

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: 110312 Ontario Limited
Portion of 146 Exeter Road (Block 36 and 37, Richardson
Subdivision 39T-15501)

Public Participation Meeting on: May 27, 2019 at 4:00pm

Recommendation

That, on the recommendation of the Director, Development Services based on the application of 110312 Ontario Limited relating to the property located on a portion of 146 Exeter Road (Block 36 and 37, Richardson Subdivision 39T-15501), the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 11, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R5-4(23)/R6-5(51)) Zone, **TO** a Holding Residential R4 Special Provision /Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R4-6()/R5-4(23)/R6-5(51)) Zone.

Executive Summary

Summary of Request

The requested amendment is to permit fifty-six (56) street townhouse dwellings along two new roads.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to re-zone a portion of the lands at 146 Exeter Road, more specifically, a portion of Block 36 and all of Block 37 in draft approved plan 39T-15501, to permit street townhouse dwellings, in addition to the multi-family uses already permitted. Special provisions for lot frontage, front yard setbacks for main dwelling and garage, and maximum driveway and garage widths, will also be added to the zone.

Rationale of Recommended Action

1. The recommended amendment is consistent with, and will serve to implement the policies of the Provincial Policy Statement, 2014 which encourage infill and intensification and the provision of a range of housing types, and efficient use of existing infrastructure;
2. The recommended amendment is consistent with the policies of the Multi-Family, Medium Density Residential designation and will implement an appropriate housing form in accordance with Official Plan policies;
3. The proposed residential uses and scale of development are consistent with the policies of the Southwest Area Secondary Plan;
4. The subject lands are of a suitable size and shape to accommodate the development proposed.
5. Additional considerations such as on-street parking, street trees, and design, will be addressed at site plan.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site consists of a portion of a larger parcel known municipally as 146 Exeter Road. It is situated midpoint between Wonderland Road South and White Oaks Road, in the former Township of Westminster. Portions of the subject property include the former site of the Southwest Optimist Baseball Complex, which at one time contained up to 16 baseball diamonds. The subject lands are part of a draft approved plan of subdivision; known as the Richardson Subdivision, which overall consists of 25 low density blocks, 18 medium density blocks, 2 park blocks, 4 multi-use pathway blocks, 1 stormwater management block, 1 future stormwater management or residential block, 1 light industrial block, 2 open space blocks, 1 school block, 1 future road block, as well as several 0.3 m reserves and road widenings, all served by 4 new secondary collector roads, and 11 new local streets.

The subject lands are within Phase 1 of the draft plan, which will consist of a 5.17 ha (12.8 acres) portion of the site, which contains 2 medium density blocks and one future road, all served by 3 new local streets/neighbourhood streets.

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

- The London Plan Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – a Holding Residential R5 Special Provision/Residential R6 Special Provision (h h-100 h-198 R5-4(23) R6-5(51)) Zone

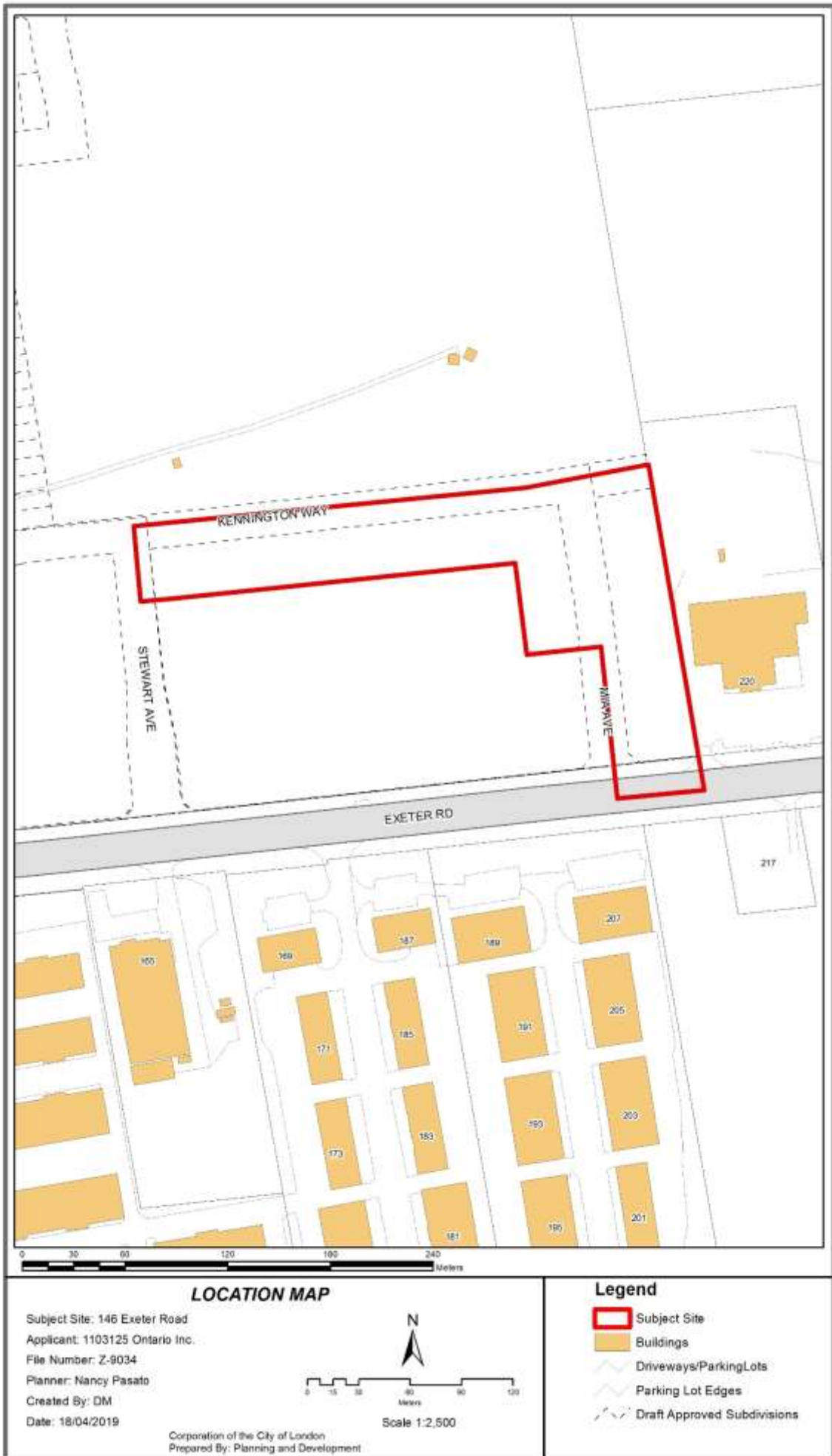
1.3 Site Characteristics

- Current Land Use – vacant/softball diamonds
- Frontage – varies - along future Kennington Way - 250.09 m (820.5 feet), along future Mia Avenue - 158.2 m (519.2 feet)
- Depth – varies - 30 m - 38.37 metres (98.4 feet - 125.9 feet)
- Area – Total area of rezoning = 1.45 ha (3.6 ac); total area of smallest lot = 210 m² (2260.4 ft²)
- Shape – rectangular

1.4 Surrounding Land Uses

- North – vacant
- East – industrial mall
- South – industrial mall
- West – vacant/future medium density development

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The Applicant is proposing to add a new zone to the portion of the existing Multi-Family Residential block fronting both Mia Avenue and Kennington Way to permit fifty-six (56) street townhouse dwellings. No elevations were submitted as part of the application but

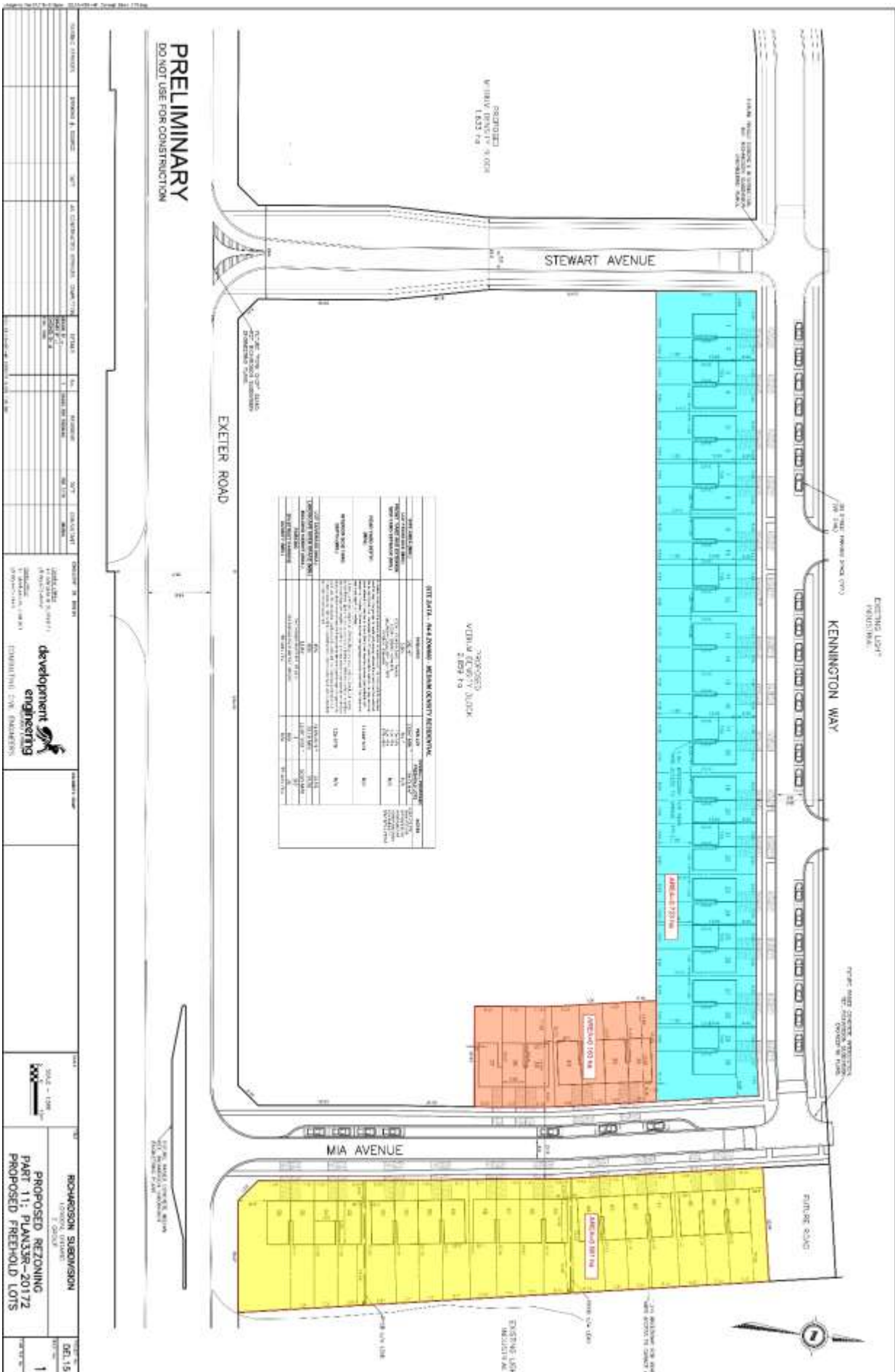


Figure 1- proposed townhouse development with driveway locations and on street parking

generally the design will be two storeys in height, with a minimum of 7.0m frontage along a public street, and depths ranging from 30m to 38m.

3.0 Relevant Background

3.1 Planning History

The Southwest London Area Plan (SWAP) was initiated in 2009 and presented to Planning Committee on April 26, 2010. The Area Plan was intended to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road, east of Dingman Creek and north of the Highway 401/402 corridor. On November 20, 2012, Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541 (relating to the Secondary Plan). The Secondary Plan was appealed by numerous parties on the basis that it was incomplete and incapable of providing direction expected of a secondary plan and for various site specific land use issues. The outcome of the appeal resulted in changes to the plan. The plan (with amendments) was approved by the Ontario Municipal Board on April 29, 2014.

A draft plan of subdivision (file 39T-15501/Z-8470) was submitted for the lands located at 132, 146 and 184 Exeter Road on March 12, 2015. After several revisions and a recirculation, a public meeting was held on December 12, 2016. Municipal Council approved the plan and the associated zoning by-law amendment, and the Approval Authority granted draft approval on January 27, 2017. The approved plan consists of 25 low density blocks, 18 medium density blocks, 2 park blocks, 4 multi-use pathway blocks, 1 stormwater management block, 1 future stormwater management or residential block, 1 light industrial block, 2 open space blocks, 1 school block, 1 future road block, as well as several 0.3 m reserves and road widenings, all served by 4 new secondary collector roads, and 11 new local streets. The subject lands encompasses all of Block 37, and portion of Block 35 and 36 within the draft approved plan

Through the original draft plan of subdivision and implementing zoning by-law amendment, staff interpreted these lands to be within the Medium Density Residential designation of the SWAP and the 1989 Official Plan. The same interpretation has been applied to this application.

3.2 Requested Amendment

The Applicant has requested a zoning by-law amendment to add the Residential R4 (R4-6) Zone to the existing multi-family medium density zoning on site. The R4-6 Zone permits street townhouse dwellings (freehold). The application of the R4-6 would be limited to the potential lots along future Kennington Way and a portion of proposed lots along future Mia Avenue, for a total of 56 dwellings.

3.3 Community Engagement (see more detail in Appendix B)

No public or stakeholder responses were received on this zoning application.

No comments on the zoning amendment were received from stakeholder.

Future comments on the site plan were received from Urban Design and include the following:

- Corner lots should be treated with enhanced side facades and limited fencing along the right-of-way in order to be consistent with the policies of the SWASP, as such;
 - Both front and side elevations shall be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail.
 - Fencing along the exterior property line will be limited to a maximum of 50% of the length of the property line

Engineering also provided comments related to the site plan, which will require the following:

- All necessary SWM servicing and drainage requirements/controls for this site will be implemented as part of the approval of Draft Plan for Richardson Subdivision – 39T-15501 and associated Consent/site plan agreement(s).
- Ensure driveways are a minimum of 1.5m away from utilities as per the streets by-law
- The applicant should look to pair driveways to provide for on street parking opportunities and allow for the placement of street trees and utilities
- Detailed comments regarding driveway location and design will be made through the site plan process
- The street facing townhouses will be required to have individual storm, sanitary and water services connected to the municipal watermain and sewers within Kennington Way and Mia Avenue.
- The recommendations of the noise report will be incorporated into any development agreement for the site.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities. The PPS identifies that healthy and liveable communities are sustained by accommodating an appropriate range and mix of residential uses, including second units, affordable housing, and housing for older persons (1.1.1(b)). It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The subject lands are not located within an area identified as having potential archaeological significance. There are no known Natural Hazards or Human-Made Hazards issues associated with this application (3.0).

The recommended amendment will permit the development of more affordable housing options within the subdivision and within the greater area, provide an alternative housing form, and provide a mix of housing choice. The addition of street townhouse dwellings will add to the range and mix of uses in the area.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan provides direction to build a mixed-use compact city by ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (59_5)

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services. (61_2)

Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings (518_). This application ensures that additional housing forms provide an even greater mix of housing (and affordable housing) options.

The subject lands are located within the *'Neighbourhoods' Place Type in the London Plan, and are located on a Neighbourhood Street (Kennington Way and Mia Avenue). The subject site's location on a *Neighbourhood Street permits a range of housing types, in a form that can include townhouses up to *2.5 storeys.

**Use*

The recommended amendment to permit the development of street townhomes is consistent with the vision of the Neighbourhoods Place Type (*Table 10). Street townhomes are a permitted use along neighbourhood streets.

**Intensity*

*Policy 935_ 1. and *Table 11 provides the range of permitted heights in the Neighbourhoods Place Type based on street classification. A maximum height of 2.5 storeys is supported. The Applicant has indicated these townhomes will generally be two storeys in height. Overall, the proposed two storey height of this development meets the intensity requirements for the subject site.

**Form*

*Policy 936_2 discourages rear lotting and noise walls to protect amenity areas. The proposed uses will not rear lot onto the Civic Boulevard (Exeter Road). Side flanking lots will be required to implement noise attenuation into their design. Additional urban design considerations will be required through the site plan process.

The London Plan policies are in addition to the Southwest Area Secondary Plan ("SWAP") policies that also provide guidance on form issues, such as building form, parking locations, landscaping, etc. When considering the two policy documents, the more detailed or alternative policy direction in SWAP would supersede the policies in the London Plan.

Southwest Area Secondary Plan

The Southwest Area Secondary Plan ("SWAP") provides the primary policy guidance regarding the use and development of land within the SWAP boundary.

The vision for the SWAP (Policy 20.5.1.3.) includes the creation of new distinct neighbourhoods that promote a mix of uses, and diverse mix of residential housing, an emphasis on design parameters with placemaking features, and walkability within and between neighbourhoods.

Through the General Policies of the SWAP, 20.5.3.1 i) (Affordable Housing), opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for regular market housing. The addition of street townhouse dwellings introduces another more affordable housing form, in addition to the mix of single detached dwellings and cluster housing permitted in the immediate area.

From an urban design perspective, Policy 20.5.3.9. iii) d) requires special consideration for design of corner lots to take advantage of their visibility. This will be incorporated at site plan. Policy 20.5.3.9. iii) e) seeks to limit garages so that they are not the dominant feature in the streetscape. As part of the special provisions in the zoning, attached garages shall not project beyond the façade of the dwelling or the façade (front face) of any porch, or contain garage doors that occupy more than 50% of the frontage of a lot.

SWAP includes the subject site in the “Medium Density Residential” designation in the “Central Longwoods Residential Neighbourhood”. The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Central Longwoods Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of a range of housing types within individual developments. The primary permitted uses in the Medium Density Residential designation will be permitted in the Low and Medium Density Residential designations, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, and higher intensity uses, such as townhomes and low rise apartments. The Central Longwoods Residential Neighbourhood requires development within the Medium Density Residential (MDR) designation to be at a minimum density of 30 units/ha and a maximum density of 75 units/ha. The proposed net density for the proposed townhouse lots (39 units per hectare) will meet the minimum densities required as per the SWAP.

1989 Official Plan

Like its successor the London Plan, the 1989 Official Plan (“Official Plan”) contains policies that guide the use and development of land within the City of London. The subject site is designated “Multi-Family, Medium Density Residential”. The more detailed or alternative policy direction in SWAP also supersedes the policy direction in the 1989 Official Plan.

The requested Zoning By-law Amendment is subject to the requirements of a Planning Impact Analysis (“PIA”). The proposed townhouse dwellings provides a housing form that is compatible with the planned surrounding residential land uses. The subject site is of a sufficient size and configuration to accommodate the proposed development. The development meets or exceeds the minimums required in the R4-6 Zone. The proposed low-rise form is consistent with the height requirements of the Official Plan. The subject site is removed from the natural heritage features (wetland complex) located to the west of the site. The UTRCA has no objections to the proposed application. The development proposal will serve to strengthen the future transit and transportation system.

Zoning By-law No.Z.-1

The current Holding Residential R5/R6 Special Provision (h*h-100*h-198*R5-4(23)/R6-5(51)) Zone permits medium density cluster housing uses such as single detached, semi-detached, duplex, triplex, apartment buildings, townhouses and stacked townhouses, at a maximum height of 12.0 metres, with a special provision for a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. These zones permit a wide range of housing forms. The special provision to require minimum and maximum densities is as per the SWAP.

The recommended amendment proposes to add an R4 Special Provision (R4-6(__)) Zone to the existing zoning to facilitate freehold street townhouse dwellings along the two local streets/neighbourhood streets. The R4 Zone provides for and regulates medium density residential development in the form of street townhousing. Different intensities of development are permitted through the use of zone variations. These uses are low rise in nature (generally two storeys) and are a contemplated housing form through the 1989 Official Plan and The London Plan. The proposed density of 39 units per hectare is in keeping with the density requirements for the Multi-Family, Medium Density Residential designation in the 1989 Official Plan.

The following special provisions are recommended:

- A minimum lot frontage of 7.0m (23.0 feet) - this will ensure that the units have sufficient frontage to ensure municipal services and utilities can be adequately spaced within the City's boulevard;
- A maximum front yard setback for the main dwelling of 6.0m (19.7 feet) - To ensure a street oriented development in close proximity to the street;
- A minimum front yard setback for garages of 6.0m (19.7 feet) - Garage setbacks from public streets should be a minimum of 6 metres from the street line to provide sufficient distance for parking between building and sidewalk.
- Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage - design considerations as per the SWAP.

These special provisions are supported to encourage and foster improved design for the site.

The existing holding provisions that were added to the Zone through the subdivision application will be retained for the subject site.

More information and detail on applicable planning policy is available in Appendix C of this report.

4.0 Key Issues and Considerations

4.1 On Street Parking and Street Trees

The PPS (1.1.1.) encourages healthy, liveable and safe communities sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), promoting cost-effective development patterns and standards to minimize land consumption and servicing costs, and improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society. Generally, the policies of The London Plan and the SWAP require a mix of housing types.

As part of the 1989 Official Plan, the Small Lot Subdivision Guidelines were adopted in April of 2000 (revised in November of 2001). In response to issues with new small lot subdivisions (considered to be a detached lot with frontage less than 12 metres (39.4 feet)), guidelines were prepared to encourage creative and flexible approaches to small lot subdivision design. As lot width decreases in suburban areas, the visual balance between the garage door and the front entry of the home has shifted. Difficulties resulting from the concentration of too many small lot subdivisions include reduced front yard for landscaping and less outdoor amenity area, garage dominated streetscape, particularly with double car garages, lack of front doors or windows on the main floor reduces opportunities for informal surveillance or "eyes on the street" which is an important aspect of crime prevention, reduction or elimination of adequate on-street parking, less flexibility for placement of municipal utilities and boulevard tree planting, lack of adequate and convenient on-street parking opportunities, and potential traffic conflicts from the increased number of driveways. Narrow lots have less space available to accommodate driveways, street trees, utility structures (eg. transformers), street light poles, limiting the areas needed for snow storage and waste and recycling bins.

Although this application is for detached dwellings, and the small lot subdivision guidelines do not apply, the above noted issues are still prevalent. As part of the complete application, the Applicant was required to demonstrate how adequate on-street parking can be accommodated given the reduced lot frontages. The Applicant has shown paired driveways, and on-street parking locations on the opposite side of the street. Through the parking plan they are able to provide 29 on-street parking spaces (the guidelines require one parking space per two lots). The proposed parking plan will

be added to the subdivision agreement and used for future building permit applications. Placement of street trees will also be determined through site plan.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014, the Official Plan, and is in keeping with the London Plan. The proposed addition of the R4 Zone will implement an appropriate housing form in accordance with 1989 Official Plan, The London Plan and SWAP policies. The subject lands are of a suitable size and shape to accommodate the development proposed. Additional considerations such as on street parking, street trees, and design, will be addressed at site plan.

Prepared by:	Nancy Pasato, MCIP, RPP Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

May 17, 2019
NP/np

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CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompilii, Manager, Development Services - Planning
Ismail Abushehada, Manager, Development Services - Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located on a portion of 146 Exeter Road (Block 36 and 37, Richardson Subdivision 39T-15501).

WHEREAS 110312 Ontario Inc. has applied to rezone an area of land located on a portion of 146 Exeter Road (Block 36 and 37, Richardson Subdivision 39T-15501), as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located on a portion of 146 Exeter Road (Block 36 and 37, Richardson Subdivision 39T-15501), as shown on the attached map comprising part of Key Map No. A111, from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R5-4(23)/R6-5(51)) Zone, to a Holding Residential R4 Special Provision /Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R4-6()/R5-4(23)/R6-5(51)) Zone;

2) Section Number 8.4 of the Residential R4 (R4-6) Zone is amended by adding the following Special Provision:

) R4-6() (Portion of 146 Exeter Road)

a) Regulations

- | | | |
|------|--|------------------------|
| i) | Lot Frontage
(Minimum) | 7.0 metres (23.0 feet) |
| ii) | Front Yard Setback,
Main Dwelling
(Maximum) | 6.0 metres (19.7 feet) |
| iii) | Front Yard Depth,
Garages
(Minimum) | 6.0 metres (19.7 feet) |
| iv) | Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage. | |

3) The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

4) This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on June 11, 2019.



Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – June 11, 2019
Second Reading – June 11, 2019
Third Reading – June 11, 2019

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



<p>File Number: Z-9034 Planner: NP Date Prepared: 2019/04/18 Technician: DM By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters</p> 
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Appendix B – Public Engagement

Community Engagement

Public liaison: On March 14, 2019, Notice of Application was sent to 6 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 14, 2019. A “Planning Application” sign was also posted on the site.

No replies received.

Nature of Liaison: The purpose and effect of this zoning change is to permit street townhouse dwellings in addition to the already permitted uses. Possible change to Zoning By-law Z.-1 from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R5-4(23)/R6-5(51)) Zone to a Holding Residential R4/Residential R5 Special Provision/Residential R6 Special Provision (h*h-100*h-198*R4-6/R5-4(23)/R6-5(51)) Zone to permit street townhouse dwellings with a minimum lot frontage of 7.0 meters and maximum height of 12.0 meters.

Responses: No comments received.

Concern for: n/a

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written

Agency/Departmental Comments

April 11, 2019: Development Services - Urban Design

The following design matters should be addressed through the site plan process:

- Corner lots should be treated with enhanced side facades and limited fencing along the right-of-way in order to be consistent with the policies of the SWASP, as such;
- Both front and side elevations shall be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail.
- Fencing along the exterior property line will be limited to a maximum of 50% of the length of the property line

April 8, 2019: Development Services - Engineering

No major engineering comments for the proposed rezoning.

The following cursory comments are to be considered as part of future site plan application:

- All necessary SWM servicing and drainage requirements/controls for this site will be implemented as part of the approval of Draft Plan for Richardson Subdivision – 39T-15501 and associated Consent/site plan agreement(s).
- Ensure driveways are a minimum of 1.5m away from utilities as per the streets by-law
- The applicant should look to pair driveways to provide for on street parking opportunities and allow for the placement of street trees and utilities
- Detailed comments regarding driveway location and design will be made through the site plan process
- The street facing townhouses will be required to have individual storm, sanitary and water services connected to the municipal watermain and sewers within Kennington Way and Mia Avenue.
- The recommendations of the noise report will be incorporated into any development agreement for the site.

Appendix C – Policy Context

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

Provincial Policy Statement (PPS) 2014

Section 1.1 – Managing and directing land use to achieve efficient and resilient development and land use patterns
Section 1.6 - Infrastructure and Public Service Facilities

London Plan

55_ Direction #1 Plan strategically for a prosperous city
58_ Direction #4 Become one of the greenest cities in Canada
59_ Direction #5 Build a mixed-use compact city
61_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone
71_ The Growth Framework, Figure 3 - Primary Transit Area
90_ Primary Transit Areas
Table 10 – Range of permitted uses in Neighbourhood Place Type
916-921 – Permitted Uses
1576-1579 – Planning and Development Applications

1989 Official Plan

3.1.
3.1.1.
3.1.2.
3.1.3.
3.2. – Low Density Residential Designation
3.3. - Multi-Family, Medium Density Residential
3.7 - Planning Impact Analysis
20 - Secondary Plans

Southwest Area Secondary Plan

20.5.1.4. - Principles of the Secondary Plan
20.5.3.1. - Housing
20.5.3.9. - Urban Design
20.5.4.1. - Residential
20.5.4.3. - Open Space
20.5.10 - Central Longwoods Residential Neighbourhood

Z.-1 Zoning By-law

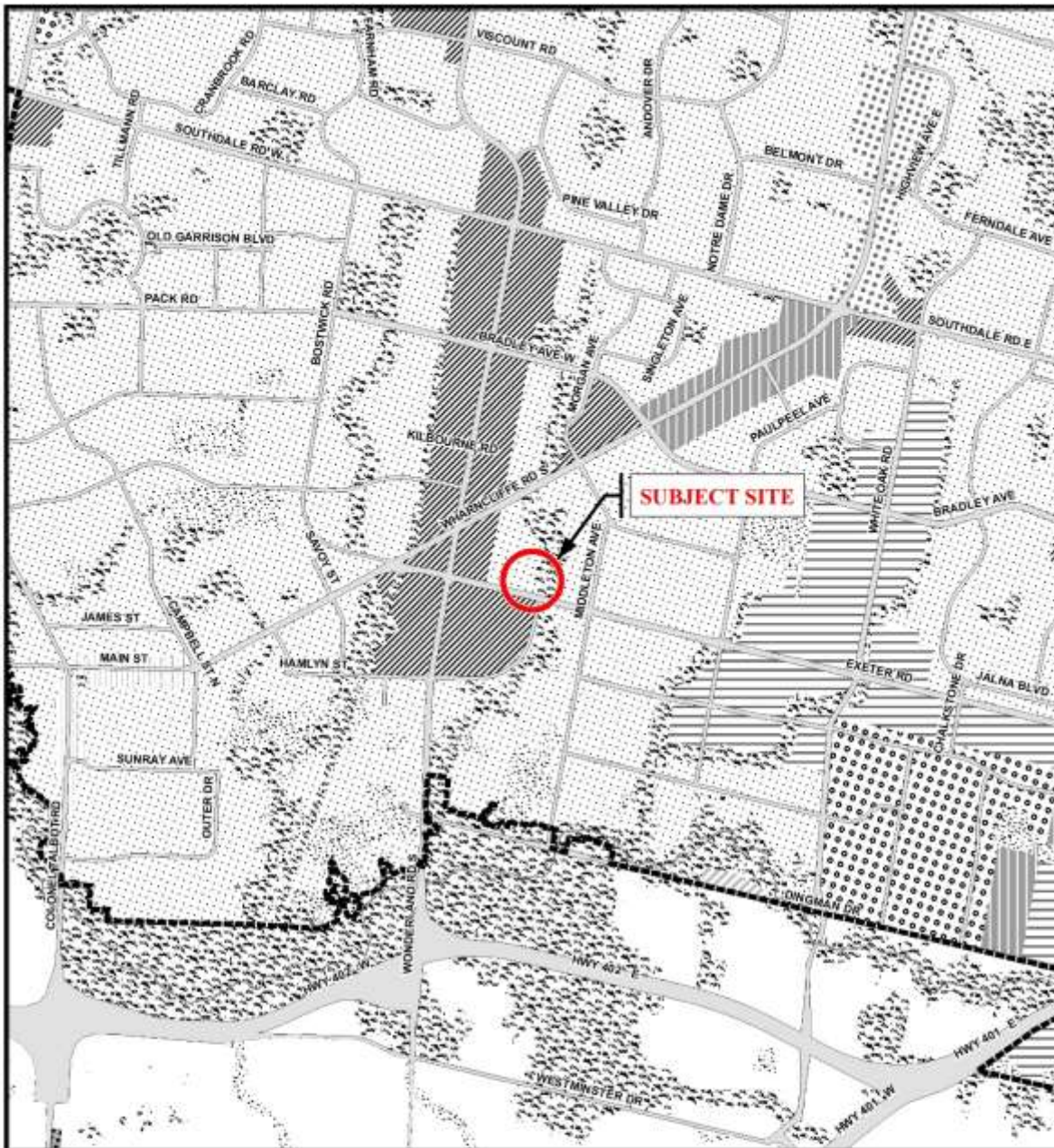
Section 2 – Definitions

Section 4 – General Provisions

Section 8 – Residential R4 (R4-6) zone

Appendix D – Relevant Background

Additional Maps



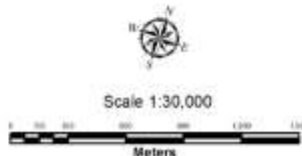
Legend

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

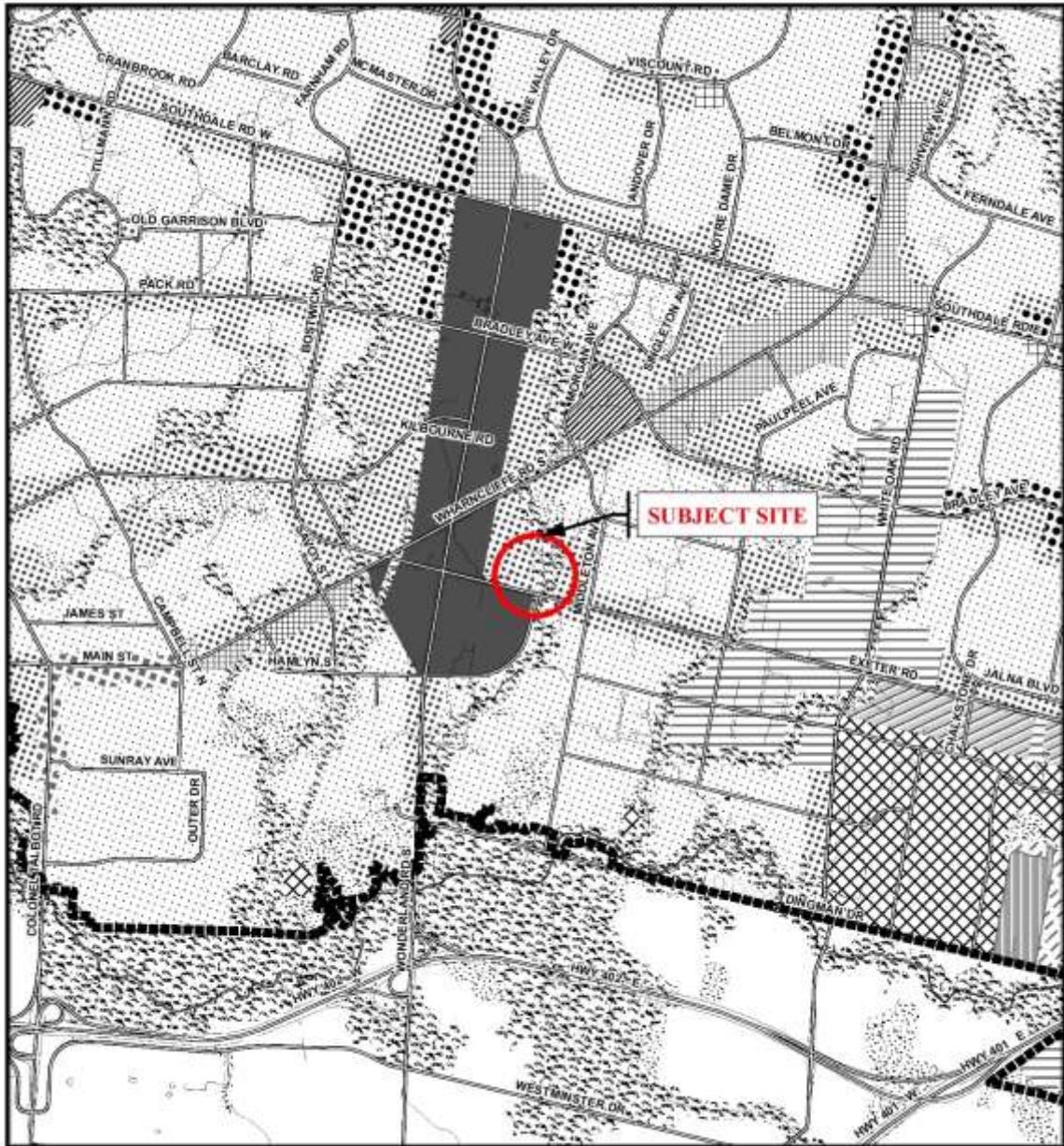
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: Z-9034
Planner: NP
Technician: DM
Date: April 18, 2019



Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-9034</p>
		<p>PLANNER: NP</p> <p>TECHNICIAN: DM</p> <p>DATE: 2019/04/18</p>



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9034

NP

MAP PREPARED:

2019/04/19

DM

1:3,000

0 15 30 60 90 120
 Meters