

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: John M. Fleming
Managing Director, Planning and City Planner

Subject: The Corporation of the City of London
Hamilton Road Corridor Planning Study

Public Participation Meeting on: January 6, 2020

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the Official Plan and Zoning By-law amendment application of the Corporation of the City of London relating to the properties located near the Hamilton Road Corridor, generally between Bathurst Street and Highbury Avenue, as identified in Appendix "A":

- (a) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on January 14, 2020 to amend Chapter 10 of the Official Plan (1989) **TO ADD** a Specific Area Policy for the lands along the Hamilton Road Corridor as identified in Appendix "B";
- (b) The proposed by-law attached hereto as "Appendix "C" **BE INTRODUCED** at a future Municipal Council meeting to amend the Official Plan (The London Plan, 2016) at such time as Map 1 and Map 7 are in full force and effect, **TO ADD** a Specific Policy to the Neighbourhood Place Type and to Map 7 – Specific Policy Areas.
- (c) The proposed by-laws attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on January 14, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in parts (a) and (b), to amend the existing zoning of the properties identified in Appendix "D" which includes a variety of zones, **TO** the zoning as identified in Appendix "D" to allow for an expanded range of permitted uses, an increase in permitted height, to make it easier to combine lots to create larger parcels, and to require certain design elements to ensure fit.
- (d) The proposed by-law attached hereto as Appendix "E" **BE INTRODUCED** at the Municipal Council meeting on January 14, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in parts (a) and (b), to amend the existing Parking Standard Area of the properties identified in Appendix "E" which includes properties in Parking Standard Area 2 and Parking Standard Area 3, **TO** Parking Standard Area 1, as identified in Appendix "E".
- (e) The proposed by-law attached hereto as Appendix "F" **BE INTRODUCED** at the Municipal Council meeting on January 14, 2020 to amend Zoning By-law Z-1 to **ADD** a definition for "façade openings", as identified in Appendix "F".

Executive Summary

Summary of Request

The recommended amendments are intended to implement recommendations from the Hamilton Road Community Improvement Plan (CIP) by amending the Zoning By-law for properties fronting Hamilton Road to reduce parking requirements, modify the range of permitted uses, and make it easier to combine lots to create larger parcels. Provisions have also been added to the Zoning By-law to ensure that, with more permissive as-of-right zoning, new buildings constructed include certain design elements to ensure fit and

to encourage the development of certain portions of Hamilton Road as a main street. An increase in permitted height is also requested, as well as urban design provisions to address ground floor glazing, stepbacks, and transition to low-rise neighbourhoods.

Amendments are also requested to add Specific Policies to The London Plan and the 1989 Official Plan to implement these changes.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to reduce parking requirements, to expand the range of permitted uses, to streamline processes, to eliminate and reduce the need for variances and zoning by-law amendments when trying to fill existing vacant spaces, and to make it easier to consolidate lots to allow the lot depth needed to redevelop underutilized and vacant land. An increase in permitted height has also been recommended in order to allow for the development of buildings up to 4 storeys with commercial uses at-grade. Provisions have also been added to require a building stepback above 3 storeys to ensure new buildings fit with their context, and a requirement for openings (windows and entrances) on the ground floor in certain locations to encourage the continued development of portions of Hamilton Road as a commercial main street.

Amendments are also requested to add specific policies to The London Plan and the 1989 Official Plan to implement these changes by making it possible for certain properties to the rear of properties fronting Hamilton Road to join with properties fronting Hamilton Road, allowing for the creation of larger development sites fronting onto Hamilton Road without amending the Official Plan and/or Zoning By-law.

Rationale for Recommended Action

The recommended action is intended to encourage the continued revitalization of the Hamilton Road Corridor, making it easier for property owners to use existing buildings or redevelop properties. The recommended action implements several recommendations from the Hamilton Road CIP, and addresses many of the challenges property owners have identified that make it difficult to use their properties. Certain urban design requirements have also been added to ensure that future development fits with its context and supports the development of portions of Hamilton Road as a main street.

Analysis

2.0 Background

2.1 Planning History

At its meeting of March 27, 2018, Municipal Council adopted a CIP for the Hamilton Road area following extensive community consultation to guide redevelopment and improvements. City Planning began the Hamilton Road Corridor Planning Study in Spring, 2019 in an effort to implement the following four actions from the CIP:

- Reduce and/or remove parking requirements;
- Reduce how far buildings need to be set back from property lines;
- Allow for an expanded range of land uses; and
- Make it easier to consolidate properties into larger parcels.

The recommendations from the Hamilton Road Corridor Planning Study seek to implement these actions through the recommended Official Plan and Zoning By-law Amendments.

2.2 Study Area

The study area for the Hamilton Road Corridor Planning Study was concentrated along Hamilton Road, generally from Bathurst Street to Highbury Avenue, and considered the properties that are generally north and south of the Hamilton Road for opportunities for potential future lot consolidations. A map of the area that is subject to the recommended Official Plan and Zoning By-law amendments can be found in Appendix A.

The lands along the Hamilton Road Corridor have generally developed as 1, 2 and 3 storey buildings, many of which are house-form buildings which have evolved over time to commercial uses. Certain light industrial uses exist near Bathurst Street, with the vast majority of the corridor having been developed as commercial or residential uses, including a concentration of purpose-built commercial or mixed-use buildings creating a commercial main street between Rectory Street and Egerton Street. Along much of the Hamilton Road Corridor buildings have been constructed parallel to Hamilton Road with minimal front yard setbacks; however, large portions of the corridor also have buildings constructed in a “sawtooth” pattern, with buildings addressing the street obliquely.

Properties north and south of the Hamilton Road Corridor are generally single-detached dwellings.

2.3 Community Engagement

City Planning Staff held two community information meetings, informal “office hours” for individuals to discuss the study with Staff, attended BIA meetings, and went door-to-door to businesses along the Hamilton Road Corridor to discuss the study. A “Get Involved” website has also been used to allow individuals to submit feedback electronically. Over 50 people were identified as interested parties for this study.

The first community information meeting was held on the evening of May 1, 2019 at the London Public Library – Crouch Branch, 550 Hamilton Road. This meeting was attended by approximately 65 people. The purpose of this meeting was to introduce the Hamilton Road Corridor Planning Study to the community, provide information on timelines and process, existing conditions in the area, and the topics that would be considered in the study. This meeting consisted of a presentation by Staff followed by a question and answer period. After the question and answer period, meeting attendees could participate in breakout tables led by Staff or review panels seeking input on the study in an open house format. While participants were generally supportive of CIP action items being implemented through this Study, the following comments were expressed:

- Many participants favoured reducing building setbacks, however some expressed a preference for greater setbacks with wider right-of-ways to allow space for programming in front of stores.
- Participants expressed a desire to see more businesses move into the Hamilton Road Corridor, with preferred uses including artisanal uses, retail uses, banks, restaurants, coffee shops, salons, barber shops, pubs, and grocery stores. The desire for a community centre was also identified. One participant spoke of his desire to relocate a machine shop to the Hamilton Road Corridor.
- Participants were generally supportive of the idea of making it easier to consolidate properties into larger parcels.
- While participants were generally supportive of the idea to reduce parking requirements to make it easier for new businesses and new development to move into the Hamilton Road Corridor, there was a concern about where cars travelling to the area would park. Participants expressed a desire for a new municipal parking lot(s) in the area. Participants generally also expressed a preference for parking to be located to the rear of buildings rather than in front of buildings.

The second Community Information Meeting was held on November 13, 2019 at the BMO Centre, 295 Rectory Street. This meeting was attended by approximately 25 people. At this meeting, Staff presented the draft Official Plan and Zoning By-law Amendments and explained what could be allowed based on these amendments. This meeting provided an opportunity for individuals to learn about the study and the draft amendments and to provide feedback. This meeting consisted of a presentation by Staff followed by a question and answer period. After the question and answer period, meeting attendees could participate in breakout tables led by Staff or review panels seeking input on the study in an open house format. While participants were generally supportive of the proposed amendments, the following comments were expressed:

- Participants expressed that the proposed amendments would help to keep Hamilton Road vibrant and active.
- The expanded range of uses was generally found by participants to be desirable, including the expanded range of residential uses.
- While participants were generally supportive of allowing buildings up to 4 storeys to be constructed as-of-right, some participants expressed a desire to allow for buildings taller than 4 storeys in certain locations.
- The addition of combined zoning to the properties to the rear of properties fronting Hamilton Road that would allow these properties to be developed with properties fronting Hamilton Road was generally identified by participants as being desirable. Participants also suggested certain other properties that were not included in the draft amendments where this combination zoning could also be applied.

Planning Staff also held “office hours” at the London Public Library – Crouch Branch on May 9, May 21, June 20, and June 22, 2019. These “office hours” provided an informal opportunity for individuals to learn about the study and provide feedback. Approximately 20 people visited during these “office hours”.

Planning Staff went door-to-door along the Hamilton Road Corridor to engage with business owners about the study on October 9 and 10, 2019. This provided business owners with an opportunity to ask questions about the study and share their opinions and experiences.

Meetings were also held with members of the Hamilton Road Corridor BIA on February 20, 2019, September 5, 2019, and November 26, 2019 to discuss the study. At these meetings business owners identified many of the challenges associated with operating businesses and reusing vacant buildings and parcels of land on Hamilton Road. This feedback helped to inform the recommended Official Plan and Zoning By-law amendments.

A Get Involved website (www.getinvolved.london.ca/hamiltonroad) also provided an opportunity for people to learn more about the study and provide feedback.

2.4 Policy Context (see more detail in Appendix H) *Provincial Policy Statement, 2014*

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, setting the policy foundation for regulating the development and use of land. The subject site is located in a settlement area, as identified by the PPS. The PPS identifies that settlement areas shall be the focus of growth and development, however this intensification is not intended to be uniform (Policy 1.1.3.1, 1.1.3.2). The PPS also identifies that municipalities should support long-term economic prosperity by promoting opportunities for economic development and community investment-readiness and by maintaining and enhancing the vitality and viability of downtowns and main streets (Policy 1.7.1). Policy 4.7 states that the Official Plan is the most important vehicle for implementing the PPS.

All decisions by Council affecting land use planning matters are required to be consistent with the PPS.

The London Plan

The London Plan is the new Official Plan for the City of London and has been adopted by City Council and approved by the Ministry with modification. The majority of The London Plan is in-force and effect, and the remainder of the Plan continues to be under appeal at the Local Planning Appeals Tribunal.

The properties fronting Hamilton Road in the Study Area are generally in the Urban Corridor Place Type, with the exception of the properties between Egerton Street and Rectory Street which are in the Main Street Place Type. The properties located to the rear of the properties fronting the Hamilton Road Corridor are generally in the Neighbourhoods Place Type.

Properties in the Urban Corridor Place Type are intended to develop into vibrant, mixed-use, mid-rise communities (Policy 828). The London Plan includes policies that encourage lot consolidation to create viable development parcels, by allowing the depth of the Urban Corridor Place Type to be subject to interpretation for the purposes of creating a viable development site (Policy 833). The London Plan identifies that lot depths between 50 and 150 metres along these Urban Corridors may be appropriate, subject to other policies in The London Plan (Policy 834).

The Main Street Place Type envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout the City (Policy 905). The Main Street Place Type allows for appropriate forms of intensification at suitable locations to support the sustainability of Main Streets (Policy 907). The Main Street Place Type permits a broad range of residential, retail, service, and office uses (Policy 908).

The properties to the rear of properties fronting onto Hamilton Road are in the Neighbourhoods Place Type located on a Neighbourhood Street. The range of primary permitted uses include single-detached dwellings, semi-detached dwellings, duplexes, converted dwellings, townhouses, secondary suites, home occupations and group homes. Based on the policies in The London Plan, certain properties that are designated in the Neighbourhoods Place Type to the rear of the properties fronting Hamilton Road may instead be interpreted as being part of the Urban Corridor Place Type in order to create viable development parcels for those properties in the Urban Corridor Place Type fronting on Hamilton Road.

City of London 1989 Official Plan

The City of London 1989 Official Plan implements the policy direction of the PPS and contains objectives and policies that guide the use and development of land within the City of London. The Official Plan assigns specific land use designations to lands, and the policies associated with those land use designations provide for a general range of permitted uses.

The majority of the Hamilton Road Corridor is designated Main Street Commercial Corridor, however certain portions are designated Neighbourhood Commercial Node, Light Industrial or Low Density Residential.

Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or newer mixed-use areas. Uses are encouraged that provide for and enhance the pedestrian nature of the Main Street Commercial Corridor (Policy 4.4.1.2). Main Street Commercial Corridors are intended to provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors with one or more of a broad range of permitted uses at a scale which is compatible with adjacent development (Policy 4.4.1.1). The range of permitted uses in Main Street Commercial Corridors include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices;

small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings (Policy 4.4.1.4).

Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. Uses are intended to be convenience-oriented and unlikely to draw customers beyond the local area (Policy 4.3.8.1).

Light Industrial designations are intended to be developed as industrial uses with a range of activities that are likely to have a minimal impact on surrounding uses. One of the objectives of the Light Industrial designation is to guide the development of older industrial areas in close proximity to residential neighbourhoods for industries which can meet appropriate operation, design and scale criteria (Policy 7.1.3).

Low Density Residential designations are primarily developed with low-rise, low density housing forms including detached, semi-detached, and duplex dwellings. Residential intensification may be permitted in certain locations subject to certain criteria. Certain secondary uses of a non-residential nature which are integral to, and compatible with, a neighbourhood environment, are also permitted (Policy 3.2).

City of London Zoning By-law Z.-1

The properties fronting Hamilton Road from Bathurst Street to Highbury Avenue are primarily zoned Arterial Commercial (AC) Zone, which generally permits a mixture of small scale retail, office, personal service, and automotive uses. Certain other properties have Community Facility (CF) and Neighbourhood Facility (NF) zoning, which generally permit institutional-type uses such as schools or places of worship. Certain properties also have Residential zoning, allowing a variety of dwelling types and intensities depending on the specific Residential zoning that applies to a given property. Select properties near the intersection of Bathurst Street and Hamilton Road have Light Industrial (LI) zoning, allowing for a range of light industrial uses. Properties zoned Automobile Service Station (SS), permitting automotive uses, Convenience Commercial (CC), permitting commercial uses, Highway Service Commercial (HS), permitting commercial and service uses, and Open Space (OS), permitting parks and other open space uses, also exist along the corridor.

The properties fronting Hamilton Road between Bathurst Street and Highbury Avenue are generally in Parking Standard Area 2 in the Zoning By-law, with certain properties in Parking Standard Area 3.

Properties to the rear of the properties fronting Hamilton Road are generally zoned Residential R2 (R2-2) Zone, which permits low density residential development in the form of single-detached dwellings, semi-detached dwellings, duplex dwellings, and two unit converted dwellings. The majority of these properties are in Parking Standard Area 2, with certain properties in Parking Standard Area 3.

3.0 Key Issues and Considerations

The following provides an overview of the challenges to redevelopment along the Hamilton Road Corridor and how permissions on properties would change based on the recommended Official Plan and Zoning By-law Amendments to address these challenges:

3.1 Issue and Consideration # 1: Reducing and/or removing parking requirements

Existing Provisions:

The Zoning By-law divides the City of London into three Parking Standard Areas.

Parking Standard Area 3 requires the greatest quantity of parking for each type of use, while Parking Standard Area 1 requires the least amount of parking for each type of use. Most of the Hamilton Road Corridor is currently in Parking Standard Area 2, with certain properties in Parking Standard Area 3.

Property owners in the area have identified challenges with the requirements of Parking Standard Area 2, being unable to accommodate the required parking on the existing properties. This has proven particularly difficult when reusing an existing building, as many of these existing buildings have limited or no parking on the lot and do not have the space to accommodate new parking. This requires owners to get a minor variance or Zoning By-law Amendment to reduce the required parking to allow for a use, which is otherwise permitted by the Zoning By-law, to occupy the building. This is a significant disincentive to the reuse of many of these vacant properties.

Recommended Changes:

The recommended amendments would change the Hamilton Road Corridor from an area that is generally in Parking Standard Area 2, with limited sections in Parking Standard Area 3, to a Parking Standard Area 1. Parking Standard Area 1 includes a provision that does not require new parking spaces for existing square footage in buildings, making it easier to tenant vacant buildings. This reduction in required parking will give property owners more flexibility in how they are able to use their properties, and encourages the reuse of vacant buildings.

Hamilton Road is well-served by public transit, with service from routes 3 and 5. There is also on-street parking on Hamilton Road and on adjacent streets. These factors help to justify the proposed reduction in parking along the Hamilton Road Corridor.

Provincial Policy Statement, 2014

The PPS identifies that settlement areas should have densities and a land use mix that support active transportation and are transit supportive (Policy 1.1.3.2). It also encourages maintaining and enhancing the vitality and viability of downtowns and main streets (Policy 1.7.1).

The recommended reduction in required parking from Parking Standard Area 2 and Parking Standard Area 3 to a Parking Standard Area 1 is consistent with the PPS, as this provision would make it easier for property owners to make use of vacant properties, enhancing the vitality and viability of the Hamilton Road main street, and also encourages intensification that supports active transit and is transit supportive.

1989 Official Plan

Much of the Hamilton Road Corridor is in the Main Street Commercial Corridors designation in the 1989 Official Plan. The Main Street Commercial Corridors designation encourages the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors (Policy 4.4.1.1). The recommended reduction in required parking conforms to the 1989 Official Plan as it helps to implement this objective by making it easier for property owners to use vacant properties.

The London Plan

The London Plan identifies that lower parking requirements may be appropriate in areas of the city that have high access to transit (Policy 271*). The Hamilton Road Corridor conforms to this as it is well-served by transit.

The London Plan also encourages regeneration to stimulate the repurposing of existing building stock, where the previous use of such buildings is no longer viable (Policy 153). The recommended reduction in parking helps to achieve this objective.

3.2 Issue and Consideration # 2: Allowing for an expanded range of land uses

Existing Provisions:

The existing zoning permissions along the Hamilton Road Corridor vary, however most properties are within the Arterial Commercial (AC) Zone. AC Zoning generally permits a wide range and mix of small scale retail, office, personal service, and automotive uses. While this zoning supports many of the uses that have been identified as desirable through consultation and investigation along the Hamilton Road Corridor, there are certain additional uses, such as low-rise apartment buildings, which are not permitted by the AC Zone and would be desirable along the Hamilton Road corridor.

Recommended Changes:

The recommended Zoning By-law Amendment would change the zoning along the Hamilton Road Corridor to Business District Commercial (BDC) zoning. BDC zoning generally permits a similar range of uses as are permitted in the AC Zone, however also allows uses such as apartment buildings, commercial parking structures/lots, converted dwellings, day cares, grocery stores, animal clinics, convenience stores, post offices, and antique stores.

The recommended zoning changes would make the permitted uses generally consistent along the Hamilton Road Corridor, with a slight modification to require commercial uses at grade for the portion of the buildings fronting Hamilton Road for the section between Rectory Street and Egerton Street, recognizing this as the commercial main street for the area. An urban design provision has also been added to the recommended Zoning By-law amendment for properties along this section of the Hamilton Road Corridor that requires a minimum 60% façade openings (i.e. windows and entrances) along the Hamilton Road frontage of new buildings in order to encourage the continued development of this area as a pedestrian-oriented, retail main street.

Provincial Policy Statement, 2014

The PPS encourages promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1 a)). It also identifies that Settlement Areas should have a density and mix of land uses that make efficient use of land and resources, and support opportunities for intensification and redevelopment where these opportunities can be accommodated (Policy 1.1.3). Promoting opportunities for economic development and community investment-readiness is also encouraged (Policy 1.7.1).

Allowing a wider range of uses along the Hamilton Road Corridor helps to implement these directions by making it easier to use properties fronting Hamilton Road. The reuse of vacant properties along Hamilton Road encourages efficient development and land use patterns as these lands are serviced and are located in the Primary Transit Area, and also helps perpetuate the sense of place along the Hamilton Road Corridor (Policy 1.7.1).

The PPS also encourages maintaining and enhancing the vitality and viability of downtowns and main streets (Policy 1.7.1). The section of Hamilton Road from Rectory Street to Egerton Street is identified as a main street will help to foster the continued viability of this section as a main street.

1989 Official Plan

Much of the Hamilton Road Corridor is in the Main Street Commercial Corridor designation in the 1989 Official Plan. The Main Street Commercial Corridor designation encourages the redevelopment of vacant, underutilized, or dilapidated properties within Main Street Commercial Corridors for a broad range of permitted uses (Policy 4.4.1.1). Expanding the range of permitted uses through the recommended Zoning By-law Amendment conforms to the policy direction in the 1989 Official Plan.

Certain properties along Hamilton Road are not in the Main Street Commercial Corridor designation, but the adoption of a Chapter 10 Specific Area Policy is recommended for these properties to bring the policies into alignment with the policies in The London Plan, which would be supportive of the expanded range of uses and intensities contemplated by the BDC zone. This Chapter 10 Specific Area Policy would also apply to certain properties that are generally north and south of Hamilton Road, if they are joined with properties fronting Hamilton Road, to allow for larger development sites.

The London Plan

Properties fronting Hamilton Road in the Hamilton Road Corridor are in the Urban Corridor Place Type, with the exception of properties generally between Rectory Street and Egerton Street which are in the Main Street Place Type.

The Urban Corridor Place Type allows for a range of residential, retail, service, office, cultural, recreational and institutional uses (Policy 837*). The permitted uses in the recommended BDC Zone conform to this range of permitted uses.

The Main Street Place Type allows for a broad range of residential, retail, service and office uses and encourages retail and service uses to be located at grade (908). The range of permitted uses in the recommended BDC Zone conforms to this range of permitted uses. The requirement for commercial at grade for the properties generally between Rectory Street and Egerton Street also conforms to the Main Street Place Type policies in The London Plan.

Properties to the rear of properties that front Hamilton Road that are in the Urban Corridor Place Type are able to be interpreted as being part of this Place Type, and as such could allow for the expanded range of uses that would be permitted by the recommended BDC Zone without an amendment to The London Plan. Properties to the rear of properties that front Hamilton Road located in the Main Street Place Type would not be permitted to allow for the expanded range of uses that would be permitted by the Main Street Place Type, therefore a Specific Policy is recommended to be added to The London Plan based on the unique characteristics of these properties including their adjacency to properties fronting Hamilton Road.

3.3 Issue and Consideration # 3: Make it easier to consolidate properties into larger lots

Existing Provisions:

Many of the lots along Hamilton Road are shallow, allowing limited space for expansions of existing buildings, additional on-site parking provision, or redevelopment along the Hamilton Road Corridor. If a property owner along Hamilton Road were to acquire the property to the rear in order to create a larger lot to add additional parking, expand their building, or redevelop their property, they would often be required to make amendments to the Official Plan and Zoning By-law as the properties to the rear are generally designated and zoned to allow for low-density residential uses.

Recommended Changes:

The recommended amendments would add provisions that would make it easier for the properties to the rear of properties fronting Hamilton Road to be consolidated with the properties fronting Hamilton Road. The existing zoning permissions that apply to the properties to the rear of Hamilton Road would remain, however a combination zone would be added so that the Business District Commercial Special Provision Zone that applies to the properties along Hamilton Road could also apply to these properties but these permissions could only be realized if these properties were joined with a property fronting Hamilton Road. This makes it so if the owner of a property fronting Hamilton Road purchased properties to the rear to expand the existing building, add additional parking, or redevelop the site, they would not be required to undergo a Zoning By-law Amendment to allow for the use of a larger lot.

An Official Plan Amendment is required to the 1989 Official Plan to amend Chapter 10 to add a Specific Area Policy to certain properties located to the rear of properties fronting Hamilton Road, in order to allow for zoning permission to be added to these properties so that they can be developed as part of a larger site with properties fronting Hamilton Road. This amendment is required as these properties are in the Low Density Residential designation which would not allow for the range of uses that would be permitted by the proposed BDC Zone if these properties were combined and developed as part of a larger site with properties fronting Hamilton Road.

An Official Plan Amendment is also required to The London Plan to add a Specific Policy to certain properties located behind properties fronting Hamilton Road, generally between Rectory Street and Egerton Street. These properties are in the Neighbourhoods Place Type, while the properties fronting Hamilton Road between Rectory Street and Egerton Street are in the Main Street Place Type. This amendment is required in order to allow these properties in the Neighbourhoods Place Type to be consolidated and developed with the properties fronting Hamilton Road, as the uses that would be permitted by the proposed BDC Zone if these properties were developed with the properties fronting Hamilton Road would not be permitted by the Neighbourhood Place Type. The properties to the rear of properties fronting Hamilton Road west of Rectory Street and east of Egerton Street would not require an amendment to The London Plan, because the properties fronting Hamilton Road in these locations are part of the Urban Corridor Place Type, which allows for greater flexibility in interpreting the designation of the properties to the rear of these sites.

It is also recommended that a minimum of 1 metre of landscaped open space be provided from any lot lines abutting a Residential Zone for properties in Areas 3 and 4. This is intended to provide a transition to the other properties in the low-rise residential neighbourhood to the north and south of Hamilton Road.

Provincial Policy Statement, 2014

The PPS encourages allowing for opportunities for intensification and redevelopment where they can be accommodated (1.1.3). The Hamilton Road Corridor presents a desirable location for intensification, however many of the lots are shallow which makes intensification challenging. Allowing opportunities for lot consolidation in a way that is sensitive to the surrounding context conforms to the policy direction in the PPS.

1989 Official Plan

Most of the properties along the Hamilton Road Corridor are in the Main Street Commercial Corridor designation the 1989 Official Plan. Allowing opportunities for lot consolidation helps to implement the policy direction that encourages the redevelopment of vacant, underutilized, or dilapidated properties within Main Street Commercial Corridors (Policy 4.4.1.1). Many of these lots are shallow so present limited opportunities for redevelopment.

The properties to the rear of these lots are designated Low Density Residential in the 1989 Official Plan. Low Density Residential designations do not allow the permissions of the recommended BDC Zone. An amendment to Chapter 10 of the 1989 Official Plan is recommended to add a Specific Area Policy that would allow certain properties in the Low Density Residential designation to allow the BDC permissions if they were developed with a property fronting Hamilton Road. This amendment meets the tests of the Planning Impact Analysis, and the provisions that require the BDC Zone to only be realized if the lot is joined with a property fronting Hamilton Road will ensure the continued stability of the surrounding Low Density Residential neighbourhood.

The London Plan

Much of the Hamilton Road Corridor, with the exception of the lands generally located between Rectory Street and Egerton Street, are within the Urban Corridor Place Type. The Urban Corridor Place Type allows for the interpretation of the place type boundary to allow for the consolidation of lots to create a viable development parcel (Policy 834).

The recommended Zoning By-law Amendment that would allow for the BDC Zone to be applied to the properties to the rear of Hamilton Road if developed with the properties fronting Hamilton Road is consistent with the London Plan.

The section of Hamilton Road generally from Rectory Street to Egerton Street is in the Main Street Place Type. The London Plan does not allow properties behind properties in the Main Street Place Type to have the same interpretation of Place Type boundaries that can be applied to Urban Corridor Place Types. As such, a Specific Policy is recommended to allow for the properties to the rear of the Main Street Place Type properties on Hamilton Road to be developed with the properties fronting Hamilton Road. This is recommended based on the unique relationship of these properties to the Hamilton Road Corridor, and the provisions that require the BDC Zone to only be realized if the lot is joined with a property fronting Hamilton Road protects the stability of the surrounding Neighbourhood.

3.4 Issue and Consideration # 4: Supporting intensification

Existing Provisions:

While the existing zoning permissions along the Hamilton Road Corridor are varied, most properties are in the Arterial Commercial Zone, and would allow heights up to 10 metres (2 or 3 storeys), with certain locations allowing heights up to 12 metres (3 or 4 storeys).

Recommended Changes:

The recommended Zoning By-law Amendment would increase the permitted height for all properties along the Hamilton Road Corridor to 13 metres. Allowing a height of 13 metres along the Hamilton Road Corridor would allow for the development of 4 storey buildings as-of-right along the entire Hamilton Road Corridor. A height permission of 13 meters would allow for a 4 storey building to be constructed with a ground floor that has enough height to accommodate commercial uses. Commercial uses generally require more height than residential uses. This recommended height allowance would make it easier for people to use their properties along the Hamilton Road Corridor, and would encourage the construction of additional residential units along the corridor.

A 3 metre setback above the 3rd storey is recommended for any new 4 storey building to help ensure new development fits with the existing context and to develop a consistent streetwall height along Hamilton Road.

Certain sites may be able to accommodate additional intensification beyond 4 storeys. This report does not recommend allowing as-of-right heights beyond 4 storeys, as this additional intensification would benefit from an additional review on a site-by-site basis to assess compatibility and fit with the surrounding context. Requiring proposals to develop buildings taller than 4 storeys to go through Zoning By-law Amendment applications also allows an opportunity for the community to provide feedback in the review of these proposals for higher levels of intensification.

Provincial Policy Statement, 2014

The PPS encourages intensification and redevelopment, where it can be accommodated. This helps to make efficient use of land and resources (Policy 1.1.3). The Hamilton Road Corridor presents a desirable location for intensification, as such the recommended Zoning By-law Amendment provisions that would allow for the development for 4-storey buildings as-of-right helps to implement this objective.

1989 Official Plan

The Main Street Commercial Corridor designation generally allows heights that are compatible with the surrounding land uses (Policy 4.4.1.7). The existing context along Hamilton Road is generally low-rise, as such heights up to 4 storeys are compatible with this context.

The Specific Area Policy that is recommended for properties that are not in the Main Street Place Type would allow for the development of buildings up to 4 storeys in height.

The London Plan

The range of permitted heights in The London Plan for the Urban Corridor Place Type is 2 to 6 storeys, with up to 8 storeys permitted through bonusing. In the Main Street Place Type, the range of permitted heights is 2 to 4 storeys, with up to 6 storeys permitted through bonusing. The recommended height of 4 storeys conforms to this range of permitted heights for both the Urban Corridor Place Type and the Main Street Place Type. Taller buildings may also be appropriate, however would require a site specific Zoning By-law Amendment to ensure fit with the surrounding context.

4.0 Other Reviews Underway

The recommended Official Plan and Zoning By-law Amendments resulting from the Hamilton Road Corridor Planning Study, help to implement several of the directions in the CIP. There are also other parallel initiatives that are occurring that are intended to make it easier for property owners to use their properties along the Hamilton Road Corridor, and add additional clarity about the existing context.

4.1 Archaeology

Much of the Hamilton Road CIP Area, generally bounded by Adelaide Street, the Thames River, Highbury Avenue, and the CN Rail line, and extending west along Hamilton Road to Bathurst Street, has been identified as having archaeological potential by the *Archaeological Management Plan* (2017). If a property is identified as having archaeological potential, archaeological assessments are a required submission material for any planning or development applications.

A consultant archaeologist, ASI, has been hired and is currently undertaking a Stage 1 Archaeological Assessment in the Hamilton Road CIP Area. This archaeological assessment is scheduled to be completed in Spring, 2020. Completing a Stage 1 Archaeological Assessment will provide a more detailed overview of where archaeological resources may be located in the area, and will identify which properties will require further archaeological assessment (e.g. Stage 2) as part of any future planning or development application, and which properties will not require these studies. This is in an effort to focus the requirement for further archaeological assessment in areas which demonstrate high potential for the recovery of archaeological resources.

4.2 Cultural Heritage Assessment Report

At its meeting of August 28, 2019, Municipal Council adopted "Heritage Places 2.0: A Description of Potential Heritage Conservation Districts in the City of London" as a guideline document which identifies potential heritage conservation districts. The Hamilton Road area, generally bounded by Adelaide Street North, the CN railway tracks, Highbury Avenue North, and the Thames River, has been identified as a potential Heritage Conservation District. Evaluation of the Hamilton Road area as a potential Heritage Conservation District is outside of the scope of the Hamilton Road Corridor Planning Study.

A heritage consultant, ASI, has been hired to undertake a Cultural Heritage Assessment Report (CHAR) of the Hamilton Road Corridor to identify recognized (e.g. heritage listed and designated properties) and potential cultural heritage resources in the area. This Cultural Heritage Assessment Report is scheduled to be completed in Spring, 2020.

4.3 Review of the Hamilton Road Required Road Allowance

One of the directions from the Hamilton Road CIP was to reduce how far buildings need to be setback from property lines, in order to help facilitate development along the Hamilton Road Corridor, particularly from Rectory Street to Egerton Street. The existing Arterial Commercial zoning that applies to most of the properties along the Hamilton Road Corridor has very limited front yard setback requirements, with most of the Arterial

Commercial Zone variations having a minimum front yard setback of 0 metres. This would continue to be the minimum required front yard setback with the proposed BDC Zone. As such, there is limited opportunity to reduce the required front yard setbacks to make it easier for landowners to develop their properties, as it is already 0 metres in most cases.

When property owners redevelop properties they are often required to dedicate land to the municipality for future road allowances. The future road allowance requirements for the Hamilton Road Corridor that are outlined in The London Plan, the 1989 Official Plan, and the Zoning By-law are being reviewed to see if reductions can be made to the current dedication requirements which could make it easier for property owners to use their properties on Hamilton Road by requiring less land be dedicated for future road allowance purposes.

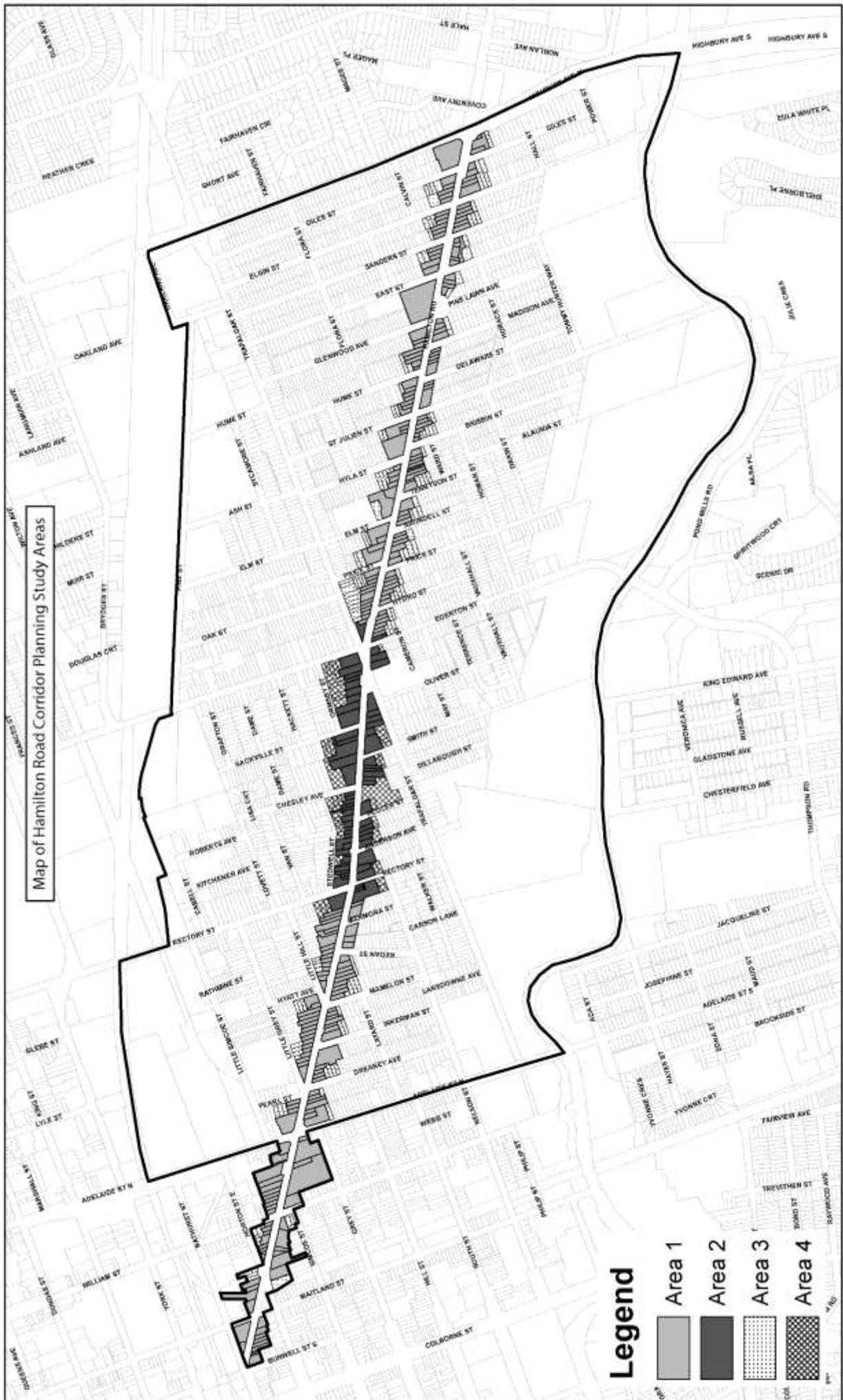
5.0 Conclusion

The recommended amendments to The London Plan, the 1989 Official Plan, and the Zoning By-law, are intended to implement many of the actions of the Hamilton Road Area CIP to encourage the continued revitalization of the Hamilton Road Corridor. These recommended amendments are consistent with the PPS, and, with the recommended Official Plan Amendments, would conform to the 1989 Official Plan and The London Plan. The recommended amendments would allow for a reduction in required parking, an expanded range of permitted uses, an increase in permitted height, and would make it easier to consolidate properties. The recommended amendments also include special provisions to ensure new development fits with the surrounding context and to encourage the continued development of the portion of Hamilton Road from Rectory Street to Egerton Street as a commercial main street. These actions collectively would make it easier for property owners along the Hamilton Road Corridor to use vacant properties and would encourage intensification and the continued revitalization of the Hamilton Road Corridor.

Prepared by:	Michelle Knieriem, MCIP, RPP Planner II, City Planning
Submitted by:	Britt O'Hagan, MCIP, RPP Manager, City Building and Design
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

December 16, 2019

Appendix A – Study Area Map



Appendix B – Amendment to the 1989 Official Plan

Bill No. (number to be inserted by Clerk's Office)
(2020)

By-law No. C.P.-1284-

A by-law to amend the Official Plan for the City of London, 1989 relating to an area of land located along the Hamilton Road Corridor, and lands north and south of the Hamilton Road Corridor.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add a policy to Chapter 10 of the Official Plan for the City of London to allow select properties in the Low Density Residential, Neighbourhood Commercial Node, and Light Industrial designations to be developed for uses permitted in the Main Street Commercial Corridor designation, provided the development fronts Hamilton Road.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1-31, 60-76, 181-201, 218-282, 330-342, 608-642, 722, 798-940, 809-945 Hamilton Road, 10 Elm Street, 580 Grey Street, 453 Bathurst Street, 245, 265 Maitland Street, 152 Pine Lawn Avenue, 123 East Street, 162 Adelaide Street North, 150-156, 165 Dreaney Avenue, 689-695 Little Grey Street, 1-5 Pearl Street, 126-128 Inkerman Street, 128-138, 149 Mamelon Street, 11-15 Hyatt Avenue, 747-753 Little Hill Street, 31 Redan Street, 184-190 Egerton Street, 54-60, 63-65 Hydro Street, 1023-1057 Trafalgar Street, 130-138, 145, 167-173, 164-174 Price Street, 134-142, 145 Arundell Street, 19-21 Elm Street, 44-50, 53 Tennyson Street, 15-23 Hyla Street, 158-166, 167 Brisbin Street, 157-159, 180-182, 191-193 St. Julien Street, 6-8, 15 Hume Street, 156 Madison Avenue, 150, 151 Pine Lawn Avenue, 110, 119 East Street, 108-112, 117, 140, 157-159 Sanders Street, 78-82, 95, 136, 139-143 Elgin Street, 92, 101-109, 129-137 Giles Street, 111-113, 90-92 Rectory Street, 845-871 Stedwell Street, 73-81 Chesley Avenue, 86 Anderson Avenue, 22, 36, 37 Pegler Street, 119-121 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, and 217-227 Egerton Street in the City of London.

C. BASIS OF THE AMENDMENT

This recommended amendment is consistent with the Provincial Policy Statement, 2014. This amendment will facilitate the continued revitalization of the Hamilton Road Corridor so that properties to the rear of properties fronting Hamilton Road can be developed with properties fronting Hamilton Road if these lots are consolidated. It also allows flexibility for properties fronting Hamilton Road in the Low Density Residential designation the ability to be used for commercial purposes, as over time this area has developed as a primarily commercial corridor.

D. THE AMENDMENT

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

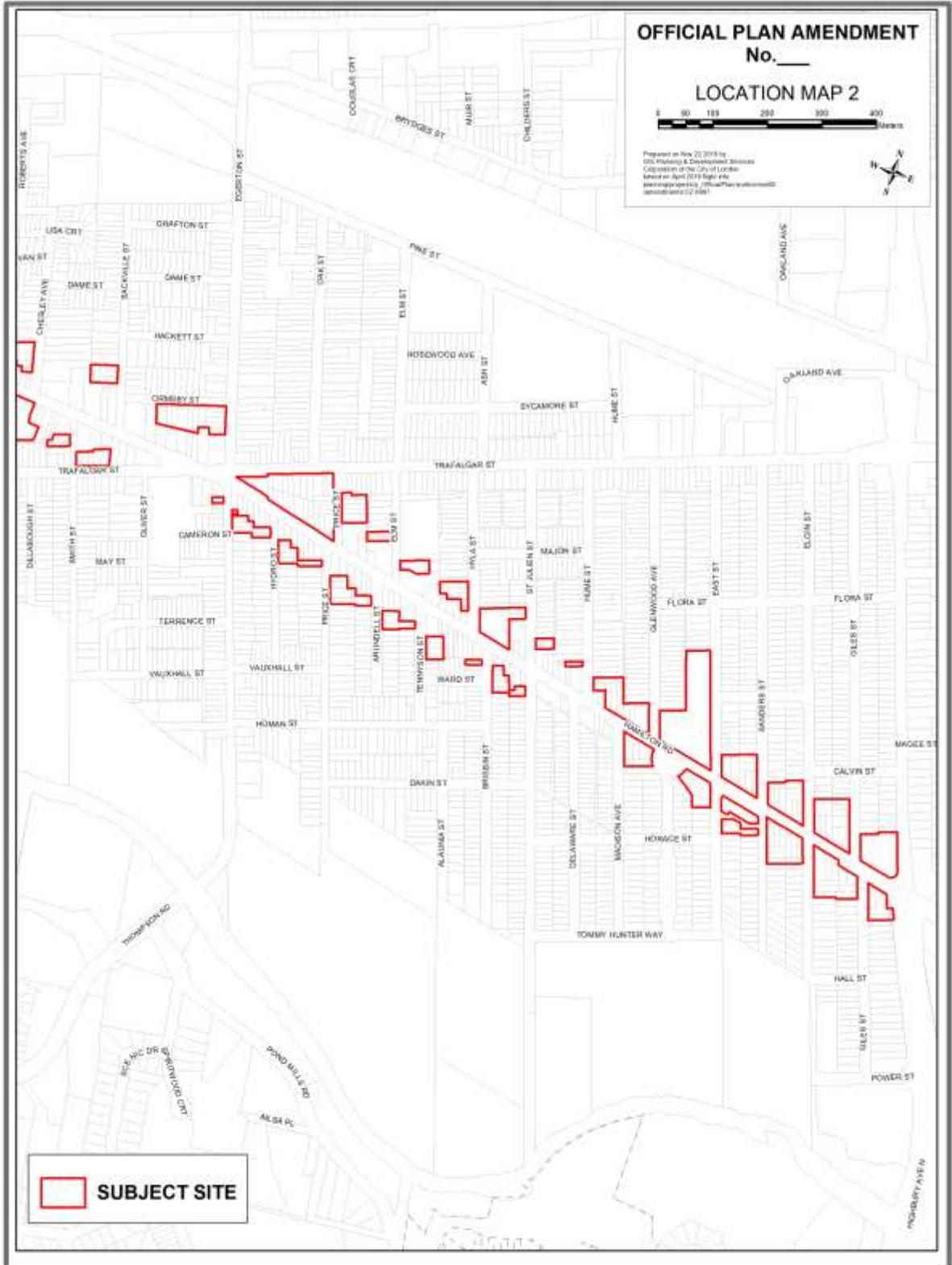
1. Section 10.1.3 cxxv) of the Official Plan for the City of London is amended by adding the following:

1-31, 60-76, 181-201, 218-282, 330-342, 608-642, 722, 798-940, 809-945 Hamilton Road, 10 Elm Street, 580 Grey Street, 453 Bathurst Street, 245, 265 Maitland Street, 152 Pine Lawn Avenue, 123 East Street, 162 Adelaide Street North, 150-156, 165 Dreaney Avenue, 689-695 Little Grey Street, 1-5 Pearl Street, 126-128 Inkerman Street, 128-138,

149 Mamelon Street, 11-15 Hyatt Avenue, 747-753 Little Hill Street, 31 Redan Street, 184-190 Egerton Street, 54-60, 63-65 Hydro Street, 1023-1057 Trafalgar Street, 130-138, 145, 167-173, 164-174 Price Street, 134-142, 145 Arundell Street, 19-21 Elm Street, 44-50, 53 Tennyson Street, 15-23 Hyla Street, 158-166, 167 Brisbin Street, 157-159, 180-182, 191-193 St. Julien Street, 6-8, 15 Hume Street, 156 Madison Avenue, 150, 151 Pine Lawn Avenue, 110, 119 East Street, 108-112, 117, 140, 157-159 Sanders Street, 78-82, 95, 136, 139-143 Elgin Street, 92, 101-109, 129-137 Giles Street, 111-113, 90-92 Rectory Street, 845-871 Stedwell Street, 73-81 Chesley Avenue, 86 Anderson Avenue, 22, 36, 37 Pegler Street, 119-121 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, and 217-227 Egerton Street

In the Low Density Residential, Neighbourhood Commercial Node, and Light Industrial designations on the lands known municipally as 1-31, 60-76, 181-201, 218-282, 330-342, 608-642, 722, 798-940, 809-945 Hamilton Road, 10 Elm Street, 580 Grey Street, 453 Bathurst Street, 245, 265 Maitland Street, 152 Pine Lawn Avenue, 123 East Street, 162 Adelaide Street North, 150-156, 165 Dreaney Avenue, 689-695 Little Grey Street, 1-5 Pearl Street, 126-128 Inkerman Street, 128-138, 149 Mamelon Street, 11-15 Hyatt Avenue, 747-753 Little Hill Street, 31 Redan Street, 184-190 Egerton Street, 54-60, 63-65 Hydro Street, 1023-1057 Trafalgar Street, 130-138, 145, 167-173, 164-174 Price Street, 134-142, 145 Arundell Street, 19-21 Elm Street, 44-50, 53 Tennyson Street, 15-23 Hyla Street, 158-166, 167 Brisbin Street, 157-159, 180-182, 191-193 St. Julien Street, 6-8, 15 Hume Street, 156 Madison Avenue, 150, 151 Pine Lawn Avenue, 110, 119 East Street, 108-112, 117, 140, 157-159 Sanders Street, 78-82, 95, 136, 139-143 Elgin Street, 92, 101-109, 129-137 Giles Street, 111-113, 90-92 Rectory Street, 845-871 Stedwell Street, 73-81 Chesley Avenue, 86 Anderson Avenue, 22, 36, 37 Pegler Street, 119-121 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, and 217-227 Egerton Street, the uses, intensity and form permitted in the Main Street Commercial Corridor designation may be permitted if the property is combined with a property fronting Hamilton Road.





Appendix C – Amendment to The London Plan

Bill No. (number to be inserted by Clerk's Office)
2020

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

A by-law to amend The London Plan for the City of London, 2016 relating to land located along Hamilton Road, and lands north and south of the Hamilton Road .

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on XXXX.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add new policies to the Specific Policies for the Neighbourhoods Place Type and adding the subject lands to Map 7 – Specific Policy Areas – of The London Plan.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 60, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, 217-227 Egerton Street in the City of London.

C. BASIS OF THE AMENDMENT

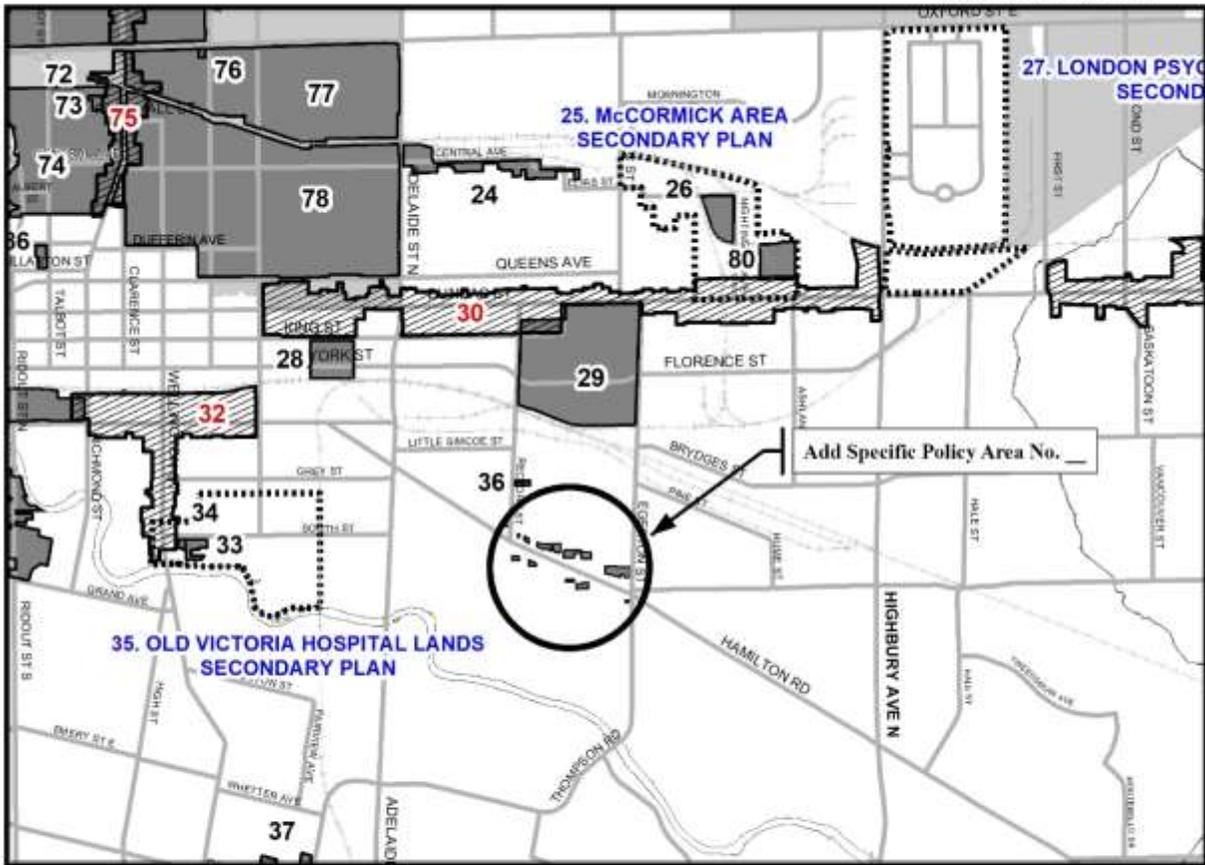
This recommended amendment is consistent with the Provincial Policy Statement, 2014. This amendment will facilitate the continued revitalization of the Hamilton Road Corridor so that properties generally north and south of properties fronting Hamilton Road can be developed with properties fronting Hamilton Road that are designated in the Main Street Place Type if these lots are consolidated.

D. THE AMENDMENT

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

1. () In the Neighbourhoods Place Type located at 90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 60, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, 217-227 Egerton Street, the uses, intensity and form permitted in the Main Street Place Type may be permitted if the property is combined with a property fronting Hamilton Road.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy for the lands located to the north and south of Hamilton Road in the City of London, as identified in “Schedule 1” attached hereto.

AMENDMENT NO: _____



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

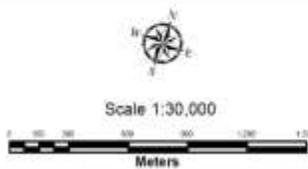
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE #
 TO
 THE LONDON PLAN**
 AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: OZ-8997
PLANNER: MK
TECHNICIAN: MB
DATE: 12/10/2019

Appendix D – Amendments to Zoning By-law Z-1

Area 1 in Appendix “A”

Bill No.(number to be inserted by Clerk’s Office)
2020

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located along the
Hamilton Road Corridor.

WHEREAS The Corporation of the City of London applied to rezone an area of land located along the Hamilton Road Corridor, as shown on the maps attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk’s Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1-399, 60-384, 603-945, 610-940 Hamilton Road, 453 Bathurst Street, 245, 265 Maitland Street, 495 Horton Street, 580 Grey Street, 170 Adelaide Street North, 10 Elm Street, 152 Pine Lawn Avenue, and 123 East Street, as shown on the attached maps, comprising part of Key Map Nos. A107 and A108, from the existing zoning (various) to a Business District Commercial Special Provision Zone (BDC()H13).
- 2) Section Number 25.2 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:
 -) BDC()H13
 - a) Permitted Uses
 - i) Any uses permitted in the BDC1 or BDC2 zone variations.
 - b) Regulations
 - i) An additional 3 metres of front yard and exterior side yard setback are required for all portions of the building above 3 storeys.
 - ii) Building Entrances A building entrance will be located on Hamilton Road.
 - iii) The lot line abutting Hamilton Road shall be interpreted as the front lot line.
 - iv) Notwithstanding ii) and iii), for the property at 495 Horton Street:
 - a. A building entrance will be located on Horton Street, and a building entrance will not be required on Hamilton Road.
 - b. The lot line abutting Horton Street shall be interpreted as the front lot line.

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 January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

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



Zoning as of November 29, 2019

File Number: OZ-8997 Map 1
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

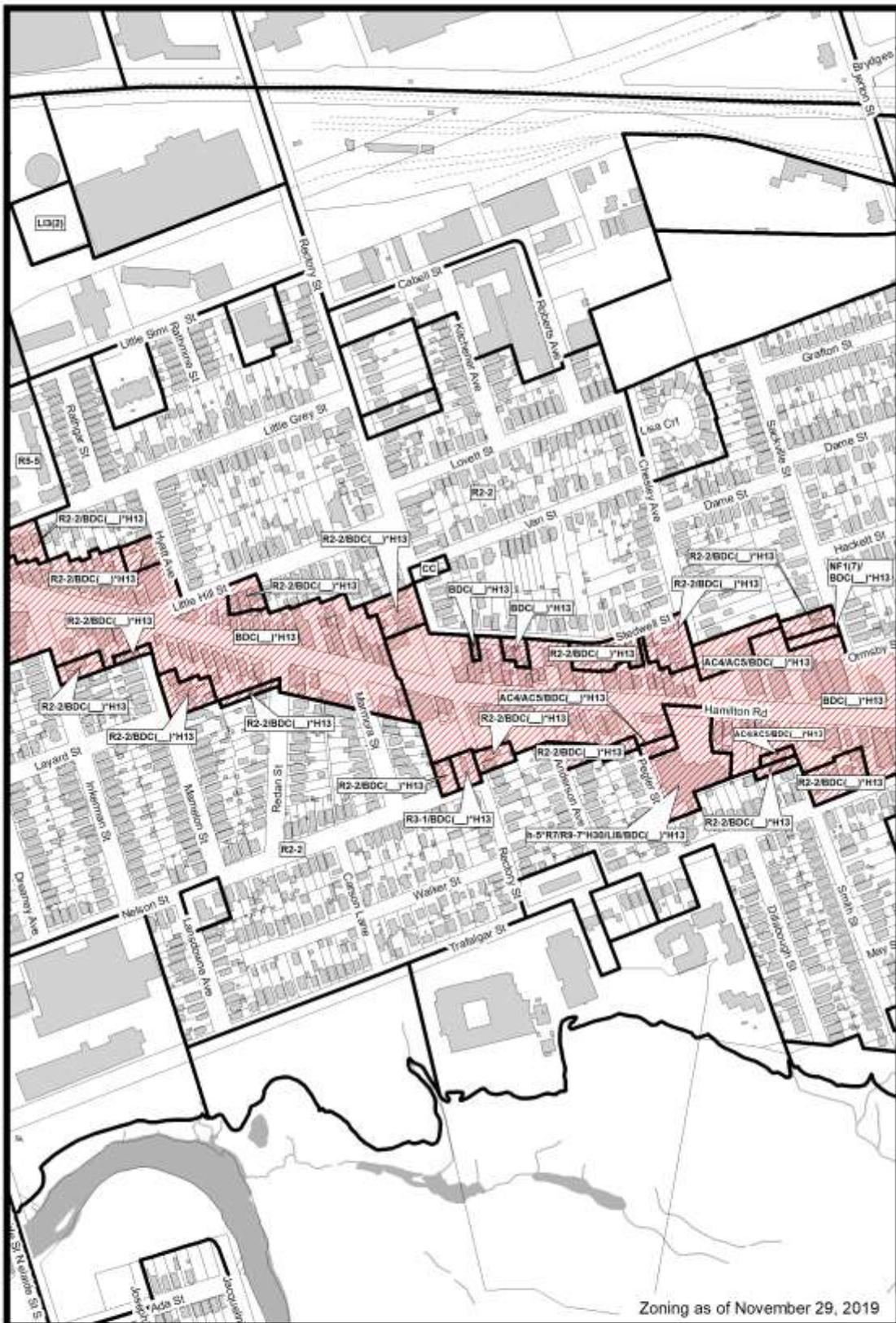
SUBJECT SITE 

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



Zoning as of November 29, 2019

File Number: OZ-8997 Map 2
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

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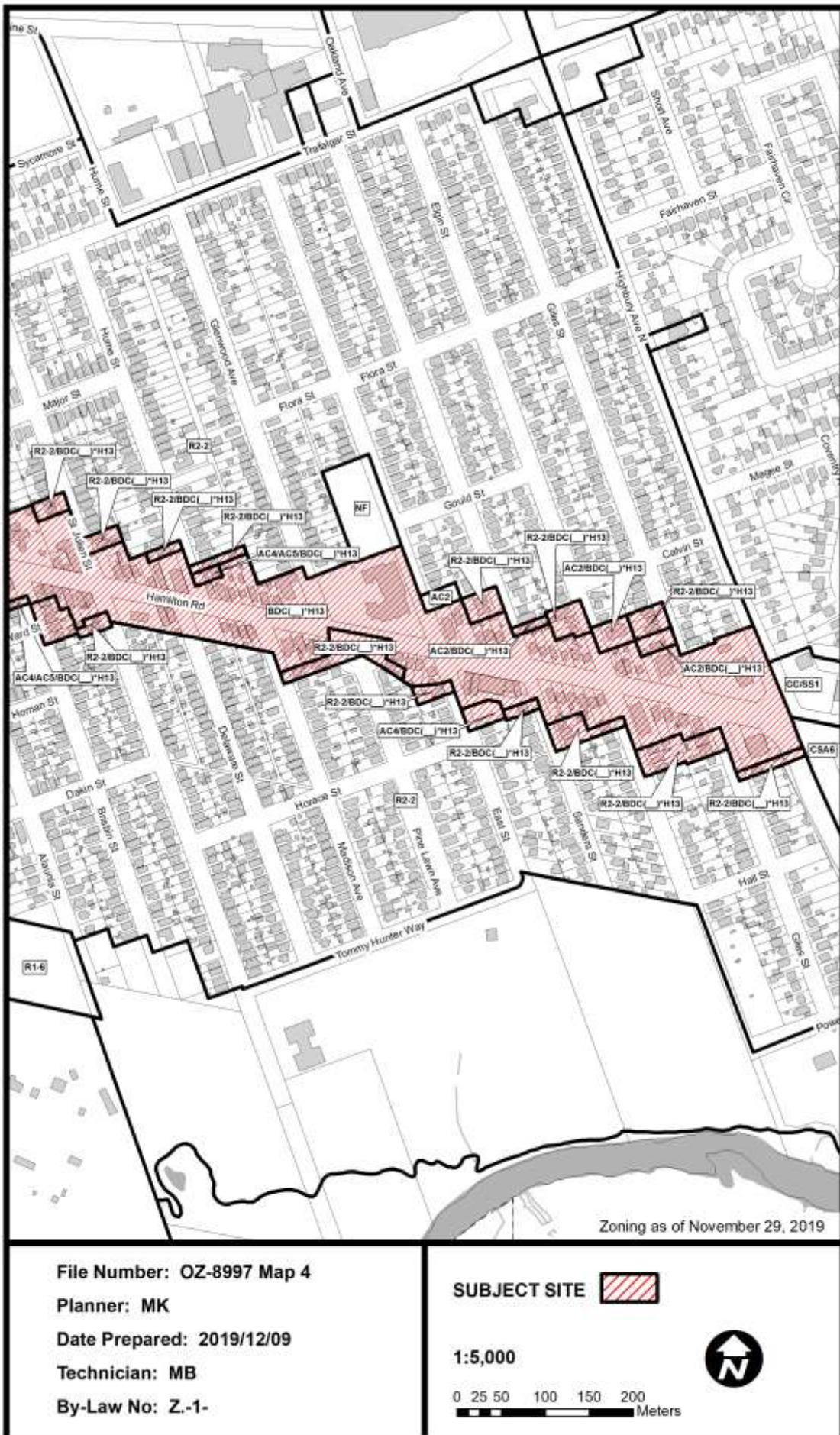


AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



<p>File Number: OZ-8997 Map 3 Planner: MK Date Prepared: 2019/12/09 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> 
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AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-8997 Map 4
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

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0 25 50 100 150 200 Meters



Area 2 in Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located along the Hamilton Road Corridor.

WHEREAS The Corporation of the City of London applied to rezone an area of land located along the Hamilton Road Corridor, as shown on the maps attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 407-601, 414-608 Hamilton Road, 109 Rectory Street, and 209 Egerton Street, as shown on the maps attached to this by-law, comprising part of Key Map No. A108, from the existing zoning (various) to a Business District Commercial Special Provision Zone (BDC()H13).
- 2) Section Number 25.2 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:
 -) BDC()H13
- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 407-601, 414-608 Hamilton Road, 109 Rectory Street, and 209 Egerton Street, as shown on the attached maps, comprising part of Key Map No. A108, from the existing zoning (various) to a Business District Commercial Special Provision Zone (BDC()H13).
- 2) Section Number 25.2 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:
 -) BDC()H13
 - a) Permitted Uses
 - i) Any uses permitted in the BDC1 or BDC2 zone variations
 - b) Location of Permitted Uses
 - i) Dwelling units, emergency care establishments, lodging house class 2 units, and accessory dwelling units may only be permitted on the rear portion of the ground floor or on the second floor or above
 - c) Regulations
 - i) An additional 3 metres of front yard and exterior side yard setback are required for all portions of the building above 3 storeys.
 - ii) Building Entrances A building entrance will be located on Hamilton Road.
 - iii) The lot line abutting Hamilton Road shall be interpreted

as the front lot line.

- iv) A minimum of 60% of the Hamilton Road building facade on the first storey of new buildings shall include façade openings.
- v) Notwithstanding ii), iii) and iv), for the property at 209 Egerton Street:
 - a. A building entrance will be located on Trafalgar Street, and a building entrance will not be required on Hamilton Road.
 - b. The lot line abutting Trafalgar Street shall be interpreted as the front lot line.
 - c. A minimum of 60% of the Trafalgar Street building façade on the first storey of new buildings shall include façade openings.

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.

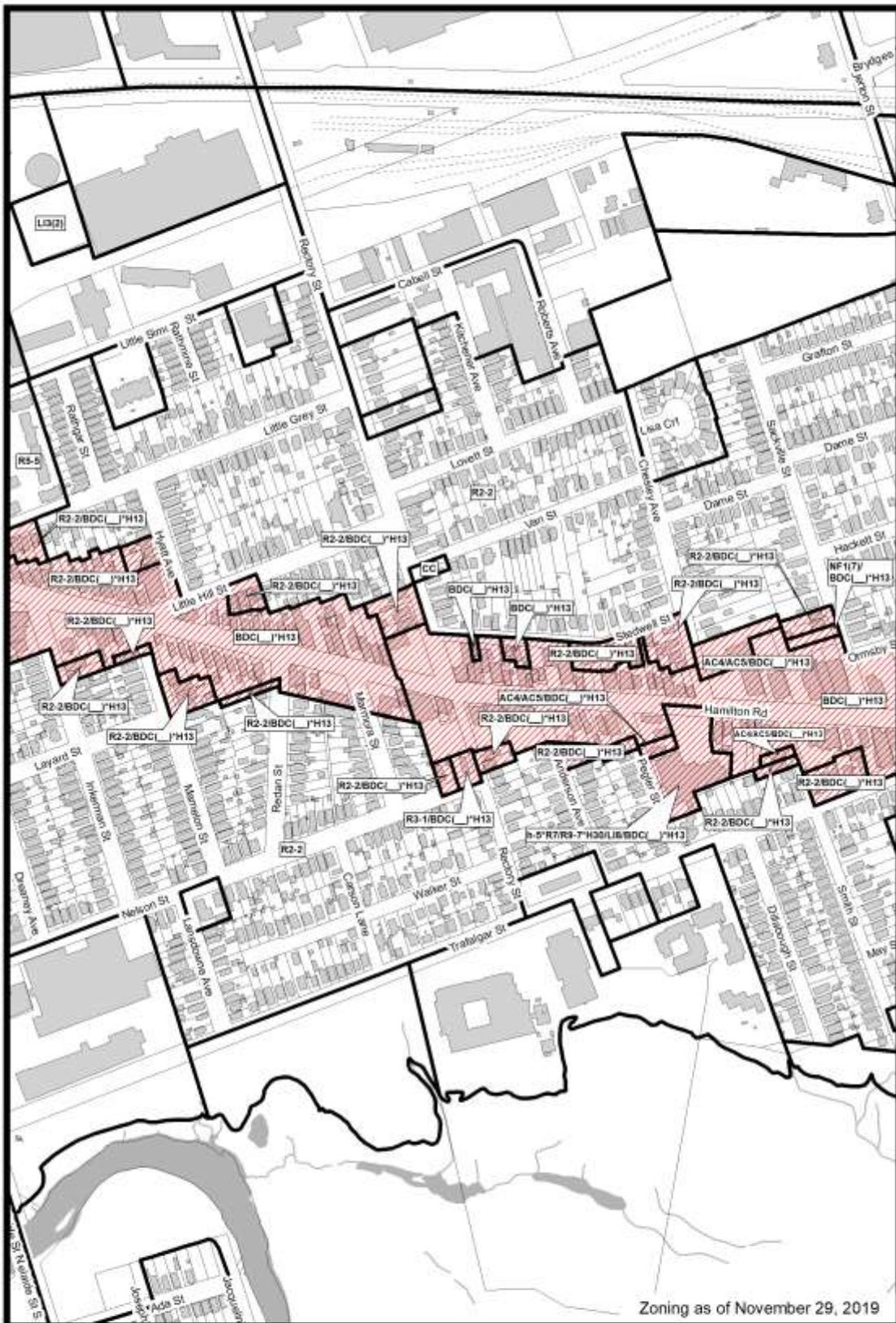
PASSED in Open Council on January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

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



File Number: OZ-8997 Map 2
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

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



<p>File Number: OZ-8997 Map 3 Planner: MK Date Prepared: 2019/12/09 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> 
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Area 3 in Appendix “A”

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located north and south of the Hamilton Road Corridor.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located to the north and south of the Hamilton Road Corridor, as shown on the maps attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1) Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 485 Horton Street, 162 Adelaide Street North, 150-156, 165 Dreaney Avenue, 689-695 Little Grey Street, 1-5 Pearl Street, 126-128 Inkerman Street, 128-138, 149 Mamelon Street, 11-15 Hyatt Avenue, 747-753 Little Hill Street, 31 Redan Street, 184-190 Egerton Street, 54-60, 63-65 Hydro Street, 1023-1057 Trafalgar Street, 130-138, 145, 167-173, 164-174 Price Street, 134-142, 145 Arundell Street, 19-21 Elm Street, 44-50, 53 Tennyson Street, 15-23 Hyla Street, 158-166, 167 Brisbin Street, 157-159, 180-182, 191-193 St. Julien Street, 6-8, 15 Hume Street, 156 Madison Avenue, 150, 151 Pine Lawn Avenue, 110, 119 East Street, 108-112, 117, 140, 157-159 Sanders Street, 78-82, 95, 136, 139-143 Elgin Street, 92, 101-109, and 129-137 Giles Street, as shown on the attached maps, comprising part of Key Map Nos. A107 and A108, from the existing Residential R2 (R2-2) Zone to a Business District Commercial Special Provision Zone (BDC()H13).

2) Section Number 25.2 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:

) BDC()H13

a) Permitted Uses

i) Any uses permitted in the BDC1 or BDC2 zone variations are permitted if the building fronts onto Hamilton Road.

b) Regulations

i) An additional 3 metres of front yard and exterior side yard setback are required for all portions of the building above 3 storeys.

ii) Building Entrances A building entrance will be located on Hamilton Road.

iii) The lot line abutting Hamilton Road shall be interpreted as the front lot line.

iv) A minimum of 1 metre depth of landscaped open space is required for all lot lines abutting a Residential Zone, with landscaped open space restricted to grass, flowers, shrubbery and other landscaping.

v) Notwithstanding a) i), and c) ii) and iii), for the property at 485 Horton Street:

- a. Any uses permitted in the BDC1 or BDC2 zone variations are permitted if the building fronts onto Horton Street.
- b. A building entrance will be located on Horton Street, and a building entrance will not be required on Hamilton Road.
- c. The lot line abutting Horton Street shall be interpreted as the front lot line.

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 January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

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



File Number: OZ-8997 Map 1
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

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0 25 50 100 150 200 Meters



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



File Number: OZ-8997 Map 2
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

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0 25 50 100 150 200 Meters



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



File Number: OZ-8997 Map 3
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

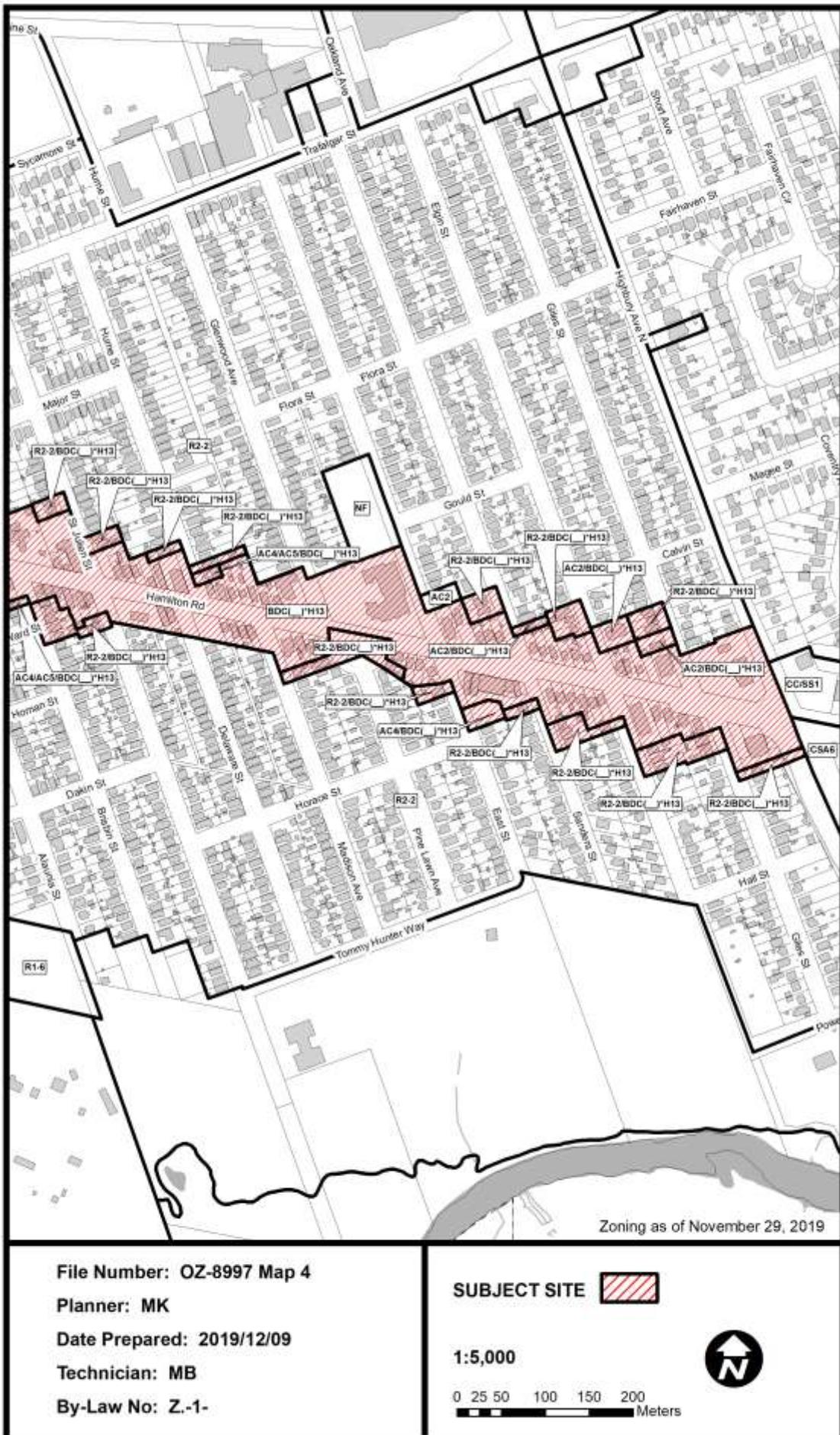
SUBJECT SITE 

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



Area 4 in Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located north and south of Hamilton Road.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located north and south of the Hamilton Road Corridor as shown on the maps attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 90-92, 111-113, Rectory Street, 821-871 Stedwell Street, 60, 73-81 Chesley Avenue, 86 Anderson Avenue, 22, 36, 37 Pegler Street, 119-121 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 197, 217-227 Egerton Street, as shown on the attached maps comprising part of Key Map No. A108, from the existing zoning (various) to add a Business District Commercial Special Provision (BDC()H13) Zone to the existing zoning.
- 2) Section Number 25.2 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:
 -) BDC()H13
 - a) Permitted Uses
 - i) Any uses permitted in the BDC1 or BDC2 zone variations are permitted if the building fronts onto Hamilton Road.
 - b) Location of Permitted Uses
 - i) Dwelling units, emergency care establishments, lodging house class 2 units, and accessory dwelling units may only be permitted on the rear portion of the ground floor or on the second floor or above.
 - c) Regulations
 - i) An additional 3 metres of front yard and exterior side yard setback are required for all portions of the building above 3 storeys.
 - ii) Building Entrances A building entrance will be located on Hamilton Road.
 - iii) The lot line abutting Hamilton Road shall be interpreted as the front lot line.
 - iv) A minimum of 60% of the Hamilton Road building facade on the first storey of new buildings shall include façade openings.

- v) A minimum of 1 metre depth of landscaped open space is required for all lot lines abutting a Residential Zone, with landscaped open space restricted to grass, flowers, shrubbery and other landscaping
- vi) Notwithstanding a) i), and c) ii), iii) and iv), for the properties at 197, 217-227 Egerton Street:
 - a. Any uses permitted in the BDC1 or BDC2 zone variations are permitted if the building fronts onto Trafalgar Street.
 - b. A building entrance will be located on Trafalgar Street, and a building entrance will not be required on Hamilton Road.
 - c. The lot line abutting Trafalgar Street shall be interpreted as the front lot line.
 - d. A minimum of 60% of the Trafalgar Street building façade on the first storey of new buildings shall include façade openings.

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.

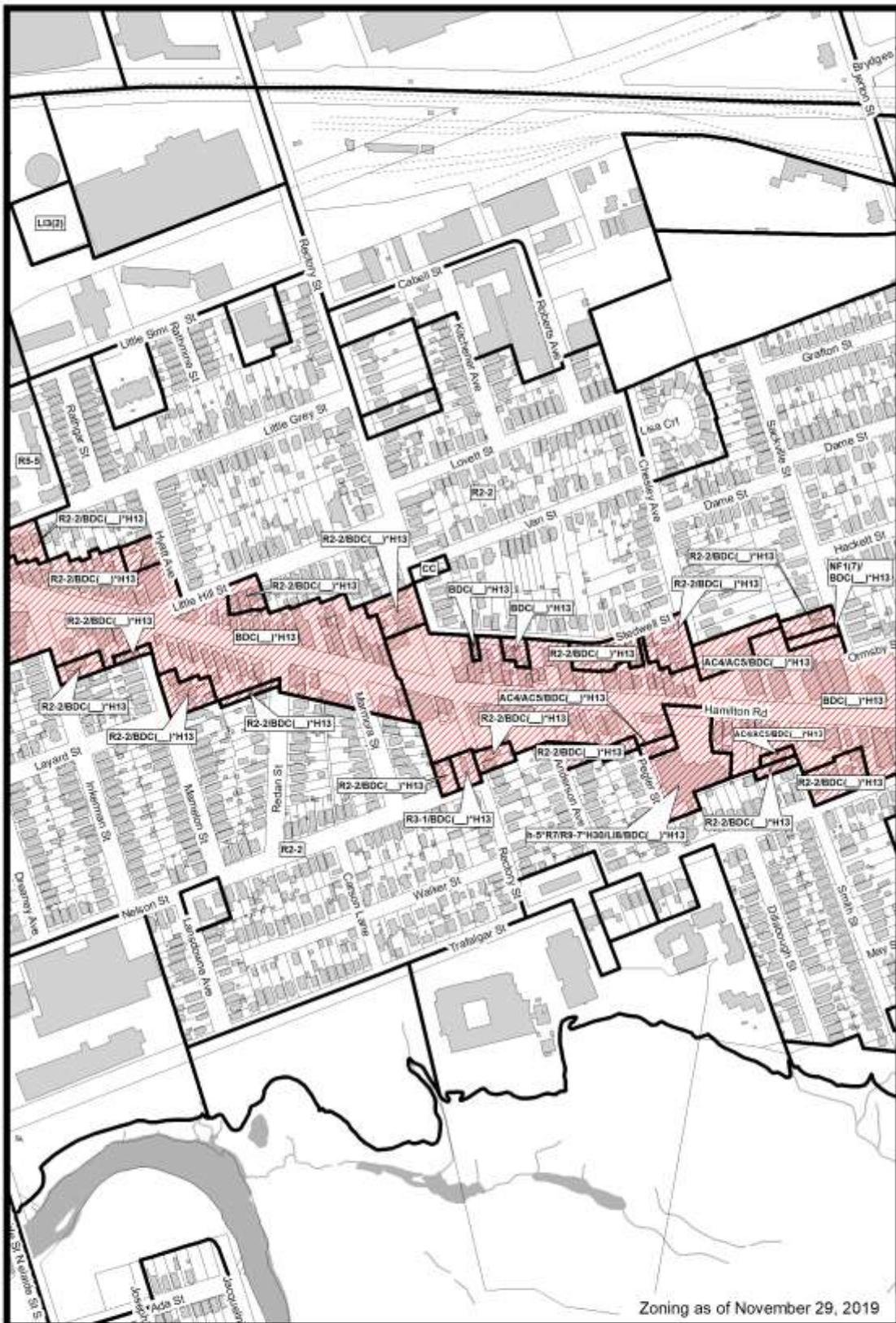
This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

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



File Number: OZ-8997 Map 2
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

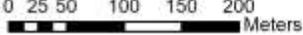
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0 25 50 100 150 200 Meters



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



<p>File Number: OZ-8997 Map 3 Planner: MK Date Prepared: 2019/12/09 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters </p> <p></p>
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Appendix E - Amendments to Zoning By-law Z-1

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land on Hamilton Road and north and south of Hamilton Road.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located north and south of Hamilton Road as shown on the maps attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "B" to By-law No. Z.-1 is amended by changing the Parking Standard for the area near Hamilton Road, as shown on the map attached to this by-law, to a Parking Standard Area 1.

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 January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

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



Parking Standard Areas of November 29, 2019

File Number: OZ-8997 Parking Standard Area Map 1
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



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



Parking Standard Areas of November 29, 2019

File Number: OZ-8997 Parking Standard Area Map 2
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



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



File Number: OZ-8997 Parking Standard Area Map 3

Planner: MK

Date Prepared: 2019/12/09

Technician: MB

By-Law No: Z.-1-

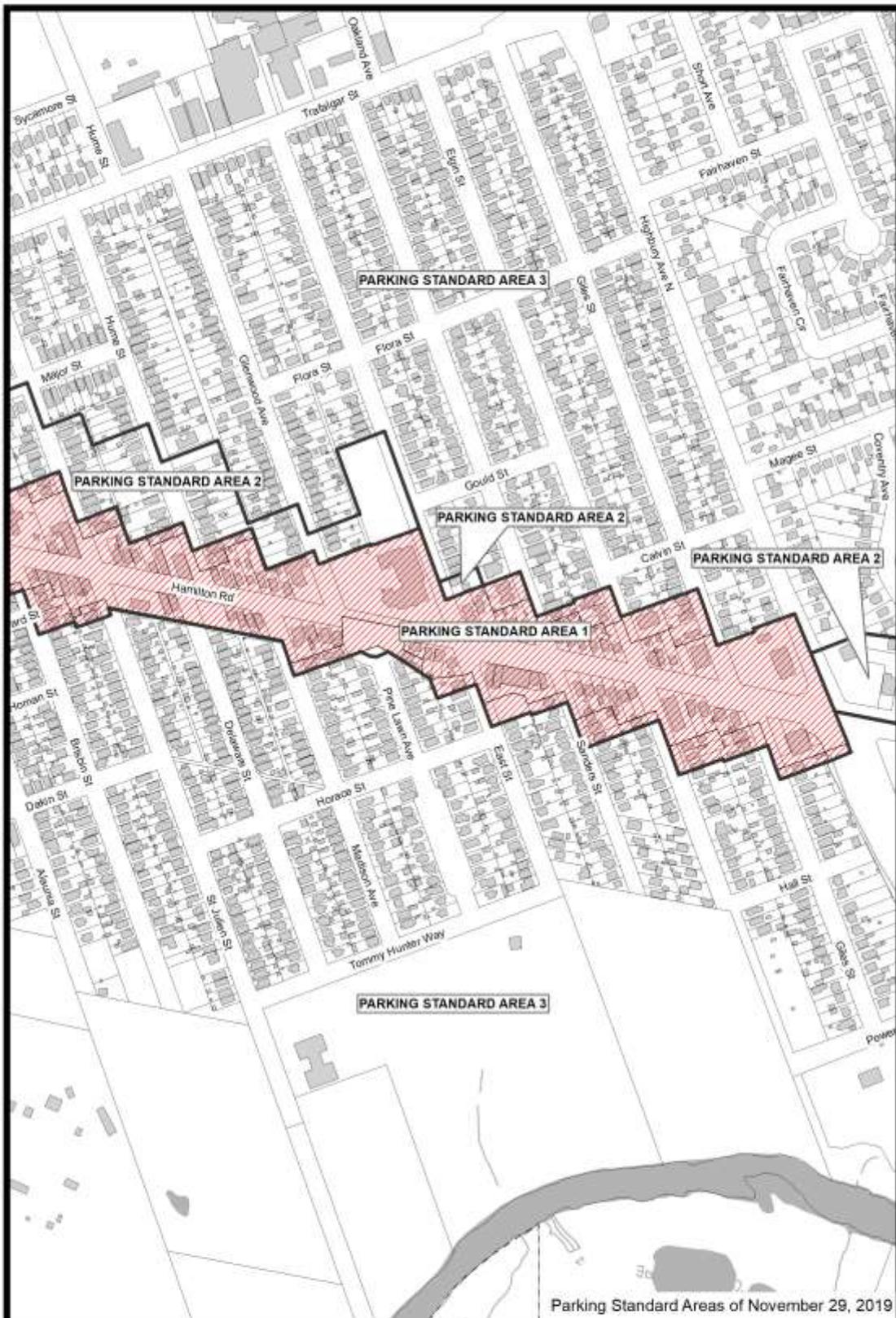
SUBJECT SITE 

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0 25 50 100 150 200 Meters



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



Parking Standard Areas of November 29, 2019

File Number: OZ-8997 Parking Standard Area Map 4
Planner: MK
Date Prepared: 2019/12/09
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



Appendix F - Amendments to Zoning By-law Z-1

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18 _____

A by-law to amend By-law No. Z.-1 to
amend Definitions to add a definition.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located north and south of Hamilton Road as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1) Section 2 to By-law No. Z.-1 is amended by adding the following definition:

“Façade Openings – means any window on a building façade which provides clear, unobstructed visibility to goods, exhibits, or the interior spaces of a building through the use of transparent glazing; or any public entrance on a building façade which provides clear access from the outside to the interior spaces of a building, but does not include entrances to any stairwell, boiler room, maintenance room, mechanical or electrical or utility room.”

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 January 14, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 14, 2020
Second Reading – January 14, 2020
Third Reading – January 14, 2020

Appendix G – Public Engagement

Community Engagement

Public liaison: On December 5, 2019 Notice of Application and Notice of Public Meeting was sent to over 3,300 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 5, 2019.

Two Community Information Meetings were also held prior to the issuance of the Notice of Application and Notice of Public Meeting. These meetings were held on May 1, 2019 and November 13, 2019. Notices for these Community Information Meetings were distributed using the Canada Post Neighbourhood Mail program, where they were distributed as flyers to all addresses in the identified area. Over 7,000 notices were distributed to residents in the Hamilton Road area for each meeting.

16 replies were received, and approximately 55 individuals identified themselves as interested parties through the Community Information Meetings and through the public liaison associated with the Notice of Application and Notice of Public Meeting.

Nature of Liaison: The purpose and effect of the proposed amendments to the 1989 Official Plan and The London Plan, and the proposed zone changes is to allow for an expanded range of uses, to require new development to front onto Hamilton Road, to make it easier to combine lots in certain locations to create larger parcels, to increase the maximum permitted height to 13 metres, and to require certain design features to ensure fit. Amendments are also proposed to Schedule “B” in Zoning By-law Z-1 to allow for reduced parking requirements. An amendment is also proposed to Section 2, Definitions, in Zoning By-law Z-1 to add a definition for “façade openings”.

The notice also included detailed descriptions of the possible amendments to the 1989 Official Plan, The London Plan, and the Zoning By-law Z-1 and identified the subject properties.

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

Concern for:

Traffic on Hamilton Road:

Individuals identified that there were concerns about the volume and speed of traffic on Hamilton Road.

Accessibility of parking on Hamilton Road:

While there was support for the proposed reduction in parking requirements, there were concerns identified that locations for public parking should be more identifiable and that the area could benefit from a municipal parking lot.

Desire to make it easier to use vacant properties:

Many people were supportive of the recommended amendments, as they believed it would make it easier to use vacant properties and help to revitalize the Hamilton Road Corridor.

Desire for allowing taller as-of-right heights:

Some individuals indicated a desire for the Zoning By-law amendment to allow as-of-right heights that were taller than 13 metres (4 storeys). Others identified that the recommended height permission was appropriate.

Preference for additional properties that are north and south of Hamilton Road to be included in the amendments:

In response to public feedback, certain properties were added to Areas 3 and 4, beyond what was presented at the November 13 Community Information Meeting.

Concern from property owners that they would be forced to sell their homes located to the rear of properties fronting Hamilton Road, so that these properties could be redeveloped with properties fronting Hamilton Road

Property owners will not be forced to sell their properties so that they can be redeveloped with properties fronting Hamilton Road.

Agency/Departmental Comments
Housing Development Corporation

**RE: HAMILTON ROAD CORRIDOR PLANNING STUDY
NOTICE OF PLANNING APPLICATION AND NOTICE OF PUBLIC MEETING**

Housing Development Corporation, London (HDC) has reviewed the City's Notice of Planning Application and Notice of Public Meeting (Notice) for the Hamilton Road Corridor Planning Study (the Study), and fully supports the City's strategic approach to advance development along the Hamilton Road Corridor, noting that:

- The purpose of the proposed Official Plan and Zoning By-law amendments is to implement recommendations of the Hamilton Road Community Improvement Plan (HR-CIP) to support local businesses and the development of a vibrant, healthy and mixed-use area; and,
- The proposed amendments pertain primarily to lands fronting the Hamilton Road Corridor.

In completing this review, HDC recognizes the potential to similarly advance parking, land-use, setbacks, building height, land assembly permissions, and other recommended actions of the HR-CIP, to strengthen the community and incent development beyond the Hamilton Road Corridor Study area to other strategic land opportunities located within HR-CIP area.

In response to the Notice, HDC requests that, within the context of the Study, City Planning review the City's Neighbourhood School Strategy; the Surplus School Site Evaluation and Acquisition Policy; the Closed School Sites Evaluation and Approach; the (anticipated) Affordable Housing Development Toolkit; and, the Housing Stability for All Plan to determine how the Study may also help to advance other areas of the HR-CIP; specifically, Section 6: Implementation, Item 6.9:

“Explore opportunities to construct purpose-built well-designed affordable housing projects that will contribute to the revitalization of the neighbourhood.”

Recognizing that HDC is identified in the HR-CIP to lead this initiative with Planning Services - Urban Design, and others, HDC would welcome the opportunity to advance this work with City Planning through this approach and with the support of the City's municipal housing champions table.

Sincerely,

Stephen Giustizia, CEO

c. John M. Fleming, Managing Director of Planning and City Planner Kimberly Wood, HDC Development Manager Brian Turcotte, HDC Development Manager

Upper Thames River Conservation Authority

**Re: File No. OZ-8997- Application to Amend the Official Plan and Zoning By-law
Applicant: The Corporation of the City of London**

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection

information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

PROPOSAL

The applicant is proposing Official Plan and Zoning By-law amendments within the Hamilton Road Corridor Planning Study area to allow for:

- Expanded range of uses;
- Reduction in parking requirements;
- Require new development to front on Hamilton Road;
- Make it easier to combine lots in certain locations to create larger parcels;
- Increase in maximum permitted height to 13 metres;
- Require certain design features for new development to ensure fit; and,
- The addition of definitions to the Zoning By-law is being considered to implement the above.

CONSERVATION AUTHORITIES ACT

As shown on the enclosed mapping, numerous properties within the Hamilton Road Corridor Planning Study area **are** regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

Properties within the Hamilton Road Corridor Planning Study area fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has no objections to this application. Should any development or site alteration be proposed within the regulated area as a result of this amendment, the owner will be required to obtain the necessary Section 28 permit from the UTRCA. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned at extension 430.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY
Stefanie Pratt
Land Use Planner

Appendix H – 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:

PPS

- 1.1 – Managing and directing land use to achieve efficient and resilient development and land use patterns
- 1.1.3 – Settlement Areas
- 1.4 – Housing
- 1.7 – Long Term Economic Prosperity
- 4.0 – Implementation and Interpretation

1989 Official Plan

- Chapter 3 – Residential Land Use Designations – 3.1, 3.1.1, 3.1.2, 3.2
- Chapter 4 – Commercial Land Use Designations – 4.2, 4.3.8, 4.4.1
- Chapter 7 – Industrial Land Use Designations - 7.1.3, 7.3
- Chapter 10 – Policies for Specific Areas – 10.1.1, 10.1.2

The London Plan

Our Strategy

- Policy 55 (in-force)
- Policy 57 (in-force)
- Policy 59 (in-force)
- Policy 61 (in-force)
- Policy 62 (in-force)

Our City

- Policy 79 (in-force)
- Policy 80 (in-force)
- Policy 84 (in-force)
- Policy 85 (in-force)
- Policy 90* (under appeal)
- Policy 91* (under appeal)
- Policy 92* (under appeal)
- Policy 131 (in-force)
- Policy 132 (in-force)
- Policy 133 (in-force)
- Policy 153 (in-force)
- Policy 154 (in-force)

City Building Policies

- Policy 193* (under appeal)
- Policy 197* (under appeal)
- Policy 252 (in-force)
- Policy 253 (in-force)
- Policy 256 (in-force)
- Policy 259* (under appeal)
- Policy 269 (in-force)
- Policy 270* (under appeal)
- Policy 271* (under appeal)
- Policy 272* (under appeal)
- Policy 278* (under appeal)
- Policy 284* (under appeal)
- Policy 285* (under appeal)
- Policy 286* (under appeal)
- Policy 291* (under appeal)

- Policy 506 (in-force)
- Policy 508 (in-force)

Place Type Policies

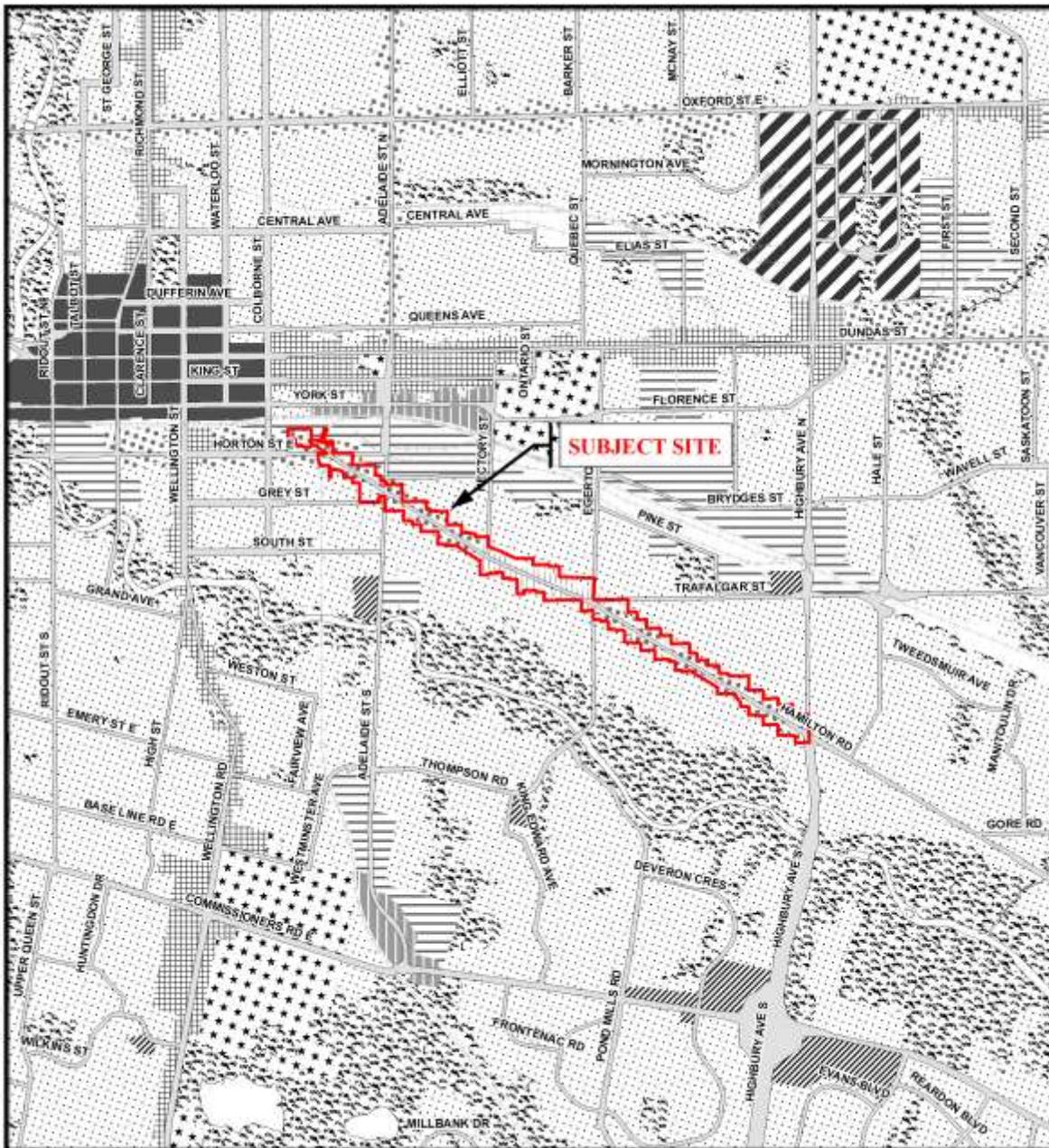
- Policy 826 (in-force)

Policy 828* (under appeal)
Policy 830* (under appeal)
Policy 832* (under appeal)
Policy 833* (under appeal)
Policy 834* (under appeal)
Policy 835 (in-force)
Policy 837* (under appeal)
Policy 839* (under appeal)
Policy 840* (under appeal)
Table 9* (under appeal)
Policy 841* (under appeal)
Policy 905 (in force)
Policy 906 (in force)
Policy 907 (in-force)
Policy 908 (in-force)
Policy 910 (in-force)
Policy 911 (in-force)
Policy 912 (in-force)
Policy 916 (in-force)
Policy 921* (under appeal)
Policy 922* (under appeal)
Policy 923 (in-force)
Policy 924 (in-force)
Policy 961* (under appeal)
Our Tools
Policy 1577* (under appeal)
Policy 1578* (under appeal)
Policy 1635 (in-force)
Policy 1636* (under appeal)
Policy 1729 (in-force)
Policy 1730 (in-force)
Policy 1731 (in-force)
Policy 1732 (in-force)
Policy 1733 (in-force)
Policy 1734 (in-force)

Note: Policies under appeal are identified in the report with an “*”

Appendix I – Relevant Background

Additional Maps



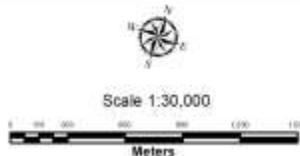
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |

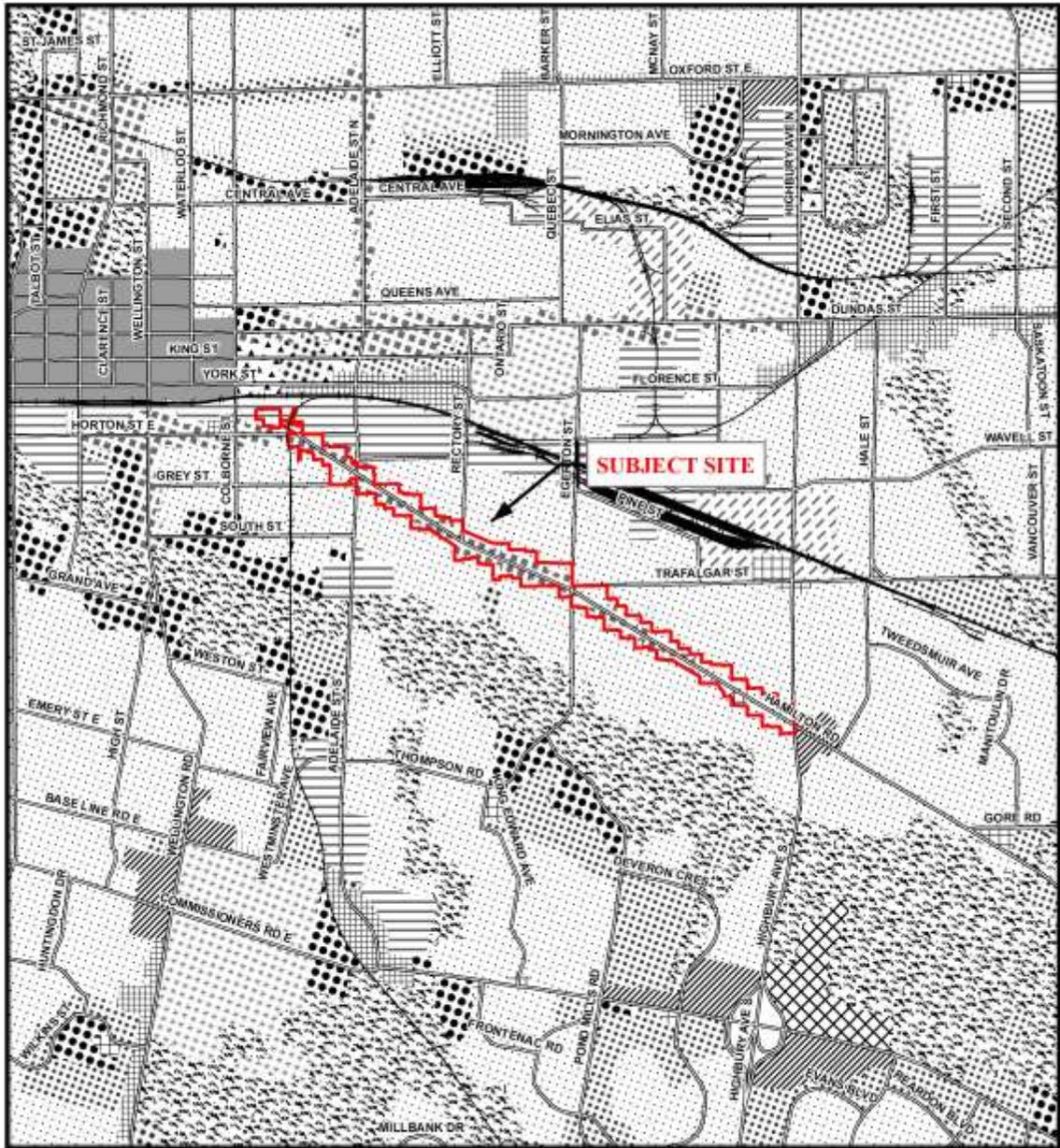
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

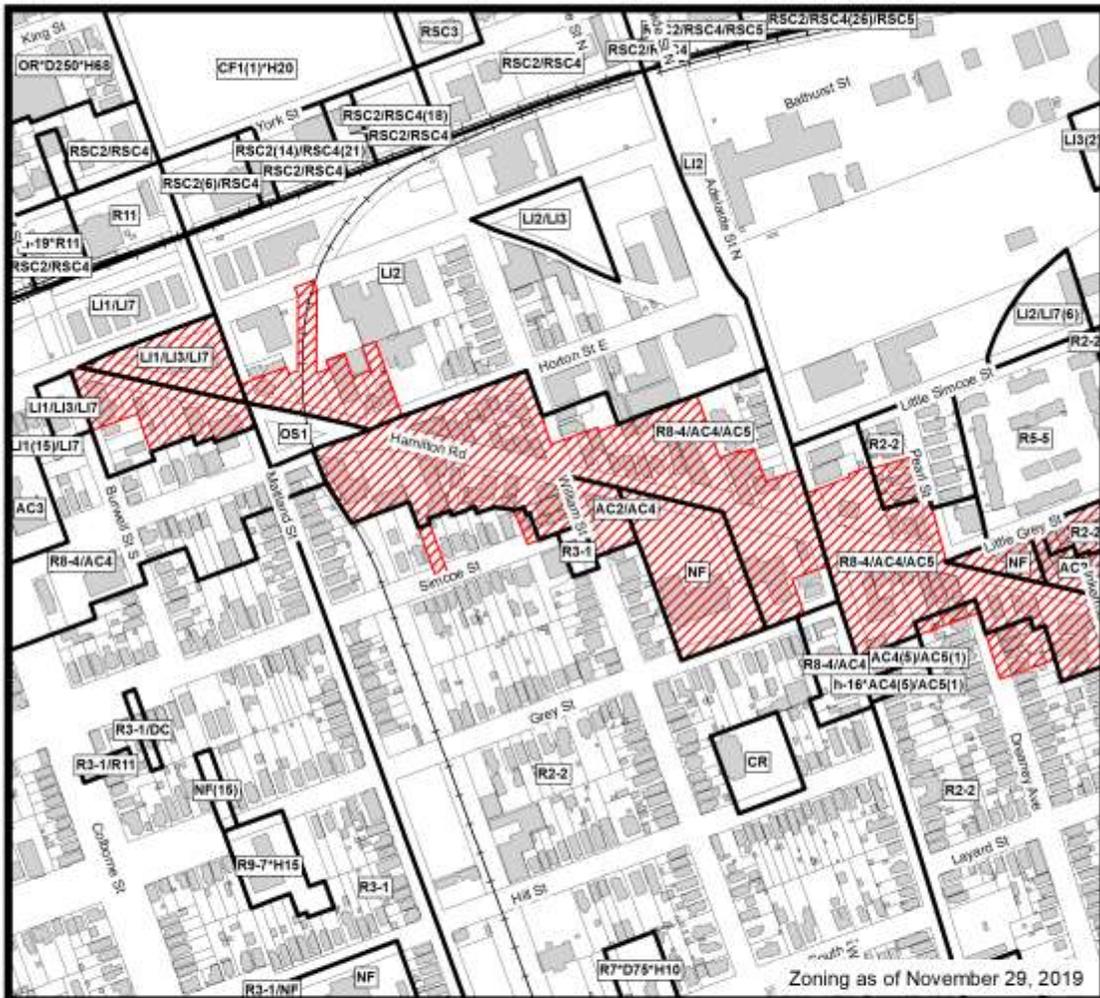


File Number: OZ-8997
Planner: MK
Technician: MB
Date: 2018/12/10



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 Planning Services / Development Services 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: OZ-8997</p>
		<p>PLANNER: MK</p>
		<p>TECHNICIAN: MB</p>
		<p>DATE: 2019/12/10</p>



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: Various - see map

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

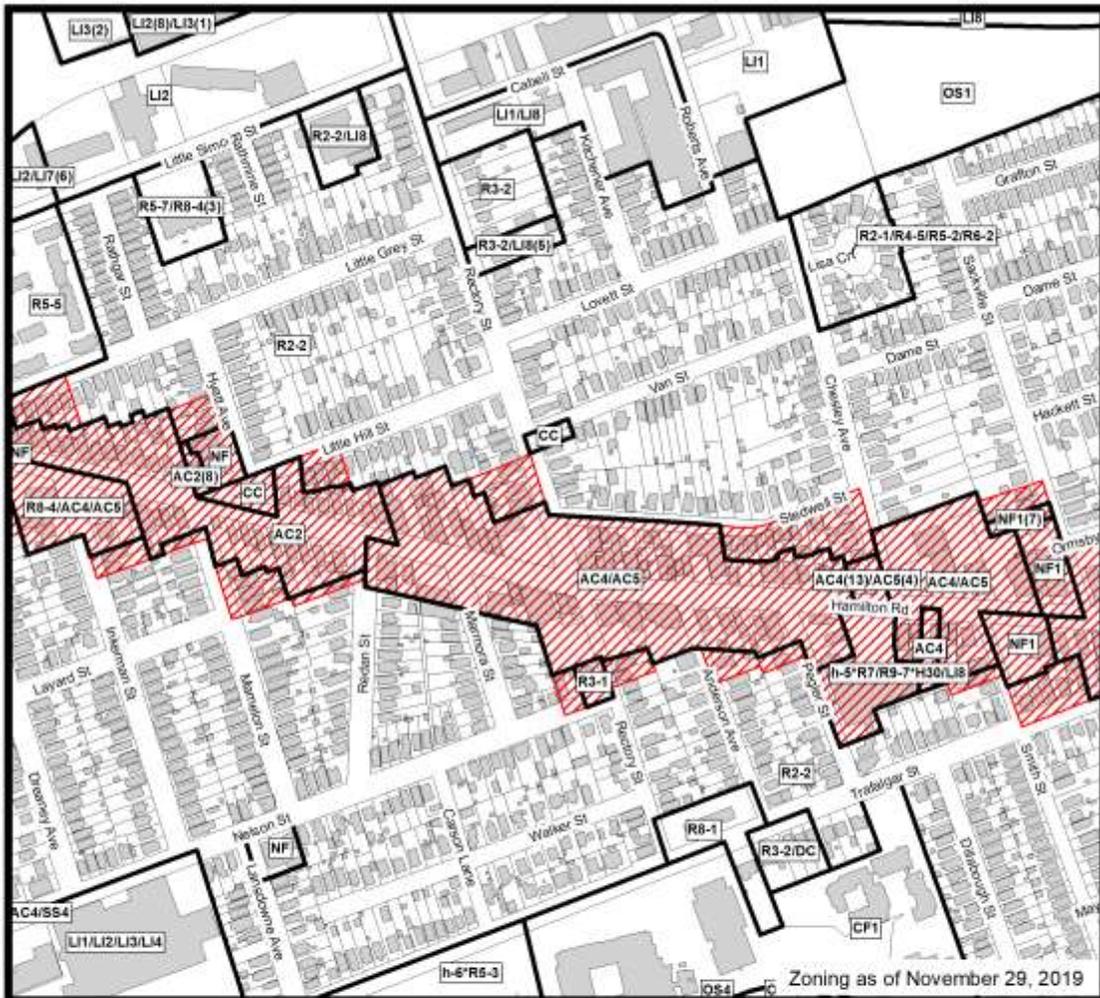


THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
 OZ-8997 MK

MAP PREPARED:
 2019/12/10 MB

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 0 25 50 100 150 200 Meters



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: Various - see map

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

MAP 2
ZONING
BY-LAW NO. Z-1
SCHEDULE A

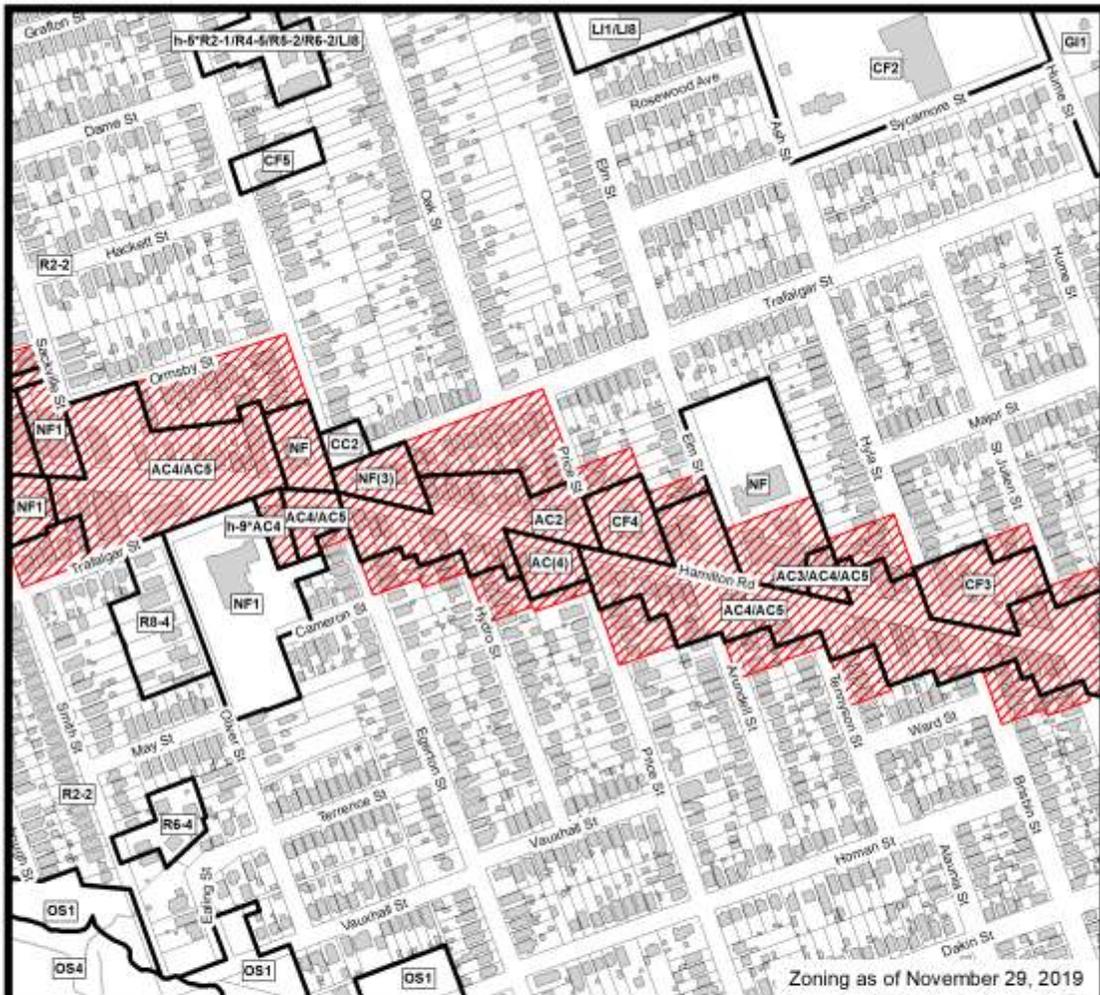


THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
 OZ-8997 MK

MAP PREPARED:
 2019/12/10 MB

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: Various - see map

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

MAP 3
ZONING
BY-LAW NO. Z-1
SCHEDULE A



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

FILE NO:
OZ-8997 **MK**

MAP PREPARED:
2019/12/10 **MB**





 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: Various - see map**

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
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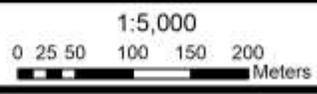
MAP 4
ZONING
BY-LAW NO. Z-1
SCHEDULE A



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

FILE NO:
 OZ-8997 MK

MAP PREPARED:
 2019/12/10 MB



Additional Reports

Planning and Environment Committee – June 18, 2018 – City of London Hamilton Road Area CIP Forgivable Loan Program

Planning and Environment Committee – March 19, 2018 – Application By: City of London - Hamilton Road Area Community Improvement Plan (File: O-8866)

Planning and Environment Committee – December 4, 2017 – City of London Draft Hamilton Road Area Community Improvement Plan

Planning and Environment Committee – August 22, 2016 – Hamilton Road Area Community Improvement Plan Proposed Study Area and Terms of Reference