification.
- 954-948 Western Road – Rezone from R1-6 to R5-3 allowing redevelopment and intensification.

The recommendations of the study have already been incorporated into the Official Plan and Zoning By-law Z-1.

3) The Petersville Neighbourhood Project (1994)

Conducted in 1994, the Petersville Neighbourhood Project was initiated by the London Society of Architects and the London Architectural Conservation Advisory Committee (LACH). The project makes a variety of recommendations for the neighbourhood including recommendations relating to increasing attention on the Thames River and riverwalk, promotion of community open space and building design.

4) West London Area Improvement Plan (1993)

This Planning and Development Department Community Improvement Plan was completed in March 1993. The plan details future social, recreational and municipal service improvements for the West London Area.

5.2 Existing Land Use & Zoning

Existing land uses and zoning by-laws are essential to the study of the neighbourhood as they describe what is there now and what is currently allowed.

Existing Land Use

The majority of land uses (53%) in the neighbourhood are residential with 35% a lower density residential land use and 18% an apartment land use. The following chart shows the breakdown of land uses in the neighbourhood.

Land Use	Hectares	Percent
Lower Density Residential	17.9	35%
Apartment	9.0	18%
Commercial	0.3	1%
Institutional	12.1	24%
Park	7.6	15%
Vacant	3.8	8%

Source: City of London

Zoning By-Law

The Zoning By-Law for the City of London is modular based. Use is controlled by use districts and dimensional requirements are regulated by a series of regulations differentiated by zone variations written into each district. Within each zone there are some requirements that are site specific. These site specific regulations are denoted by a number in parentheses at the end of the district notation. Some areas are zoned with two or more districts. Within these compound districts, development is regulated by either one of the zones or a combination of them all. Within higher density zones, height and density are denoted within the zone with an “H” and a “D” respectively followed by the height in meters and density in units per hectare. The Residential Zoning Districts table and Non Residential Zoning Districts table presents the uses permitted and general dimensional requirements that exist within the study area. The Zoning By-law regulates landscaping requirements and parking. Signage is not regulated by the Zoning By-law.

Other Zoning Issues

Location of Parking

Design of parking areas are somewhat controlled by maximum areas and setbacks. Currently parking is allowed in rear yards and interior sideyards and on a driveway only in front yards. In R1 zones, the parking area is limited to 15%. In R2 and R3 zones, parking is permitted on 25% of the lot. In higher density zones there is a minimum landscaped area requirement that limits the area of parking.

Bedroom Limit

Amendment No. 535 to the Official Plan for the Near-Campus Neighbourhood limits the number of bedrooms to three bedrooms/unit for apartment buildings, converted dwellings, duplex dwellings, triplex dwellings, fourplex dwellings, semi-detached dwellings and all forms of townhouse dwellings

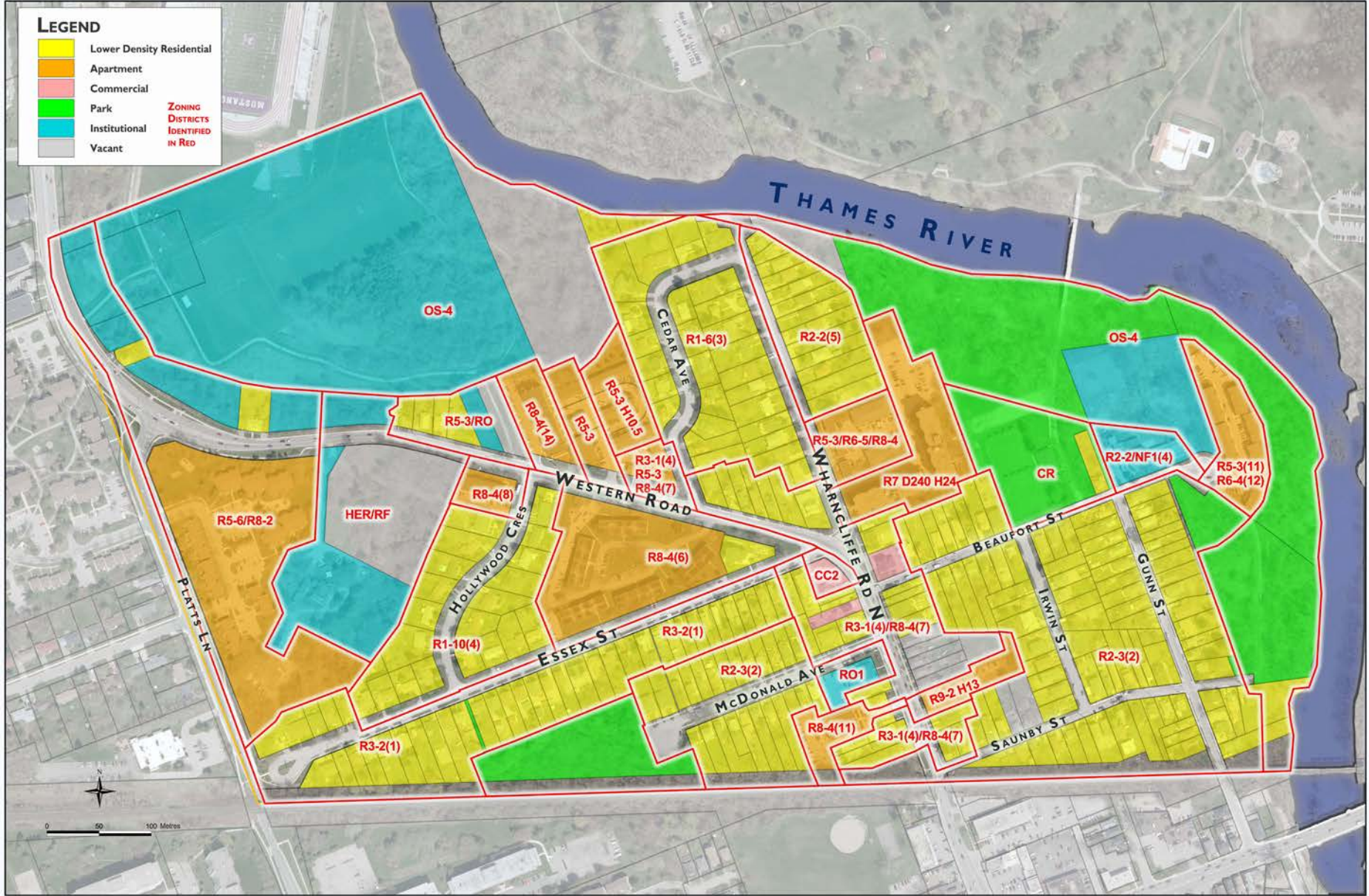
Impervious Surface

In lower density zones, there is a Floor Area Ratio (FAR) and maximum parking area percentage. All other areas must be landscaped. In higher density zones there is a minimum landscaped area established (30% in most zones, 45% in R5).

Site Plan Control

Site Plan Control was added as a requirement for any residential intensification development. These developments are now subject to detailed plan evaluation and a public hearing.

Existing Land Use & Zoning Map



Non Residential Zoning Districts

Non Residential Zones	
RO	Professional/medical offices in new buildings
CC2	Convenience Commercial
CR	Commercial Recreation
HER	Area designated by Ontario Heritage Act
RF	Regional (Community) Facilities
NFI	Neighbourhood (Community) Facilities
OS	Open Space (Including Parks/Recreation Facilities)

Residential Zoning Districts

Main District	Permitted Uses	Variation	Lot Area (m ²)	Frontage (m)	Lot Coverage	Height	Density (Units per hectare)	Minimum Landscaped Area	Maximum Parking Area	Special Provision	Reason
R1	Single family detached dwellings	6	450	15	40%	10.5	-	-	15%	(3) Max FAR 40%	Unchanged - FAR added
		10	925	22	35%	12	-	-		(4) Max FAR 35%	Unchanged - FAR added - No home owner left
R2	Single detached, semi-detached, Duplexes, converted units (2 max)	2	360	9	45%	9	-	-	25%	(5) Max FAR 40%	Unchanged - FAR added
		3	370	12	45%	9	-	-		(2) Max FAR 40%	Changed from R2-2, increasing minimum front yard
R3	Single detached, semi-detached, Duplexes, converted units, threeplex, fourplex	1	250	9	45%	10.5	-	-	25%	(4) Max FAR 80%	Rezoned from R2 - Recommended for intensification, compounded with R8
		2	360	9	45%	10.5	-	-		(1) Max Far 75%, additional parking space for dwelling unit > 70 m ² , Rear and side yards >= Height	Rezoned from R2 - Recommended for intensification
R5	Cluster townhouse dwellings, stacked townhouse dwelling	3	2,000	30	30%	12.5	35	45%	-	(11) Max 27 units, access from Beaufort St., min side & rear yard - 3m	Specific to development
R6 - Various cluster developments	Single detached, semi-detached, Duplexes	4	2,000	22	40%	12	30	30%	-	(12) Max 24 units, access from Beaufort St., min side & rear yard - 3m	Specific to development
	Single detached, semi-detached, Duplexes, threeplex, fourplex, townhouses, apartments	5	850	10	45%	12	35	30%	-		Specific to development

Residential Zoning Districts (CONTINUED)

Main District	Permitted Uses	Variation	Lot Area (m ²)	Frontage (m)	Lot Coverage	Height	Density (Units per hectare)	Minimum Landscaped Area	Maximum Parking Area	Special Provision	Reason
R7	Senior citizen complex, nursing home, continuum of care facilities	D240 H24	1,000	25	35%	24	240	30%	-		Housing authority development, Senior home
R8	Apartment buildings, Senior apartments, continuum of care facilities	2	1,000	20	35%	13	50	30%	-		Specific to development
									-	(6) Max FAR 65%	Rezoned to allow for greater density
									-	(7) Max FAR 80%, additional parking space for dwelling unit > 70 m ² , Rear and side yards >= Height	Rezoned for intensification
		4	1,000	30	40%	13	75	30%	-	(8) FAR 90%	Specific to development
									-	(11) Max FAR 80%, additional parking space for dwelling unit > 70 m ² , Rear yard - 24.4m	Specific to development
									-	(14) Min front yard -2.14m, max height 14.1m	Specific to development
R9	Apartment buildings, Senior apartments, continuum of care facilities	2 H13	1,000	30	30%	13	85	30%	-		Specific to development

5.3 Circulation, Open Space & Heritage Resources

The existing circulation, open space and heritage resources in the neighbourhood provide the foundation for the Plan. Within the neighbourhood there are several key features that influence plan development, including open space along the Thames River, sidewalks, pathways and multi-modal transit options as well as distinct heritage resources. The following is a review of these features.

Bus Routes

The study area is served by three bus routes.

- #2 Dundas – Connects Western University to Downtown via Wharncliffe Road and Western Road
- #9 Whitehills – Connects the Whitehills neighbourhood to Downtown traveling along Platts Lane with occasional stops at Western University
- #33 Proudfoot – Connects Western University to nearby commercial areas following Platts Lane

Traffic Counts

The Wharncliffe/Western Road corridor is a major arterial which carries 19,500 vehicles per day through the study area. Oxford Street is a major east-west arterial which carries 41,000 vehicles per day near the Wharncliffe intersection. Platts Lane is a major connector carrying 8,000 vehicles along the west side of the study area each day.

Bike Routes

The City has a detailed bicycle route system consisting of the multi-use trails and a bike commuter route system. Platts Lane has designated bike lanes in both directions. Gunn Street from Oxford Road to Saunby Street; the east end of Saunby Street, closed-off road connecting Saunby and Beaufort Streets; Beaufort Street and Essex Street is an unsigned bike route connecting the multi-use trail on the western side of the Thames River to Platts Lane.

Multi-Use Trails

The City of London has an extensive multi-use trail system, particularly along the Thames River. There is a lengthy trail along the west side of the Thames River running from the Downtown to Richmond Street. The study area is connected to this system by a trail that crosses a pedestrian bridge and connects to Beaufort Street. There is also a multi-use trail that runs along the eastern side of the Thames River. The trail begins just south of the study area at Oxford Street. In addition, there are multi-use trails that connect the neighbourhood to Western University.

Flood Plains

Any development proposed within the flood plain must receive approval from the Upper Thames River Conservation Authority (UTRCA). Most of the flood plain within the study area is dedicated park space. Most of the townhouse complex at 1 Beaufort Street is in the flood plain. Several properties on the west end of McDonald Avenue and the south end of Gunn Street are completely in the flood plain. In addition, the flood plain intrudes into the back yards of properties on Essex Street, Saunby Street, Gunn Street and at the north end of Wharncliffe Road. Lands south of the CPR area, are in the flood plain and are a Provincial Special Policy Area.

Parks

Parks within the study area are preserved open space with few amenities. Waldorf Park is located next to the Thames River on the east side of the study area. The park does have a lawn bowling facility. Essex Park, located at the west end of McDonald Avenue is strictly open space. Gibbons Park, located on the other side of the Thames River, connected by the pedestrian bridge is a more developed park.



Gibbons Park

Heritage Resources

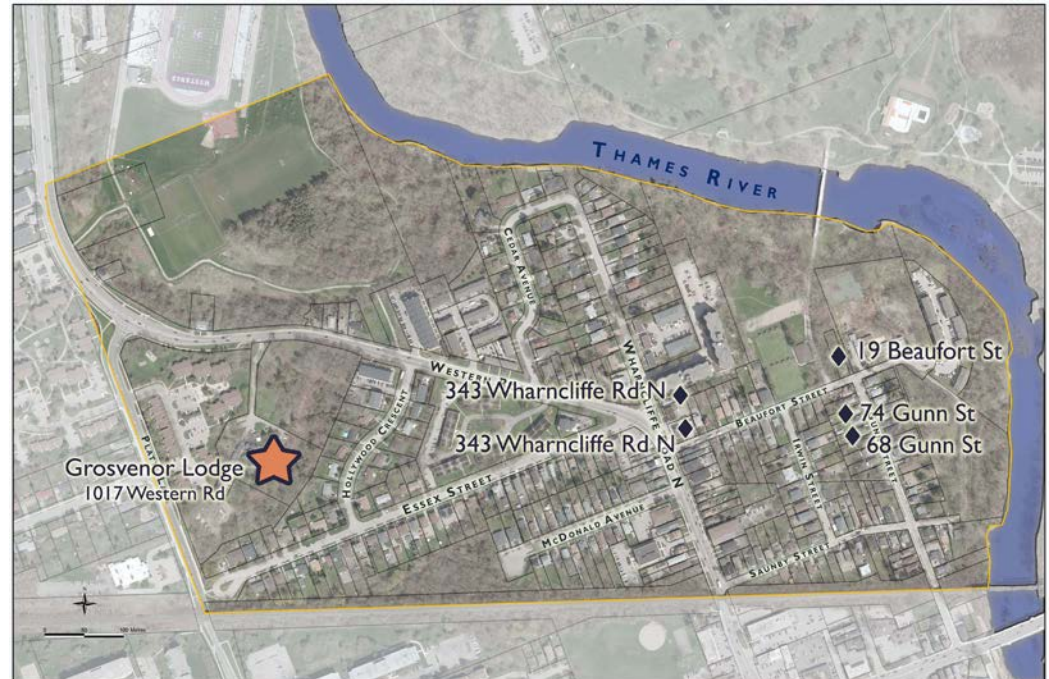
Within the study area there is one property that is designated on the Canadian Register of Historic Places (CRHP), Grosvenor Lodge, which includes a two-and-a-half storey white-brick building, a Carriage house and a garden house located at 1017 Western Road. All three buildings were constructed in 1853. Grosvenor Lodge was designed by Samuel Peters Junior for his uncle Samuel Peters Senior who the Village of Petersville was named after.

Other heritage properties within the study area include those listed on the City of London's Inventory of Heritage Resources, they are as follows:

- 343 Wharncliffe Road N (1900 c.): Listed as a priority ranking 2 for its vernacular architectural style.
- 335 Wharncliffe Road N (1887 c.): Listed a priority ranking 3 for its Queen Anne architectural style.
- 68 Gunn Street – Listed as a priority ranking 1.
- 74 Gunn Street – Listed as a priority ranking 2.
- 19 Beaufort Street – Listed as a priority ranking 2.



Waldorf Park



5.4 Building & Site Inventory

peter j. smith & company conducted an inventory of all housing structures within the study area. The team went house to house filling out an assessment form and taking a picture of each structure.

The evaluation recorded the address; building style; number of units; number of storeys; location of parking; condition of building; condition of parking; general condition of site; façade material; roof type; architectural style; and heritage value of the building.

The condition assessment was based on a comparison of properties within in the study area to establish a neighbourhood “benchmark” for determining high, medium and low quality criteria.

Building condition was based on the following criteria:

- Quality of façade materials
- Quality of architectural features/enhancements
- Maintenance requirements including condition of roof, appurtenances, windows, street façade

Parking condition was based on the following criteria:

- Quality of surface material (asphalt, granular, exposed earth)
- Interface between parking and sidewalk
- Quality of edging

General condition of site was based on the following criteria:

- Quality of landscape
- Maintenance requirements
- Order and visual appearance

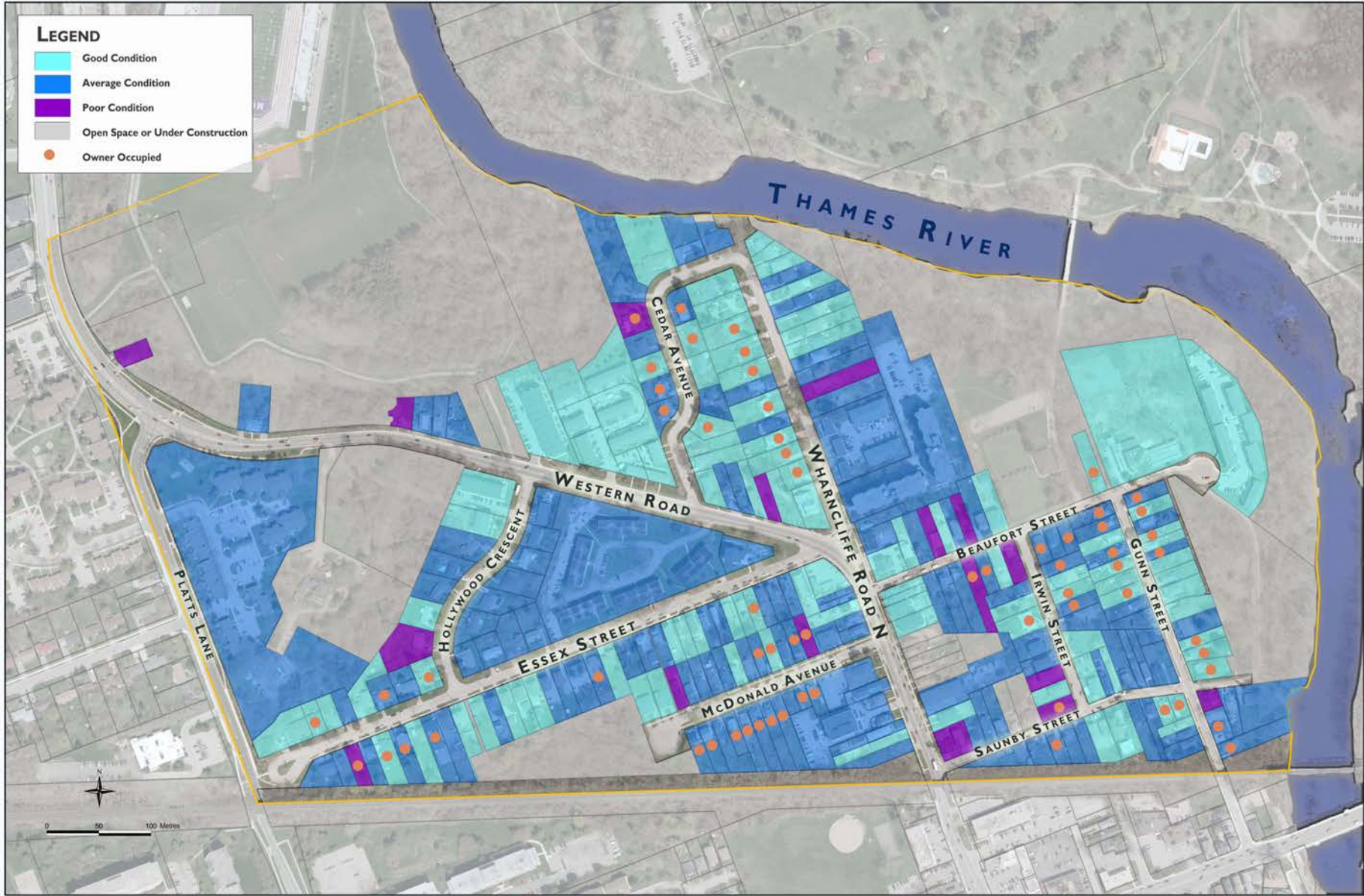
Heritage value was based on the following criteria:

- Has a unique or distinct expression of an architectural style
- Is historically linked to the historical evolution of the neighbourhood
- Contribution to traditional neighbourhood character

**Note: Designated or Listed Heritage Properties are identified in Section 5.3.*

The information from the survey forms were entered into an excel spreadsheet which could be imported into a GIS database and linked to a building coverage. Information on ownership was obtained from the City of London. This information was also brought into the database. Once the information was gathered into a database, the data could be summarized in various combinations. The data was also used to establish the character of individual areas.

Building & Site Inventory Map with Owner Occupied Information



5.5 Neighbourhood Character

Understanding the neighbourhood character is essential to defining the identity of the community. A character area analysis of the Beaufort / Gunn / Saunby / Essex Street Neighbourhood reveals six identifiable character areas, each with an assortment of recognizable, and sometimes shared, physical traits. These character areas are identified on the map and described in the text below:

Century Cottages

Location: Adjacent to the railway on both sides of Wharncliffe Road including Saunby Street, Beaufort Street, Irwin Street, Gunn Street and McDonald Avenue.

Principle Characteristics: Consists of century old cottage style 1 – 1 ½ storey homes and 1950s infill of two storey homes.

Typical Features:

- All are perpendicular to the street with a front yard setback of approximately 4-8 metres.
- Appurtenances include covered verandahs or uncovered porches.
- Facades include a front door offset from the front centre of the façade with a vertical window orientation and often a front gable with a window in the peak.
- Building materials consist of brick and wood siding.
- Lots are narrow and deep, dimensions are approximately 14 by 45 metres.
- Parking is located in a side lane.

1960's Ranch

Location: North of the historic Century Cottages area, on both sides of Wharncliffe Road including Wharncliffe Road North, Cedar Avenue and Hollywood Crescent.

Principle Characteristics: Consists of predominantly single storey homes built in the 1960s with 2 storey units on Wharncliffe North from the 1970s.

Typical Features:

- Dwellings are primarily parallel to the street with a front yard setback of approximately 5-15 metres.
- Building style consists of end gables and hip roofline.
- Appurtenances include small covered porches and often attached single garages.
- Facades include a front entrance integrated and covered by the roof overhang with a horizontal window orientation, rectangular and sized to express the function of the interior room.
- Building materials consist of brick with some stone base accents.
- Lots are wider with larger front lawns and more landscape, dimensions are approximately 25 by 40 metres.
- Parking is located in front, in garages and in a side lane.

1970's Duplex / Multiplex

Location: Proximate to the railway west of Wharncliffe Road terminating at Platts Lane.

Principle Characteristics: Consists of predominantly multiplex apartments of two and four units. There are remnants of the original century old buildings and infill from the 1950s.

Typical Features:

- The general style is 1 ½ to 2 storey homes.
- The older buildings are perpendicular to the street, the newer duplex's are larger footprints situated more square to the lot.
- The front yard setback is approximately 6 metres.
- Appurtenances include covered verandahs or covered front porches.
- Facades include a front door offset and some centre doors on larger buildings.
- Rooflines are front gables on older buildings and hip roofs on newer duplex's.
- A variety of window sizes, some vertical and some horizontal orientation ,are dominated by main floor picture windows.
- Lots are narrow and deep, dimensions are approximately 13 by 45 metres.
- Parking is located in the rear lot.

High Density

Location: Adjacent to Wharncliffe Road.

Principle Characteristics: Consists of 8 plus storey buildings.

Typical Features:

- All are at right angles in a campus format but do not relate to the street.
- There are no appurtenances, balconies are integrated.
- Facades are concrete and homogeneous and include an accented and covered front door.
- Windows are horizontal and rectangular and sized to express the function of the interior room.
- Building materials are concrete and the roofline is flat.
- Parking is located in surrounding lots.

Mixed-Use Corridor

Location: The prime corridor bisecting the neighbourhood and running north to south, it includes Wharncliffe Road North and Western Road.

Principle Characteristics: Consists of a mix of older single homes, commercial conversions, a small commercial plaza and multi-family units.

Typical Features:

- Heights range from 1 to 4 storeys.
- Older buildings are perpendicular to the street while newer buildings are parallel with a wide ranging front yard setback of approximately 2-8 metres.
- Building style consists of a variety of rooflines, gable on older buildings, hip and flat on newer buildings.
- The street entrances are well defined and there are a variety of treatments and architectural features on older buildings.
- Brick is the predominant building material.
- Lots vary dramatically; dimensions are approximately 12 by 40 metres.
- Parking is located in the side and rear.

Open Space / Institutional

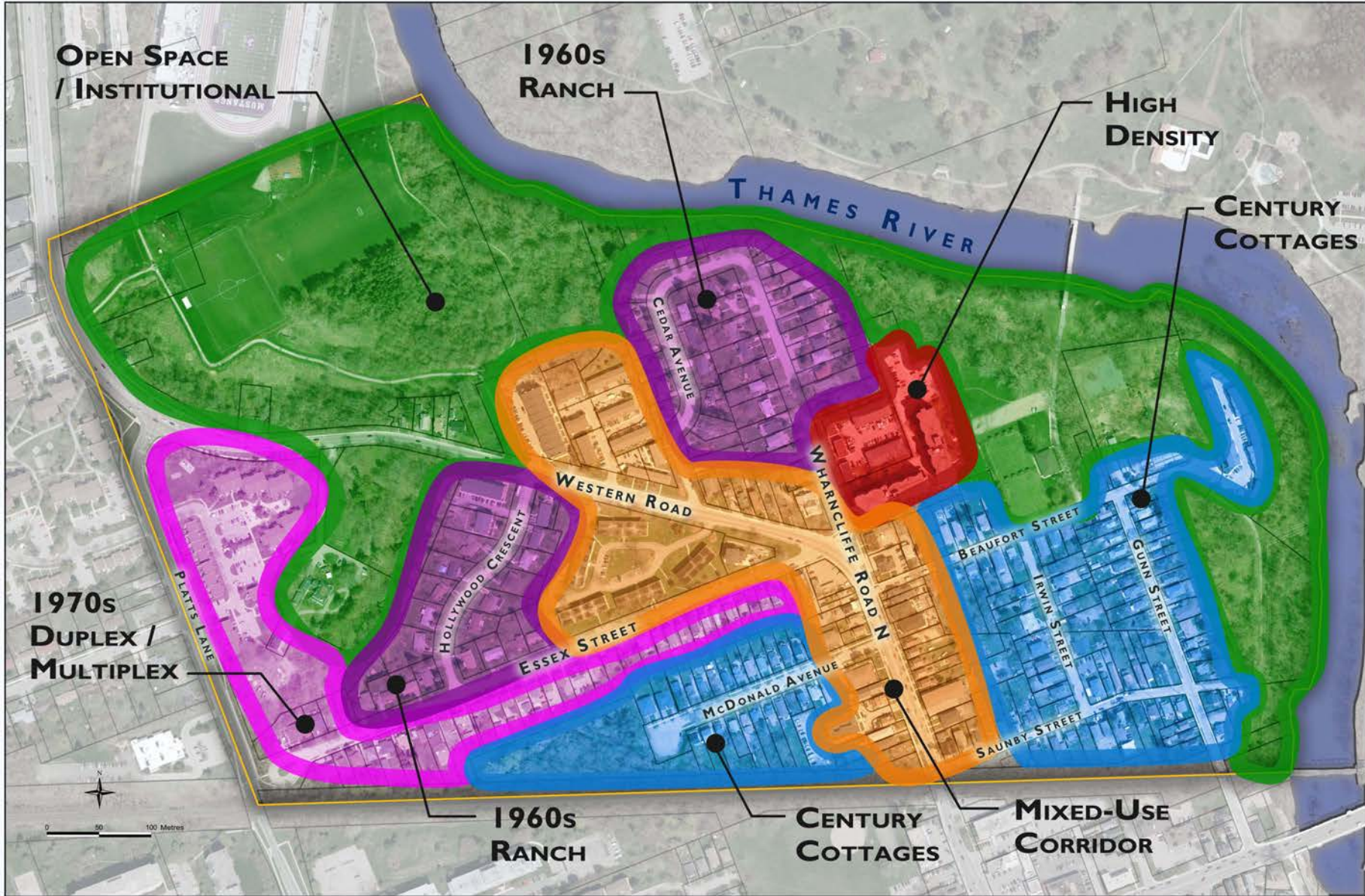
Location: Adjacent to the Thames River and along both sides of Western Road near Platts Lane.

Principle Characteristics: Dominated by Grosvenor Lodge, Western University and the Thames River Valley. There are also a few older homes adjacent to Western Road.

Typical Features:

- Buildings range from 1 ½ to 2 storeys buildings are perpendicular to the street.
- Front yard setback is limited and approximately 5 metres.
- Building style consists of hip roofs, covered porches and verandahs.
- Brick is the predominant building material.
- Lots vary in dimensions, but are approximately 20 by 35 metres with much larger open space lots.
- Parking is located in the front, side and rear.
- The presence of Grosvenor Lodge dominates the space and gives it a strong historical character.

Neighbourhood Character Areas Map



5.6 Neighbourhood Conversions

Between 2009 and the completion of the building and site inventory in April 2012 some residential properties have been redeveloped from small cottage-like single-family houses to larger duplex or multi-plex units.

Concentrations are generally locate in the Irwin, Gunn and Saunby Streets area. The following images show the demolished structures on the left and existing on the right. These properties are also highlighted in the adjacent map.

29 Saunby St



44 Irwin St



65 Gunn St



311 Wharncliffe Rd N



61 Gunn St



56 Irwin St



57 Gunn St

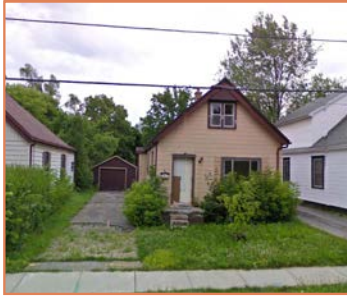


64 Gunn St



**Demolished Structure(s) Images from Google Earth*

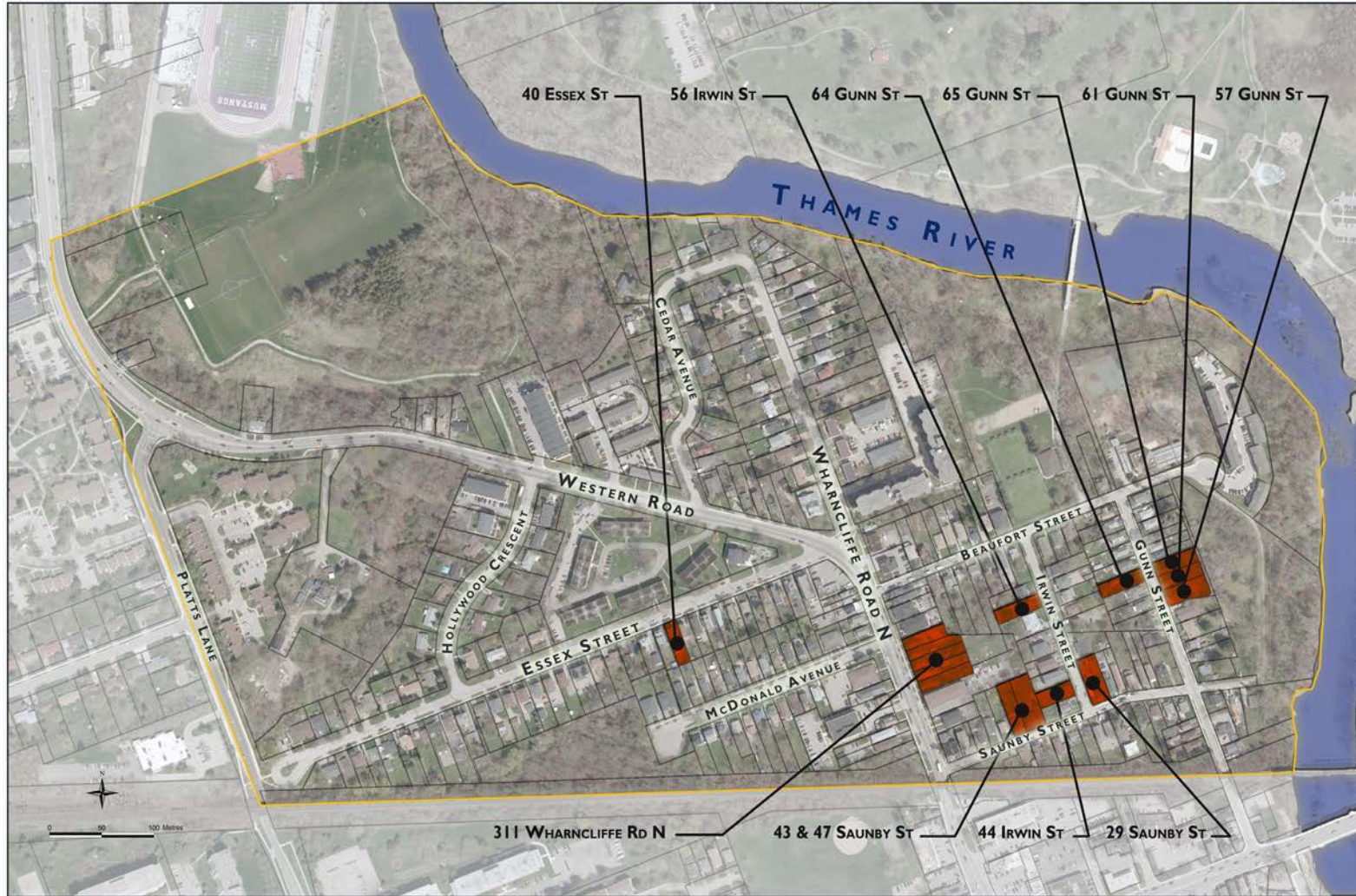
40 Essex St



43 & 47 Saunby St



Neighbourhood Conversions Map



5.7 Public Input Detailed Summary

Central to the development of the Plan, a public input process was completed that involved both residents and stakeholders.

Two phases of public input were completed as part of the Plan. The following identifies some of the key findings from each of the phases.

Phase I Public Input Summary

On May 23, 2012, two public workshops were conducted as part of the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Secondary Plan. During the meeting participants were asked to complete individual workbooks, as shown in Figure 5.3, regarding the existing issues, existing strengths and the future vision of the neighbourhood. Also part of the meeting was a group mapping exercise during which participants discussed and drew on a map how they see the neighbourhood now and in the future.

The results of the meeting show that while participants varied on whether or not they would like to see high or low density in the neighbourhood, preferences differed depending on location in the neighbourhood.

The public workshop also demonstrated that there are several issues that the majority of the participants agreed on, including that there are traffic concerns and pedestrian safety issues in the neighbourhood.

When asked about neighbourhood strengths, the majority of participants agreed or strongly agreed that within the neighbourhood:

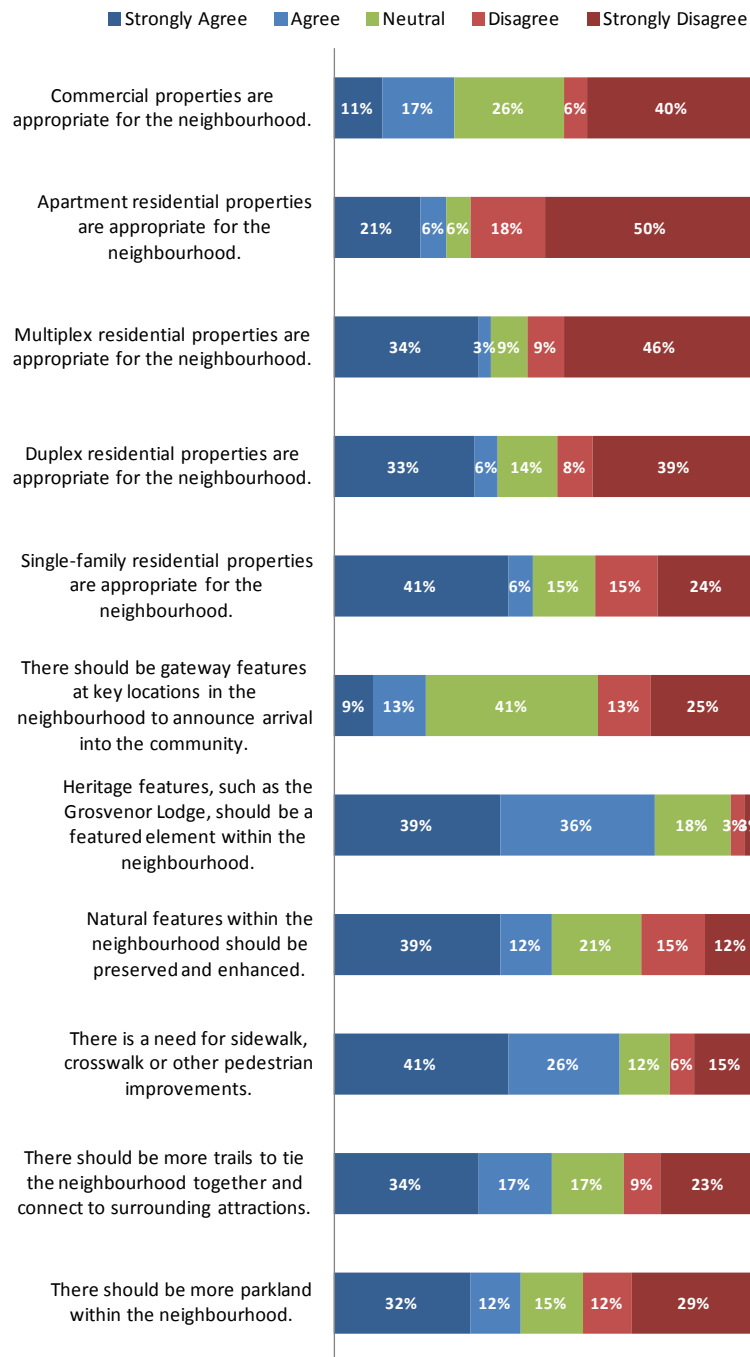
- there are specific buildings or structures that should be preserved
- there are connections or linkages within or surrounding the neighbourhood that should be preserved
- the neighbourhood character should be preserved
- there are important landmarks or amenities that should be preserved.

The adjacent charts illustrate the results of the workbook responses.

Issues Facing the Neighbourhood & Neighbourhood Strengths

Issues Facing the Neighbourhood	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Areas of low density within the neighbourhood should be maintained.	44%	5%	15%	10%	26%
Areas within the neighbourhood should increase in density.	32%	13%	11%	16%	29%
There are traffic concerns within the neighbourhood.	56%	15%	10%	5%	13%
There are problems with pedestrian safety in the neighbourhood.	44%	21%	8%	10%	18%
There are problems with parking in the neighbourhood.	31%	19%	14%	11%	25%
The tree canopy in the neighbourhood is being damaged or needs improvement.	36%	8%	25%	17%	14%
Neighbourhood Strengths	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There specific buildings or structures within the neighbourhood that should be preserved.	39%	24%	12%	3%	21%
The character of the neighbourhood should be preserved.	43%	10%	13%	7%	27%
There are connections or linkages either within the neighbourhood or to surrounding locations that should be preserved.	52%	6%	16%	6%	19%
There are important landmarks or amenities that should be preserved or enhanced within the neighbourhood.	42%	10%	16%	10%	23%

Vision for the Neighbourhood



Also part of the phase I public workshops was a mapping exercise in which participants were asked to draw on the map the issues, strengths and vision ideas for the

neighbourhood. The results of this exercise are illustrated in Figures 5.1 and 5.2.

Figure 5.1: Phase I Public Workshop #1 Mapping Results

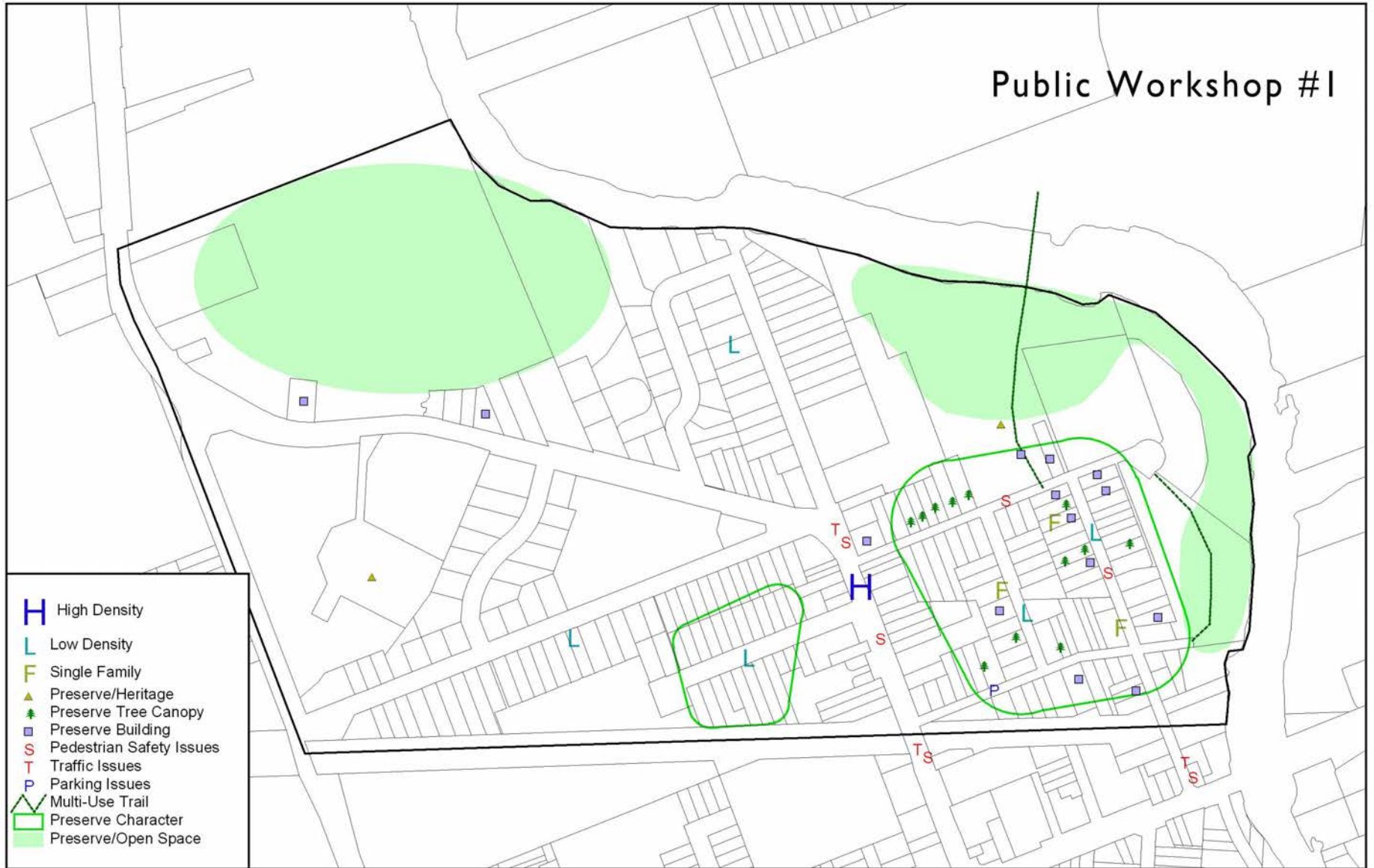


Figure 5.2: Phase I Public Workshop #2 Mapping Results

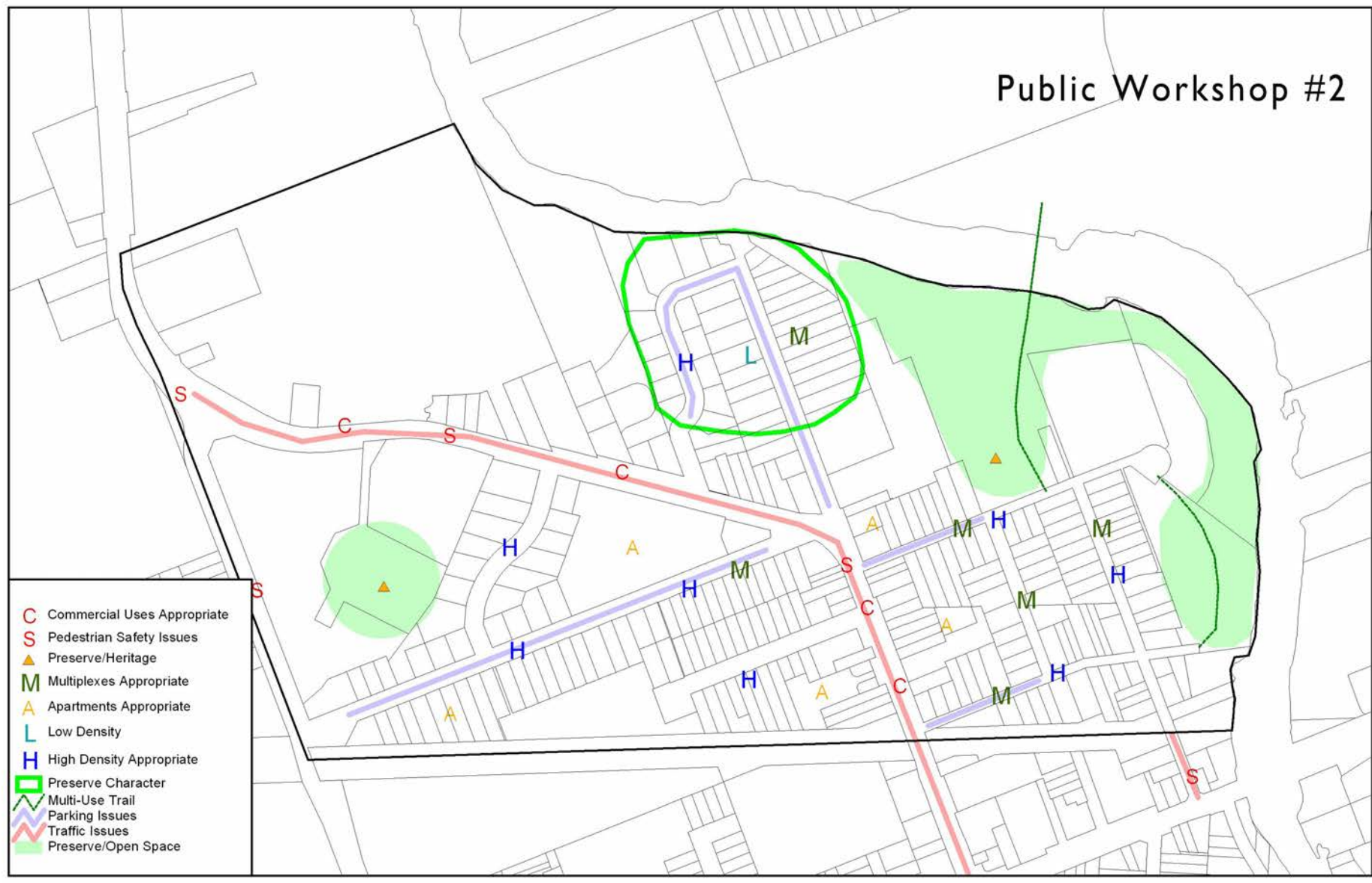






















Figure 5.3: Phase I Public Input Workbook (Four Page Workbook)

CITY OF LONDON, ON

Beaufort / Gunn / Saunby / Essex Street Neighbourhood Plan

			
			
			
			
			
Single-Family	Duplex	Multiplex	Apartment

Public Input Workbook
May 2012

Presented By and To Be Collected By:
peter j. smith & company, inc.

Name: _____

Phone: _____ e-mail: _____

CITY OF LONDON, ON: BEAUFORT / GUNN / SAUNBY / ESSEX STREET Neighbourhood Plan

Please rate the following statements on a scale of 1 to 5:

1 - Strongly Agree	2 - Agree	3 - Neutral
--------------------	-----------	-------------

Issues Facing the Neighbourhood

- _____ Areas of low density within the neighbourhood should be maintained. Please indicate on the map with a **BLUE L** where low density should be maintained.
- _____ Areas within the neighbourhood should increase in density. Please indicate on the map with a **BLUE H** where density should be increased.
- _____ There are traffic concerns within the neighbourhood. Please indicate on the map with a **BLUE T** where there are traffic concerns.
- _____ There are problems with pedestrian safety in the neighbourhood. Please indicate on the map with a **BLUE S** where there are pedestrian safety issues.
- _____ There are problems with parking in the neighbourhood. Please indicate on the map with a **BLUE P** specific areas where parking is a problem.
- _____ The tree canopy in the neighbourhood is being damaged or needs improvement. Please indicate on the map with a **BLUE C** where you think trees are lacking in the neighbourhood.

Please list an additional issues within the neighbourhood: _____

Neighbourhood Strengths

- _____ There specific buildings or structures within the neighbourhood that should be preserved. Identify on the map with a **GREEN B** buildings or structures that should be preserved.
- _____ The character of the neighbourhood should be preserved. Using the **GREEN MARKER CIRCLE** on the map areas of the neighbourhood that have a specific character that should be preserved.
- _____ There are connections or linkages either within the neighbourhood or to surrounding locations that should be preserved. Using the **GREEN MARKER DRAW ARROWS** on the map connections that should be preserved or enhanced.
- _____ There are important landmarks or amenities that should be preserved or enhanced within the neighbourhood. Identify on the map with a **GREEN A** landmarks or other amenities that should be preserved or enhanced within the neighbourhood.

Please list any additional strengths within the neighbourhood: _____

PUBLIC INPUT WORKBOOK: May 2012

Neutral	4 - Disagree	5 - Strongly Disagree
---------	--------------	-----------------------

Vision for the Neighbourhood

- _____ There should be more parkland within the neighbourhood. Please indicate on the map with a **RED P** where there should be parkland in the neighbourhood.
- _____ There should be more trails to tie the neighbourhood together and connect to surrounding attractions. Please indicate on the map with a **RED LINE** where trails should be located.
- _____ There is a need for sidewalk, crosswalk or other pedestrian improvements. Please indicate on the map with a **RED S** where sidewalk, crosswalk or other pedestrian improvements are needed.
- _____ Natural features within the neighbourhood should be preserved and enhanced. Please indicate on the map with a **RED N** where there are natural feature that should be preserved.
- _____ Heritage features, such as the Grosvenor Lodge, should be a featured element within the neighbourhood. Please indicate on the map with a **RED H** where there are heritage features that should be preserved.
- _____ There should be gateway features at key locations in the neighbourhood to announce arrival into the community. Please indicate on the map with a **RED G** where gateways should be located in the neighbourhood.
- _____ Single-family residential properties are appropriate for the neighbourhood. Please indicate on the map with a **RED F** where you think single-family residential properties are appropriate.
- _____ Duplex residential properties are appropriate for the neighbourhood. Please indicate on the map with a **RED D** where you think duplex residential properties are appropriate.
- _____ Multiplex residential properties are appropriate for the neighbourhood. Please indicate on the map with a **RED M** where you think multiplex residential properties are appropriate.
- _____ Apartment residential properties are appropriate for the neighbourhood. Please indicate on the map with a **RED A** where you think apartment residential properties are appropriate.
- _____ Commercial properties are appropriate for the neighbourhood. Please indicate on the map with a **RED C** where commercial properties are appropriate.

Top Three Ideas for the Neighbourhood

AS A GROUP: Please use the **ORANGE DOTS** to identify the GROUPS Top Three Ideas for the Neighbourhood. Feel free to make notations on the map to explain your group's philosophy, thoughts, etc.

peter j. smith & company, inc.

CITY OF LONDON, ON: BEAUFORT / GUNN / SAUNBY / ESSEX STREET Neighbourhood Plan

General Information

Tell us something about yourself and your household:

Do you live in the Neighbourhood? (Circle One)	Yes	No
--	-----	----

	Children (0-12)	Teens (13 - 19)	Adults (20-64)	Seniors (65+)
Number of people in your household?				

Do you own or rent? (Circle One)	Own	Rent
----------------------------------	-----	------

How many units are in your residence? (Circle One)	1	2	3	4	5	6 or more
--	---	---	---	---	---	-----------

How old are you? (Circle One)	Under 18	18-24	25-34	35-44	55-64	65 or Above
-------------------------------	----------	-------	-------	-------	-------	-------------

How long have you lived in the community?	0-5 years	6-15 years	16+ years
---	-----------	------------	-----------

Do you work in London? (Circle One)	Yes	No	N/A
-------------------------------------	-----	----	-----

Do you go to school in London? (Circle One)	Yes	No	N/A
---	-----	----	-----

If you have any additional comments or questions please provide them below.

Thank You!

We appreciate your time and efforts in helping us obtain information for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Plan. The project will become an important tool that will guide future decisions to ensure community needs are met. Your continued participation is essential to ensure the project meets your needs and to assure its implementation. Should you have further comments on the planning process please do not hesitate to contact us at (905) 871-2200 or pjscompany@pjscompany.com

peter j. smith & company, inc.

Phase 2 Public Input Summary

On June 20, 2012, the second phase of public input addressed the issues identified in the first phase and potential solutions to deal with these issues. The primary issue in the neighbourhood, the interactive session focused on intensification by illustrating three different potential density models:

- Preserve Model;
- Village Model; and,
- Urban Model.

While the exercise showed a maintained disagreement regarding density in the neighbourhood, the disagreement was not only between residents and developers, but also amongst residents. This finding supports a more moderate approach that maintains some low density areas and focuses higher density in appropriate locations within the neighbourhood.

Other issues addressed included form and character, occupancy, neighbourhood conditions and supply of services. Evaluation of potential issue solutions found that the majority of attendees agreed or strongly agreed with the following potential solutions:

- Buildings should be parallel to the street
- Buildings should have a front setback the average of adjacent
- Properties should not have fencing in the front yard.
- Buildings should have a pitched roofline.
- The neighbourhood should encourage commercial opportunities along the primary neighbourhood corridor.

The following charts and figures show the results of the second phase of public input. The workbook used during the interactive session is provided in

Preserve Model



Village Model



Urban Model



The following charts identify the results regarding the density questions in phase 2 of the public input process. The questions were in relation to the adjacent preserve, village and urban models.

Preserve Model	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The density of PRESERVE AREA A is appropriate for the neighbourhood.	48%	8%	12%	4%	28%
The density of PRESERVE AREA B is appropriate for the neighbourhood.	48%	15%	4%	7%	26%
The density of PRESERVE AREA C is appropriate for the neighbourhood.	40%	16%	8%	4%	32%
Village Model	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The density of VILLAGE AREA A is appropriate for the neighbourhood.	24%	4%	8%	8%	56%
The density of VILLAGE AREA B is appropriate for the neighbourhood.	19%	11%	7%	4%	59%
The density of VILLAGE AREA C is appropriate for the neighbourhood.	20%	16%	0%	4%	60%
Urban Model	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The density of URBAN AREA A is appropriate for the neighbourhood.	40%	4%	0%	4%	52%
The density of URBAN AREA B is appropriate for the neighbourhood.	44%	4%	0%	4%	48%
The density of URBAN AREA C is appropriate for the neighbourhood.	28%	12%	0%	8%	52%

The following charts identify the results regarding the form and character, occupancy, neighbourhood conditions and supply of service questions in phase 2 of the public input process.

Lot Coverage	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Less	More	Same
Building should be a maximum of 45% lot coverage and 40% F.A.R.	19%	12%	12%	0%	58%	40%	60%	-
Parking and driveways should be a maximum of 35% lot coverage	12%	23%	12%	0%	54%	42%	58%	0%
Opens space should be a minimum of 30% of lot coverage.	8%	21%	17%	4%	50%	31%	46%	23%

Relationship to Street	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Buildings should be parallel to the street.	37%	15%	26%	7%	15%
Buildings should have primary entrance facing the street.	33%	11%	26%	7%	22%
Buildings should have a sidewalk connecting primary entrance to the street	33%	11%	11%	15%	30%
Buildings should have a front setback the average of adjacent buildings.	33%	22%	22%	0%	22%
Properties should not have fencing in the front yard.	30%	33%	15%	4%	19%

Quality of Façade	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Buildings should have equal building materials on all sides.	19%	19%	12%	4%	46%
Building should have a maximum of 2 building materials.	4%	28%	16%	4%	48%
Buildings should have non-reflective windows on all sides.	8%	12%	31%	8%	42%
Buildings should have a pitched roofline.	19%	38%	4%	4%	35%
Buildings should highlight primary building entrance with architectural feature/enhancement (porch/patio/verandah).	15%	12%	19%	8%	46%

Amenity Space	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Buildings should have a private outdoor patio/deck for each unit a minimum 9 m2 in the rear yard.	8%	19%	19%	4%	50%
Buildings should have an entrance from each unit to its patio/deck.	8%	23%	15%	4%	50%
Adjacent patios/decks should be separated with a screen a maximum 2.2 metres high from ground level.	8%	23%	19%	0%	50%
Patios/decks should be landscaped.	8%	23%	19%	4%	46%

Quality of Landscaping	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Less	More
Buildings should have a minimum one tree in the front yard.	15%	35%	12%	4%	35%		
Open space in the front yard should be landscaped with plant materials a minimum 30%.	19%	19%	12%	0%	50%	71%	29%
Open space in the rear and side yards should be landscaped with plant material a minimum 30%.	12%	23%	15%	0%	50%	71%	29%
Trees should be native.	31%	12%	8%	4%	46%		

Occupancy	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The number of bedrooms in one unit should be limited depending on the type of house.	37%	15%	0%	4%	44%
The neighbourhood should have maximum parking standards.	41%	7%	4%	4%	44%
The neighbourhood should attract a mix of residents by constructing houses that are appropriate for a variety of residents.	27%	15%	8%	8%	42%

Neighbourhood Condition	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There should be tree removal bylaws for all properties	35%	12%	15%	4%	35%
The neighbourhood should utilize property managers for a condo-like organization of rental units.	27%	8%	15%	8%	42%
There should be new strategies for the enforcement of the property maintenance code.	36%	16%	4%	0%	44%

Supply of Services	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The neighbourhood should meet the level of services standards for neighbourhood parks. (3 hectares of neighbourhood and district parkland per 1,000 population)	32%	16%	8%	0%	44%
There should be a multi-modal circulation system (with bike lanes, public transit, etc.) within the neighbourhood.	35%	12%	8%	4%	42%
The neighbourhood should encourage commercial opportunities along the primary neighbourhood corridor.	44%	16%	4%	8%	28%

Figure 5.4: Phase 2 Public Input Workbook (Four Page Workbook)

CITY OF LONDON, ON
Beaufort / Gunn / Saunby / Essex Street

Neighbourhood Plan

Public Input Workbook
June 2012


Presented By and To Be Collected By:
peter j. smith & company, inc.

Name: _____


Phone: _____

e-mail: _____


Sample Housing Types




Duplex




Fourplex



Rowhouse



Mixed Use Townhouse



Apartments

CITY OF LONDON, ON: BEAUFORT / GUNN / SAUNBY / ESSEX STREET Neighbourhood Plan

Please rate the following statements on a scale of 1 to 5:

1 - Strongly Agree	2 - Agree	3 - Neutral	4 - Disagree	5 - Strongly Disagree
--------------------	-----------	-------------	--------------	-----------------------

Density of the Neighbourhood

Evaluation of the Preserve Model:

_____ The density of **PRESERVE AREA A** is appropriate for the neighbourhood.

_____ The density of **PRESERVE AREA B** is appropriate for the neighbourhood.

_____ The density of **PRESERVE AREA C** is appropriate for the neighbourhood.

Evaluation of the Village Model:

_____ The density of **VILLAGE AREA A** is appropriate for the neighbourhood.

_____ The density of **VILLAGE AREA B** is appropriate for the neighbourhood.

_____ The density of **VILLAGE AREA C** is appropriate for the neighbourhood.

Evaluation of the Urban Model:

_____ The density of **URBAN AREA A** is appropriate for the neighbourhood.

_____ The density of **URBAN AREA B** is appropriate for the neighbourhood.

_____ The density of **URBAN AREA C** is appropriate for the neighbourhood.

Form / Character

Lot Coverage:



- _____ Building should be a maximum of 45% lot coverage and 40% F.A.R. More or less? _____
- _____ Parking and driveways should be a maximum of 35% lot coverage. More or less? _____
- _____ Opens space should be a minimum of 30% of lot coverage. More or less? _____

Relationship to Street



- _____ Buildings should be parallel to the street.
- _____ Buildings should have primary entrance facing the street.
- _____ Buildings should have a sidewalk connecting primary entrance to the street.
- _____ Buildings should have a front setback the average of adjacent buildings.
- _____ Properties should not have fencing in the front yard.

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Quality of Façade:



- _____ Buildings should have equal building materials on all sides.
- _____ Building should have a maximum of 2 building materials.
- _____ Buildings should have non-reflective windows on all sides.
- _____ Buildings should have a pitched roofline.
- _____ Buildings should highlight primary building entrance with architectural feature/enhancement (porch/patio/verandah).

Amenity Space



- _____ Buildings should have a private outdoor patio/deck for each unit a minimum 9 m² in the rear yard.
- _____ Buildings should have an entrance from each unit to its patio/deck.
- _____ Adjacent patios/decks should be separated with a screen a maximum 2.2 metres high from ground level.
- _____ Patios/decks should be landscaped.

Quality of Landscaping:



- _____ Buildings should have a minimum one tree in the front yard.
- _____ Open space in the front yard should be landscaped with plant materials a minimum 30%. More or less? _____
- _____ Open space in the rear and side yards should be landscaped with plant material a minimum 30%. More or less? _____
- _____ Trees should be native.

Occupancy

- _____ The number of bedrooms in one unit should be limited depending on the type of house.
- _____ The neighbourhood should have maximum parking standards.
- _____ The neighbourhood should attract a mix of residents by constructing houses that are appropriate for a variety of residents.

Neighbourhood Conditions

- _____ There should be tree removal bylaws for all properties.
- _____ The neighbourhood should utilize property managers for a condo-like organization of rental units.
- _____ There should be new strategies for the enforcement of the property maintenance code.

Supply of Services

- _____ The neighbourhood should meet the level of services standards for neighbourhood parks. (3 hectares of neighbourhood and district parkland per 1,000 population)
- _____ There should be a multi-modal circulation system (with bike lanes, public transit, etc.) within the neighbourhood.
- _____ The neighbourhood should encourage commercial opportunities along the primary neighbourhood corridor.

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CITY OF LONDON, ON: BEAUFORT / GUNN / SAUNBY / ESSEX STREET Neighbourhood Plan

General Information

Tell us something about yourself and your household:

Do you live in the Neighbourhood? (Circle One) Yes No

	Children (0-12)	Teens (13 - 19)	Adults (20-64)	Seniors (65+)
Number of people in your household?				

Do you own or rent? (Circle One) Own Rent

How many units are in your residence? (Circle One) 1 2 3 4 5 6 or more

How old are you? (Circle One) Under 18 18-24 25-34 35-54 55-64 65 or Above

How long have you lived in the community? 0-5 years 6-15 years 16+ years

Do you work in London? (Circle One) Yes No N/A

Do you go to school in London? (Circle One) Yes No N/A

If you have any additional comments or questions, including on the Community Design Potentials please provide them below.

Thank You!

We appreciate your time and efforts in helping us obtain information for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood Plan. The project will become an important tool that will guide future decisions to ensure community needs are met. Your continued participation is essential to ensure the project meets your needs and to assure its implementation.

Should you have further comments on the planning process please do not hesitate to contact:
 W.J. Charles Parker, Senior Planner at the City of London, at 519-661-2500 ext 4648 / cparker@london.ca
 or peter j. smith & company, inc., at (905) 871-2200 / pjscompany@pjscompany.com

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5.8 Summary of Document Review

As part of the background study for the Beaufort / Gunn / Saunby / Essex Street Neighbourhood, various key planning documents were reviewed to identify the context for neighbourhood planning efforts.

The following tables summarizes the review of the City of London Official Plan, By-Laws and other related plans.

Summary of an Official Plan Review

Chapter	Title and Explanation	Effect on Study Area
Chapter 1	General introduction and planning framework.	No impact on study area.
Chapter 2	Vision, Planning Principals & Growth Management.	Calls for intensification to achieve a compact urban form.
Chapter 3	Residential Land Use Designations: Explains land use designations and how they would relate to future zoning amendments.	No site specific recommendation concerning the study area are mentioned. It does explain how commercial and higher density developments may be sited in areas that are not specifically designated for these uses. Exceptions and policies for Multi-family Medium Density Residential and Low Density Residential directly apply to study area. Policy 3.2.3 deals directly with residential intensification.
Chapter 4	Downtown and Commercial Land Use Designations.	Does not apply to study area.
Chapter 5	Office Land Use Designations.	Does not apply to study area.
Chapter 6	Regional and Community Facilities Designation.	Does not apply to study area.
Chapter 7	Industrial Land Use Designation.	Does not apply to study area.
Chapter 8	Open Space Land Use Designation.	Preservation of environmental sensitive areas, including flood plain lands. Area along the Thames River is designated as Open Space. The area is currently a park.
Chapter 9	Agriculture, rural settlement and urban reserve land use designation.	Does not apply to study area.
Chapter 10	Policies for specific areas.	None apply to study area.
Chapter 11	Urban Design Principals: Lists general principal that are taken into consideration for new developments. The principals are subjective and not necessarily mandated.	To some extent, applies to the whole city for new developments. Conversion of properties are not subject to review.
Chapter 12	Housing Policy: General policies to create a supply of housing to meet the housing demand for all individuals.	Policies enforce the need to create housing for student populations. Policies also state that intensification is subject to neighbourhood planning issues. Affordable housing policies do not necessarily apply to the study area.
Chapter 13	Properties of Heritage Value or Interest: Historic preservation.	Applies to Grosvenor Lodge.

Summary of an Official Plan Review

Chapter	Title and Explanation	Effect on Study Area
Chapter 14	Community Improvement Policies: Designates areas eligible for Federal, Provincial programs as well as consideration by the City for capital and other improvement measures.	The entire study area is designated for community improvement. The southern half is high priority, while the northern half is low priority.
Chapter 15	Environmental Policies: Creates policy to preserve natural areas and to protect from environmental hazards.	Some developed areas in the study area lie within the flood hazard area. Flood policies could stop redevelopment of these areas. Natural areas along the Thames River area already preserved as a park.
Chapter 16	Parks and Recreation Policy: General policy to supply and enhance recreational facilities throughout the City.	One policy is to establish the Thames River Valley as a major recreational resource. The parkland adjacent to the Thames river will become part of that system. This policy can only enhance the amenities offered by the neighbourhood. There is no other space available for park development in the study area.
Chapter 17	Services and Utilities: Policies to provide for and maintain utility infrastructure while protecting the environment.	The study area is fully serviced by utilities.
Chapter 18	Transportation: General policies regarding provision of all modes of transportation.	Provides a policy to widen arterial roads beyond current allowances. Policy could lead to widening of Wharncliffe-Western Road cutting into existing setbacks along this corridor. Policy for major development to contribute to the cost of road upgrades. Supports Intensification. No site specific policies affecting the study area.
Chapter 19	Implementation: Establishes the authority of the Zoning By-Law to regulate development	Development proposals are regulated by the Zoning By-law.
Chapter 20	Secondary Plans: Allows for the adoption of secondary plans as an amendment to the official plan.	Enables the development of this Secondary Plan for the study area.

Summary of a By-law Review

By-law	Applicability
Noise By-law	Prohibits loud noises from stereos, speakers and general yelling at all times during the day. There have been complaints that students often violate the noise by-law and better enforcement is needed. Noise is prohibited from construction activities between 6:00 PM and 7:00 AM.
Parkland Conveyance & Levy By-law	All developments or redevelopments are required to provide land for open space or pay a fee-in-lieu of dedication where such dedication is impractical. There is a fee schedule per dwelling unit for each type of dwelling unit created. For redevelopment where there is an increase in density, the fee that was already paid for the original development is deducted from the fee charged for the new development.
Property Standards By-law	Requires that land owners upkeep their property so that all buildings are structurally sound and the exterior be kept in a neat and tidy manor. Violation of this by-law could affect the owners ability to obtain a residential rental license.
Regulation of Residential Off Street Parking By-law	This by-law was created in 2010 as a direct result of the Great Near-Campus Neighbourhood Strategy. The by-law makes it illegal to park on an area that is hard surfaced designed as a parking space. It also makes it illegal to access a parking space by any other means than the driveway. A conviction under this by-law could result in a fine of \$5,000
Residential Rental Units Licensing By-law	This by-law was created in 2010 as a direct result of the Great Near-Campus Neighbourhood Strategy. The by-law requires people who rent residential premises to obtain a license which is renewed annually. In order to obtain a license. The applicant must fill out a form attesting that the property is up to code and compliant with all laws of the City. There is a fee for the license which helps pay for someone to inspect these properties. The by-law does not apply to apartment buildings. Violation of the by-law is punishable with fines up to \$25,000 for the first offense.
Signs and Canopy By-law	The sign and canopy by-law regulates signs. Real estate advertising signs are allowed without a permit. Real estate signs are limited to one per premise per street frontage with a few exceptions. Size is limited to .7 square metres and can be displayed up to 210 days in any given calendar year.
Site Plan Control Area By-law	Requires that all developments with over two units undergo a site plan review process. Not applicable to individual developments of two units or less unless the development is defined as a residential intensification. Site plan review requires that detailed plans of the development be presented and made available to the public. Residential intensification developments are also subject to a public hearing as part of the site plan review. Public opposition will not necessarily stop a development.
Tree Conservation By-law	Prohibits the removal of trees in Environmental Protection Areas. Areas defined as open space in the Official Plan are included in the Environmental Protection Area. These areas are currently open space.
Yard and Lot Maintenance By-law	This by-law make it an offense to have refuse accumulate on your property. Property owners would be responsible to make sure renters are complying with this law as a condition for renewing their residential renter license.

Summary of Additional Plan Review

Study	Implication
Building the place to be: City of London Urban Desing Guidelines	The Urban Design Guidelines sets out guidelines to be followed concerning road networks, the public realm, and the private realm. The first two would only guide city planning and development efforts. Wharncliffe/Western corridor is designated as an “Avenue”. There are specific street specifications and design elements for the public realm for this classification. There are also design guidelines for the built form that must be considered during review of any development proposal. These guidelines deal with site design, building orientation, and character in relationship to the street and surrounding development.
Bicycle Master Plan	The Bicycle Master Plan creates a commuter bike route system and a recreation bike route system. The commuter bike route system is designed for experienced cyclist and consists of on road bike lanes and signage. The system attempt to stay away from high traffic volume roads. Platts Lane is on the commuter bike route system. The recreational bike route system is made up of the Thames River Valley multi-use trail system and signage on low volume roads directing the cyclist to the off-road trail. The study area is connected to the Thames River trail by a path on Beaufort Street. Accommodations for cyclists for residential developments of more than 5 units and developments requiring more than ten parking spaces has been added to the Zoning By-law.
Commercial Urban Design Guidelines	Commercial Urban Design Guidelines were created to minimize negative impacts of large big-box commercial establishments. These types of commercial uses would not be appropriate within the study area.
Community Improvement Plan for Heritage Properties	This plan is an incentives program to relieve any financial burden of maintaining a heritage structure. The whole study area is designated as a heritage area. The southern half is a high priority heritage area. It is an optional program that does not preclude property owners from completely redeveloping their property without financial assistance.
Fanshawe College Master Plan	Master Plan for Fanshawe College on the east side of the City. Does not affect study area.
Hyde Park Community Plan	Contains Detailed Design Guidelines for development in the Hyde Park Area. Does not affect study area.
London Environmental Plan	The environmental plan favours a dense urban form as a means of preserving the natural resources. Intensification and infill development are encouraged.
London Psychiatric Hospital Area Plan	Redevelopment Plan for the Hospital Area near Fanshawe College. Does not affect study area
London Strategic Plan (94)	The document is a broad range of general vision statements. Nothing in the plan specifically targets or affects the study area.
McCormick Area Background Information	Existing conditions report for a redevelopment plan for the McCormick area. Does not affect study area
North London Broughdale Community Plan	A study to minimize the negative affects of intensification in the neighborhood located northeast of the study area. Many of the recommendations could be applicable to the current study.
Placemaking Design Guidelines	Detailed design guidelines and placemaking best practices that were incorporated into policy of the official plan and reviewed during site plan control. Guidelines are considered for all developments that have to go through the site plan process which included residential intensifications.
Regeneration South of Horton Street	Redevelopment plan for the SoHo District south of the downtown area. Does not affect study area.
Riverbend South Secondary Plan	Development Plan for a vacant area at the edge of the Urban Growth Boundary. Does not affect study area.
Thames Valley Corridor Plan	Plan for conservation and recreation within the Thames River Corridor. In the study area, land next to the Thames River has already been reserved as parks or open space. Much of the multi-use trail system is already in place in this area.

Summary of Additional Plan Review (CONTINUED)

Study	Implication
Transportation Master Plan	<p>The 2005 Transportation Plan tries to balance a capacity enhancement strategy with a traffic demand management strategy. The capacity enhancement strategy involves road widening and signal coordination. Western/Wharnccliffe Road in the study area is currently has a level of service of 'F' which means that traffic volumes exceed design capacity. Widening the road is planned but was placed in the 10-20 year project list. Traffic demand management (TDM) seeks to reduce the traffic demand by increasing alternative modes of transportation. This involves improving the bicycle and pedestrian networks. Increasing public transit is also an element of TDM. Increased density along transit routes a strategy to increase transit ridership.</p> <p>NOTE: The London 2020 Transportation Master Plan is currently being completed. The Strategic Program of Road Network Improvements includes widening Wharnccliffe Road N./Western Road within the study area.</p>
University of Western Ontario Campus Master Plan	<p>Campus Plan does not include any expansion of on-campus residential facilities. The plan also projects to increase the number of graduate students in the next ten years. Both of these factors increase the demand for off-campus student housing.</p>
Urban Design Brief: Proposed Duplex Dwellings	<p>Development proposal fro 43-47 Saunby Street. Project is a residential intensification. The development is consistent with the existing Zoning By-law.</p>
West London Area Improvement Plan (93)	<p>Stated goals of the plan were to increase home ownership and occupancy and strengthen a sense of community. The plan emphasizes park and streetscape improvements. The plan failed to recognize the increased demand for student housing.</p>

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