

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: Dr. Riyadh Khamis
448 Oxford Street East

Public Participation Meeting on: December 2, 2019

Recommendation

That, on the recommendation of the Director, Development Services with respect to the application of Dr. Riyadh Khamis relating to the property located at 448 Oxford Street East, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 10, 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 Residential R3/Office Conversion (R3-1/OC4) Zone, **TO** a Residential R3/Office Conversion Special Provision (R3-1/OC5(_)) Zone.

Executive Summary

Summary of Request

The requested action is to rezone the subject property to add a medical/dental office use to the list of permitted uses within the existing building.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit a medical/dental office use in the existing building, together with at least one dwelling unit, a reduced parking rate of 12 spaces, whereas 13 are required and to recognize an existing exterior side yard depth of 2.8 metres.

Rationale of Recommended Action

1. The proposed amendment is consistent with the PPS, 2014;
2. The proposed amendment conforms to the in force policies of the 1989 Official Plan, including but not limited to the Multi-Family Medium Density Residential designation;
3. The proposed amendment conforms to the in-force policies of The London Plan, including but not limited to the Urban Corridor Place Type.

Analysis

1.0 Site at a Glance

1.1 Property Description

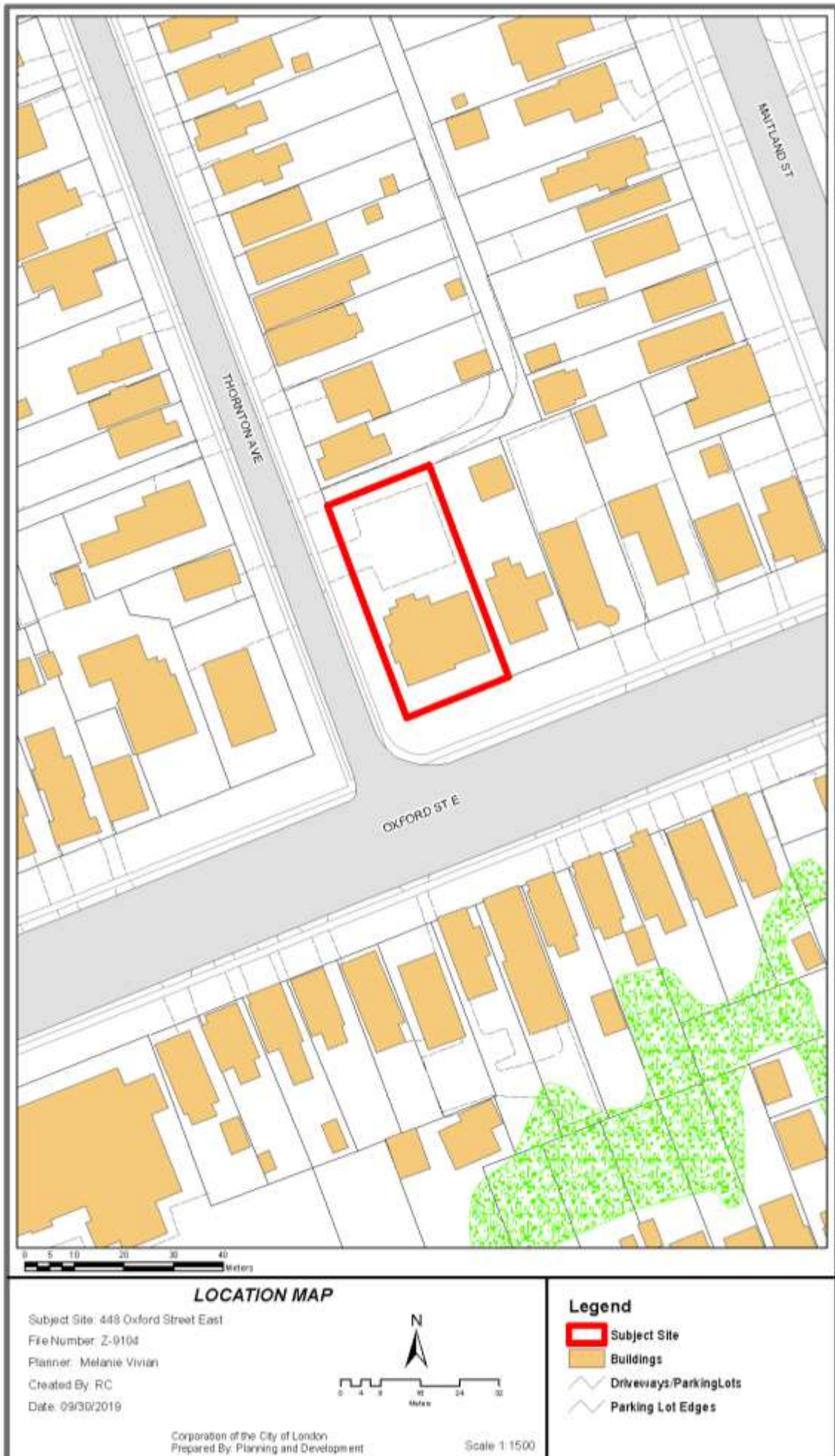
The subject property is located at the corner of Oxford Street East and Thornton Avenue. Located on site is an existing converted residential dwelling with parking located at the rear, off of Thornton Avenue. The site has historically been utilized as a converted residential building containing office uses on the main floor with a residential unit above.



Figure 1: Subject Site (front view from Oxford Street East)



Figure 2: Subject Site (angled view off of Oxford Street East)



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

- Official Plan Designation – Multi-Family Medium Density Residential
- The London Plan Place Type – Urban Corridor Place Type
- Existing Zoning – Residential R3/Office Conversion (R3-1/OC4) Zone

1.4 Site Characteristics

- Current Land Use – Existing residential building converted to accommodate office uses with at least one residential unit
- Frontage – 22.4 metres (73.49 feet)
- Depth – 45.7 metres (149.93 feet)
- Area – 1024.2 square meters (11024.39 square feet)
- Shape – Rectangular

1.5 Surrounding Land Uses

- North – Single detached dwellings
- East – Single detached dwellings/converted dwellings
- South – Single detached dwellings/converted dwellings
- West – Single detached dwellings/fourplex dwellings/converted dwellings

1.6 Intensification (identify proposed number of units)

- The subject property is located within the Primary Transit area where the continuation of one residential unit is prop

2.0 Description of Proposal

2.1 Development Proposal

The applicant is requesting to rezone the property at 448 Oxford Street East to accommodate a medical/dental office use within the existing building. As part of this application, the medical/dental office use will be together with at least one dwelling unit through a special provision to the zone. The applicant is also requesting a reduction in parking to 12 vehicle parking spaces, whereas 13 vehicle parking spaces are required and, to recognize an existing exterior side yard depth of 2.8 metres. All proposed renovations are within the interior of the existing building, no external changes are proposed.



Figure 3: Site concept plan, existing conditions

3.0 Relevant Background

3.1 Planning History

There have been no recent planning applications with respect to the subject property. The site has historically been utilized as a converted dwelling with an office on the main floor and residential above.

3.2 Requested Amendment

The applicant is requesting to rezone 448 Oxford Street East from a Residential R3/Office Conversion (R3-1/OC4) Zone to a Residential R3/Office Conversion Special Provision (R3-1/OC5(_)) Zone to add a medical/dental office use. Special provisions are requested to permit the medical/dental office use together with at least one dwelling unit, permit 12 parking spaces for all uses on site and to permit an exterior side yard depth of 2.8 metres, as existing.

3.3 Community Engagement (see more detail in Appendix B)

Staff received no written responses or phone calls from neighbouring property owners. Comments from external agencies and departmental correspondence expressed no objections to the application.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest relating to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 of the PPS, *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* encourages healthy, liveable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs (1.3.1.b)). It also directs planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (1.3.1.c)).

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 subject property is located within the Urban Corridor Place Type of The London Plan, in accordance with *Map 1, located along an Urban Thoroughfare, in accordance with *Map 3. The vision for the Urban Corridor Place Type is to plan for a mix of residential and a range of other uses to establish demand for rapid transit services (*830_4). Generally, the Urban Corridor Place Type supports mid-rise and mixed-use development (*828_). The intensity policies for the Place Type regulate a minimum height of 2-storeys (or 8 metres) to a maximum height of 6-storeys (*Table 9). The building on site is an existing 2-storey, mixed-use building; meeting the intent of *The London Plan* form policies.

1989 Official Plan

The subject property is located within the Multi-Family, Medium Density Residential designation in the (1989) Official Plan, in accordance with Schedule A. The Multi-Family, Medium Density Residential designation serves as a suitable transition between the Low Density Residential areas and more intense forms of land use, while providing a greater variety and choice in housing (3.3.). Within the designation, permitted secondary uses include uses that are considered to be integral to, or compatible with, medium-density residential development including office conversions, which may be permitted according to the provisions of Section 3.6., General Provisions for All Residential Land Use Designations.

The subject property is also located within the Near-Campus Neighbourhood, a Special Policy Area within areas designated Multi-Family, Medium Density Residential. In the Near-Campus Neighbourhoods area, applications to allow for Residential Intensification or Residential Intensity shall be directed to areas located along arterial roads (3.5.19.9.). Minor revisions were made to these policies in 2016 following a review of the effectiveness of the former Near-Campus policies. There are no specific policies related to applications for office conversions.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Proposed Medical/Dental Office Use

Provincial Policy Statement, 2014 (PPS)

The PPS identifies ways of managing and directing land uses to achieve efficient and resilient development and land use patterns through healthy, liveable and safe communities, which are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (1.1.1.b)). The PPS also directs planning authorities to promote densities and a mix of land uses which are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2.a)2.). Additionally, the PPS identifies that planning authorities shall consider the use of existing *infrastructure* and *public service facilities* should be optimized (1.6.3.a)). The applicant's proposal to add a medical/dental office as a permitted use, with a requested special provision to include at least one dwelling unit, continues the historical use as a mixed-use building with an office on the main floor and residential above. The additional use of a medical/dental office on the lands provides a beneficial use to the surrounding community by ensuring that long-term needs are met while utilizing the existing infrastructure.

The London Plan

The subject property is located within the Urban Corridor Place Type where mid-rise residential and mixed-use development is generally supported (*828_). The vision of the Urban Corridor Place Type is to plan for a mix of residential, and a range of other uses, along corridors to further establish the demand for rapid transit services (*830_4). Permitted uses within the Place Type include a range of residential, retail, service, office, cultural, recreational and institutional uses (*837_1). Within the Place Type, mixed-use buildings are encouraged with retail and service uses to front the street at grade (*837_2 and *837_4). The proposed medical/dental office use will be required to be together with at least one dwelling unit, through the requested special provision. The proposed use will be located within the existing building; continuing the mixed-use development on the subject property with the medical/dental office being located on the main floor with direct pedestrian access off of Oxford Street East. Furthermore, the Urban Corridor Place Type identifies that individual buildings will not contain more than 2,000 square metres of office space (*840_5). The proposed use will be conducted within the existing building, with a gross floor area of approximately 223 square metres, in keeping with the regulated maximum of 2,000 square metres.

1989 Official Plan

The subject property is designated Multi-Family, Medium Density Residential in the (1989) Official Plan. Primary permitted uses within the Multi-Family, Medium Density Residential designation include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the age (3.3.1.). Notwithstanding the listed primary permitted uses above, the designation also contemplates for a range of secondary permitted uses which are considered to be integral to, or compatible with, medium density residential development, including office conversions (3.3.1.iv)). The (1989) Official Plan further defines office conversions as the total or partial conversion of a residential building for office use where the retention of the general form and character of buildings converted for office use is required (3.6.9.i)). Additionally, the Plan regulates where office conversions may be permitted within specifically identified areas including Oxford Street, on the north side, between the Thames River and Adelaide Street (3.6.9.ii)(1)). Historically, the building on the subject property has been utilized as mixed-use for the purpose of an office on the main floor and residential above while maintaining the existing building on the lands. As such, the existing and proposed use of the lands is a permitted use and located within an area identified as permitted office conversions with the residential designation.

4.2 Issue and Consideration # 2: Parking

Provincial Policy Statement, 2014 (PPS)

The PPS states that planning authorities shall promote land use patterns, densities and a mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4.). The PPS also directs planning authorities to support active transportation along with the densities and a mix of land uses which are transit-supportive where transit is planned, exists or may be developed (1.1.3.2.a) 4. and .1.3.2.a) 5.). A reduction in parking from 13 required off-street parking spaces to the proposed 12 off-street parking spaces would promote the use of both active and public transit methods.

The London Plan

Within the Urban Corridor Place Type of *The London Plan*, policies in relation to the form of development direct buildings and the public realm to be designed to be pedestrian, cycling and transit-supportive through the orientation of buildings, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and a general site layout which reinforces pedestrian safety and easy navigation (*841_5). As such, surface parking areas should be located in the rear and interior side yard (*841_12). In this instance, the existing building on the subject property has frontage onto Oxford Street East, an Urban Thoroughfare in accordance with *Map 3, with the main building entrance being located off of a pedestrian sidewalk; allowing for pedestrians to access the site off of Oxford Street East. Furthermore, the existing site layout contains parking at the rear of the property with access off of Thornton Avenue. Although access to development along the Urban Corridor Place Type may be provided from “side-streets”, this case being Thornton Avenue, traffic impacts will be directed away from the internal portions of the adjacent neighbourhood (*841_8). Being located at the intersection of Oxford Street East and Thornton Avenue, vehicle traffic to and from the site will be limited to the outer edges of the existing neighbourhood. As the proposed medical/dental office use requires parking for patients with scheduled appointments and its associated staff members, a reduction in parking of one (1) space will recognize opportunities for people traveling to the site to use alternative travel methods of either active or public transit.

The subject property is also located within the Primary Transit Area, the focus of residential intensification and transit investment within the City (*90_). Primary Transit Area policies direct intensification to the appropriate place types with locations developed to be sensitive to, and a good fit within, existing neighbourhoods (*90_). The policies also

direct the Primary Transit Area to have a heightened level of pedestrian and cycling infrastructure to service and support active mobility (*90_). Based on the above analysis, the reduction in parking of 1 on-site vehicle parking space is consistent with the objectives of the Primary Transit Area policies as the site is accessible through both active and public transportation.

1989 Official Plan

The subject property is located along an Arterial Road, containing sidewalks on one or both sides for pedestrians, within the Multi-Family, Medium Density Residential designation (Schedule C). The (1989) Official Plan provides direction relating to office conversions and their site functionality in terms of access. Access to the subject property is provided from the exterior side yard through the existing driveway along Thornton Avenue, a local street, where impacts to adjacent residential uses are not anticipated (3.6.9.iv)(c)). As parking on site is an existing situation, the proposed medical/dental office use and the special provision to permit the medical/dental office use together with at least one dwelling unit would not create a high demand for parking as the medical/dental office would be through scheduled appointments. Furthermore, as the subject lands are located within the Primary Transit Area, a reduction in parking, although by one (1) space, would promote the use of active and public transportation to the site.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the in-force policies of The London Plan and the (1989) Official Plan. The recommended amendment will not create negative impacts on surrounding land uses and further provides the opportunity for a specialized medical service to be introduced to the surrounding community as well as being located along a well-serviced transit corridor.

Prepared by:	Melanie Vivian Planner I, 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.	

November 25, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

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 at 448
Oxford Street East.

WHEREAS Dr. Riyad Khamis has applied to rezone an area of land located
at 448 Oxford Street East as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 448 Oxford Street East, as shown on the attached map comprising
part of Key Map No. A102, from a Residential R3/Office Conversion (R3-1/OC4)
Zone to a Residential R3/Office Conversion Special Provision (R3-1/OC5(_)) Zone.
- 2) Section Number 17.3 of the Office Conversion (OC5) Zone is amended by adding
the following Special Provision:
 -) OC5(_) 448 Oxford Street East
 - a) Additional Permitted Uses
 - i) Office, medical/dental, together with at least one
dwelling unit
 - b) Regulation[s]
 - i) Parking (minimum) 12 spaces for all uses on site
 - ii) Exterior Side Yard 2.8 metres
Depth (minimum)

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.

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

PASSED in Open Council on December 10, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – December 10, 2019
Second Reading – December 10, 2019
Third Reading – December 10, 2019

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



File Number: Z-9104
Planner: MV
Date Prepared: 2019/09/30
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32
Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On August 28, 2019 Notice of Application was sent to 184 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 29, 2019 A “Planning Application” sign was also posted on the site.

No replies were received from the public.

Nature of Liaison: Zoning Amendment to allow a medical/dental office in the existing building, a reduced parking rate of 12 spaces, whereas 13 spaces are required, an exterior side yard depth of 2.8 metres and a special provision for a medical/dental office use together with at least one dwelling unit.

Responses: A summary of the various comments received include the following:

Agency/Departmental Comments

August 29, 2019 – Upper Thames River Conservation Authority

The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. The UTRCA has no objections to this application.

September 6, 2019 – London Hydro Engineering

The site is presently served by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate these changes. Any new and/or relocation of existing infrastructure will be at the applicant’s expense. Above-grade transformation is required. London Hydro has no object to this proposal or possible official plan and/or zoning amendment. Any new or relocation of existing service will be at the expense of the owner.

September 20, 2019 – Engineering – Development and Compliance Services

Comments provided at pre-application are still applicable.

The following items are to be considered during a future site plan stage:

Transportation:

- 6.0m x 6.0m daylight triangle required at Oxford and Thornton Avenue.

Wastewater:

- The municipal sanitary sewer for the subject lands is the 300mm sanitary sewer on Oxford Street East
- The sanitary p.d.c. is 150mm in diameter. See City Plan #14984
- As the use of Mun. No. 448 Oxford Street East is changing to a Medical/Dental office, a sanitary inspection manhole is required and is to be located wholly on private lands but as close to streetline as possible, all to City Standards and to the satisfaction of the City Engineer.

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, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

- c) Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs

1.3.1.c) Planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

1.1.3.2.a) 2. Land use patterns within the *settlement areas* shall be based on: densities and a mix of land uses which are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

1.1.3.2 a) 4. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which support *active transportation*

1.1.3.2 a) 5. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which are *transit-supportive*, where transit is planned, exists or may be developed.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*

The London Plan

Primary Transit Area

*90_ The Primary Transit Area will be the focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. The Primary Transit Area will also have heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods

Our Vision for the Rapid Transit and Urban Corridor Place Types

*828_ Our Urban Corridors will support a form of development that is very similar to our Rapid Transit Corridors, but at a slightly lower intensity. They will be places that encourage intensification over the life of this Plan so that they can mature to support higher-order transit at some point in the future beyond 2035. These corridors will generally support mid-rise residential and mixed-use development. Like the Rapid Transit Corridors, different segments of these Urban Corridors may vary in use, character and intensity

How Will We Realize Our Vision?

*830_4 We will realize our vision for our corridors by implementing the following in all the planning we do and the public works we undertake: plan for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services

Permitted Uses

*837_1 The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise specified by the Specific-Segment policies in this chapter: a range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type

*837_2 The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise specified by the Specific-Segment policies in this chapter: mixed-use buildings will be encouraged

*837_4 The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise specified by the Specific-Segment policies in this chapter: where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade

Intensity

*840_5 The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified: individual buildings will not contain more than 2,000m² of office space, except within 100 metres of rapid transit stations where buildings may contain up to 5,000m² of office space. An aggregate total of no more than 5,000m² will be allowed within 100 metres of a rapid transit station

*Table 9 – Maximum Height in the Rapid Transit and Urban Corridor Place Types

Form

*841_5 The following form policies apply within the Rapid Transit and Urban Corridor Place Types: buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation

*841_8 The following form policies apply within the Rapid Transit and Urban Corridor Place Types: while access to development along Corridors may be provided from “side-streets”, traffic impacts associated with such development will be directed away from the internal portions of adjacent neighbourhoods

*841_12 The following form policies apply within the Rapid Transit and Urban Corridor Place Types: surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged

Intensity

*851_1 The intensity policies of the Corridor Place Type will not apply. In their place, the following policies will apply: The Near-Campus Neighbourhood policies will prevail where there is a conflict with the following policies.

*851_2 The intensity policies of the Corridor Place Type will not apply. In their place, the following policies will apply: The retention of existing buildings will be encouraged to maintain the character of the streetscape. Heritage designated properties will be protected and conserved.

Near-Campus Neighbourhood

*962_ The following policies apply to lands within the Near-Campus Neighbourhoods as identified on Map 7 – Specific Policy Areas. These neighbourhoods are located within proximity to Western University and Fanshawe College. These policies will augment the applicable place type policies and the Our Tools part of this plan.

*964_ Near-Campus Neighbourhoods will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all residents

*965_6 The following planning goals will be pursued in Near Campus Neighbourhoods in an effort to support the Vision for Near-Campus Neighbourhoods. Encourage a balanced mix of residential structure types at the appropriate locations while preserving stable residential areas

*965_8 The following planning goals will be pursued in Near Campus Neighbourhoods in an effort to support the Vision for Near-Campus Neighbourhoods. All planning and development applications will be reviewed to evaluate the degree to which they meet these goals: direct residential intensification to significant transportation nodes and corridors and away from the interior of neighbourhoods

*968_ Residential intensification or an increase in residential intensity, as defined in these policies, may be permitted in the Neighbourhoods Place Type within Near-Campus Neighbourhoods only where it has been demonstrated that all of the criteria listed below have been met.

*969_ For lands in the Neighbourhoods Place Type that are located within the Near-Campus Neighbourhoods, the following forms of intensification and increased residential intensity will not be permitted

1989 Official Plan

Multi-Family, Medium Density Residential

3.3. The Multi-Family, Medium Density Residential designation permits multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential areas but do not approach the densities intended for the Multi-Family, High Density Residential designation. Residential uses that typically comprise medium density development include row houses, cluster houses, low-rise apartment buildings, and certain specialized residential facilities such as small-scale nursing homes, homes for the aged and rest homes. The Multi-Family, Medium Density Residential designation may serve as a suitable transition between Low Density Residential areas and more intense forms of land use. It will also provide for greater variety and choice in housing at locations that have desirable attributes but may not be appropriate for higher density, high-rise forms of housing.

Permitted Uses

3.3.1. The primary permitted uses in the Multi-Family, Medium Density Residential designation shall include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. These areas may also be developed for single-detached, semi-detached and duplex dwellings. Zoning on individual sites would not normally allow for the full range of permitted uses

3.3.1.iv) Uses that are considered to be integral to, or compatible with, medium density residential development, including group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions, may be permitted according to the provisions of Section 3.6

Policies for Near-Campus Neighbourhoods

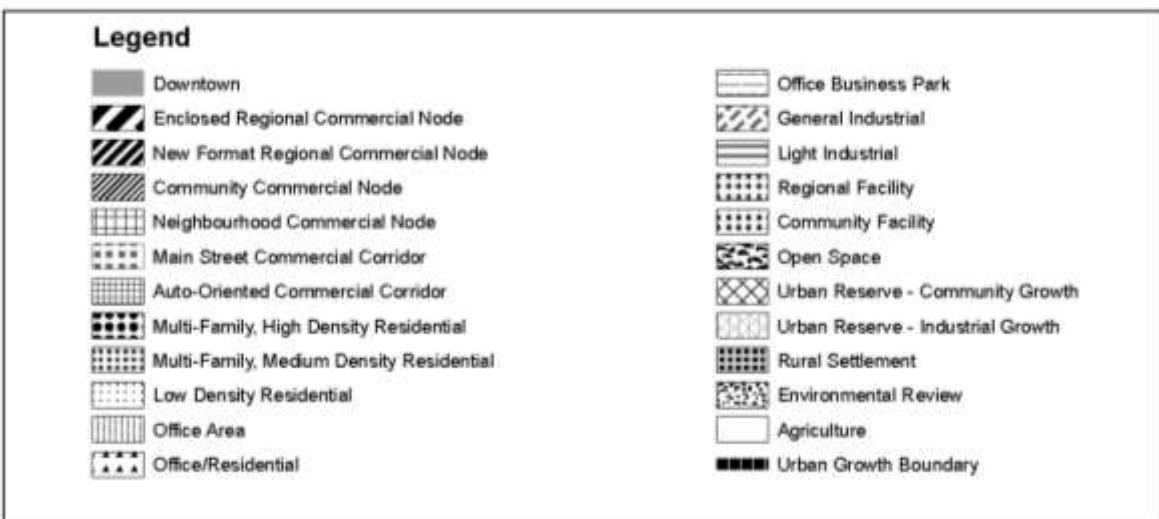
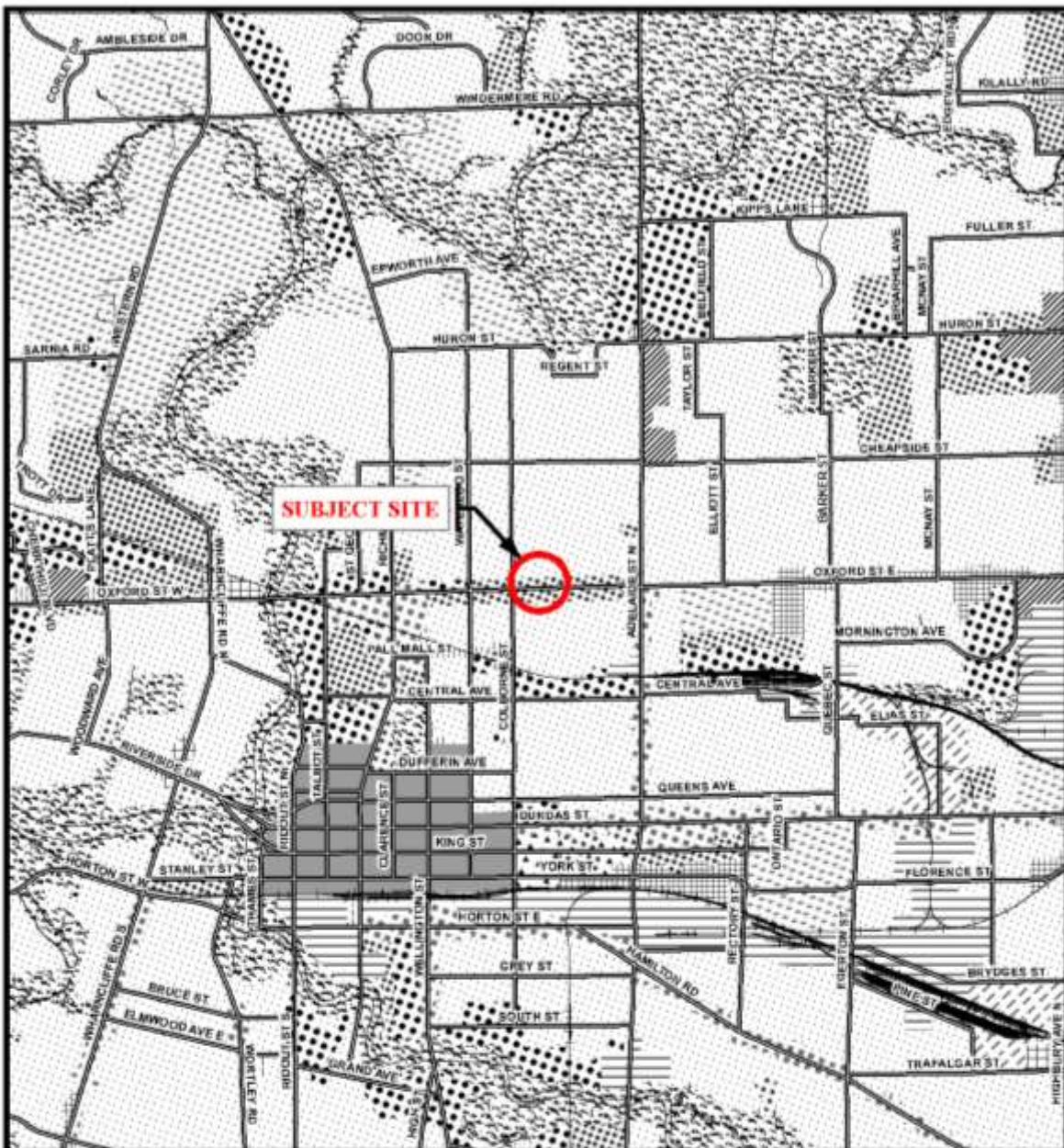
3.5.19.9. Within the Near-Campus Neighbourhoods area in areas designated Multi-Family, Medium Density Residential and Multi-Family, High Density Residential, planning applications to allow for Residential Intensification or Residential Intensity shall be directed to those areas located along arterial roads which are designated accordingly.

Office Conversions

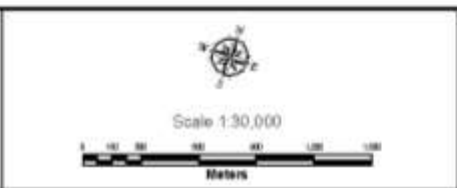
3.6.9.i) For the purposed of the Plan, office conversion shall be defined as the total or partial conversion of a residential building for office use. Office conversions may involve minor additions to the existing building where these facilitate the use of the building for offices. Retention of the general form and character of buildings converted for office use will be required

3.6.93ii) Office conversions may be permitted in the following locations within the Residential designations: (1) Oxford Street – north side between the Thames River and Adelaide Street; south side between Foster Avenue and Woodward Avenue; south side between Wharncliffe Road and the Thames River and south side between the Thames River and Adelaide Street

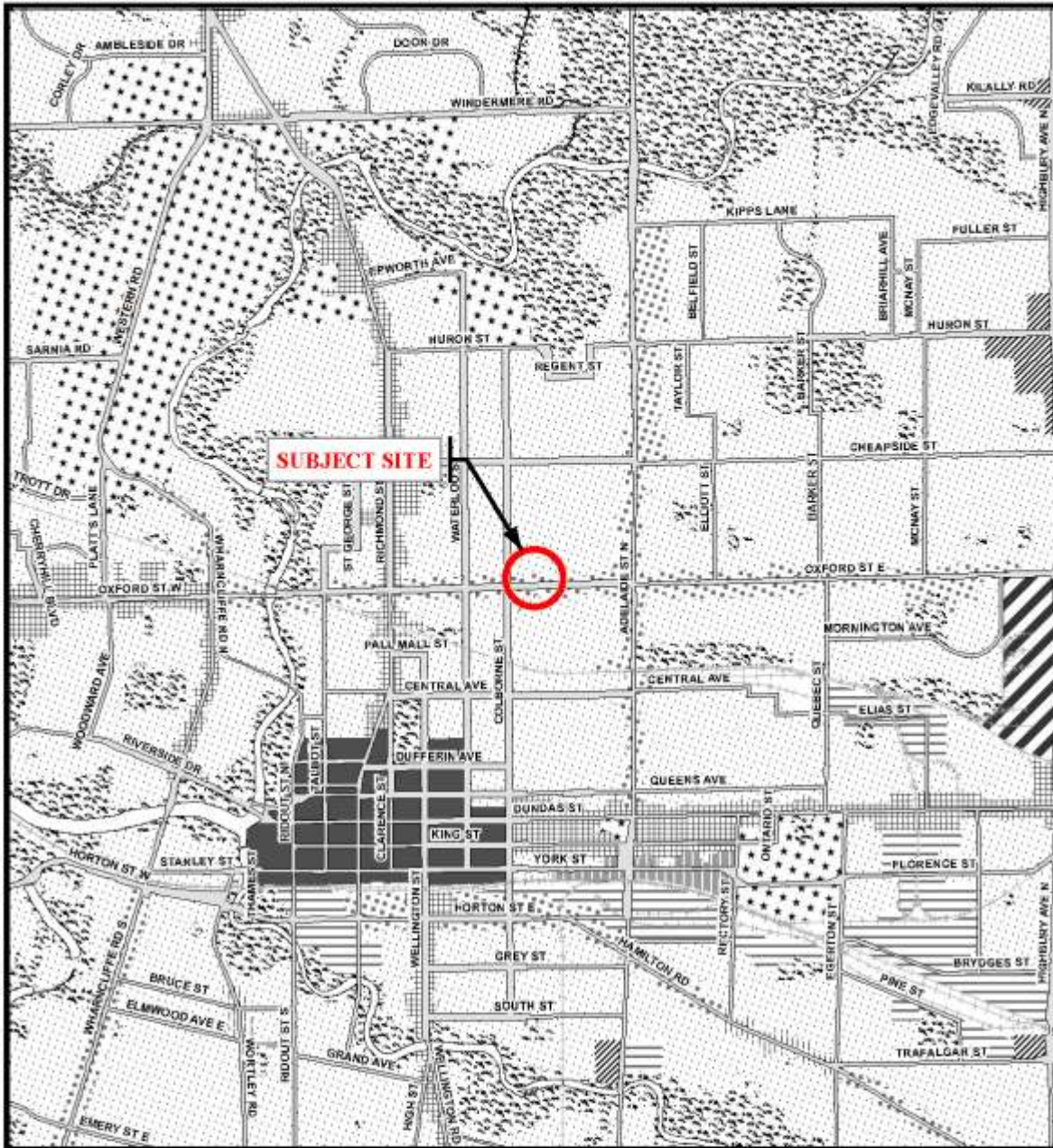
Appendix D – Relevant Background
Additional Maps



CITY OF LONDON
 Department of
Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9104
 PLANNER: MV
 TECHNICIAN: RC
 DATE: 2019/09/30



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.

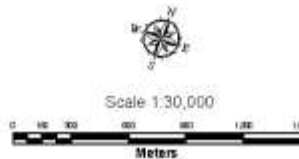
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

**LONDON PLAN MAP 1
 - PLACE TYPES -**

PREPARED BY: Planning Services



File Number: Z-9104
Planner: MV
Technician: RC
Date: September 30, 2019



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
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| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
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CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9104

MV

MAP PREPARED:

2019/09/30

RC

1:1,250

0 5 10 20 30 40
 Meters

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