

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

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

**Subject:** 2186121 Ontario Inc.  
1146-1156 Byron Baseline Road

**Public Participation Meeting on:** July 15, 2020

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2186121 Ontario Inc. relating to the property located at 1146-1156 Byron Baseline Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 21, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-7) Zone **TO** a Holding Residential R5 Special Provision (h-183\*R5-7(\_)) Zone;
- (b) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
  - i) Enhanced provision of boundary landscaping along the east, west, and south property boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities;
  - ii) Location of a deep well waste storage system outside of the easement area;
  - iii) Building orientation towards Byron Baseline Road;
  - iv) Parking lot design, including landscape islands and generous separation between the parking lot and easterly property line;
  - v) Provision of an adequately-sized outdoor amenity area in a central location.

## Executive Summary

### Summary of Request

The owner has requested to rezone the subject site to permit a 28-unit cluster townhouse development consisting of 20, three-storey stacked back-to-back townhouse units and 8, two-storey townhouse units.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit a 28-unit cluster townhouse development. The following special provisions would ensure the site is developed generally in accordance with the site concept plan contemplated through the Zoning By-law Amendment process: a maximum building height of 12 metres for the first 35 metres of lot depth; a maximum building height of 8 metres beyond the first 35 metres of lot depth; and a minimum parking area setback of 7.5 metres from the ultimate road allowance. To ensure the recommendations of the Hydrogeological

Assessments are captured in the Development Agreement and implemented on site, an h-183 holding provision is recommended.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential designation;
4. The recommended amendment facilitates the development of a vacant, underutilized site within the Built-Area Boundary with an appropriate form of infill development.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site is located on the south side of Byron Baseline Road, west of North Street and Colonel Talbot Road. The subject site has an area of approximately 0.54 hectares and is comprised of four separate property parcels. The subject site is currently vacant and is occupied by two residential garages that are no longer in use. The site was previously occupied by three single-detached dwellings which have been demolished. The site has a frontage of approximately 74 metres and a depth of approximately 66 metres. The southern portion of the property, fronting onto Byron Baseline Road, is sloped downwards. The eastern portion of the site is encumbered by an approximately 18 metre wide easement containing a storm sewer.

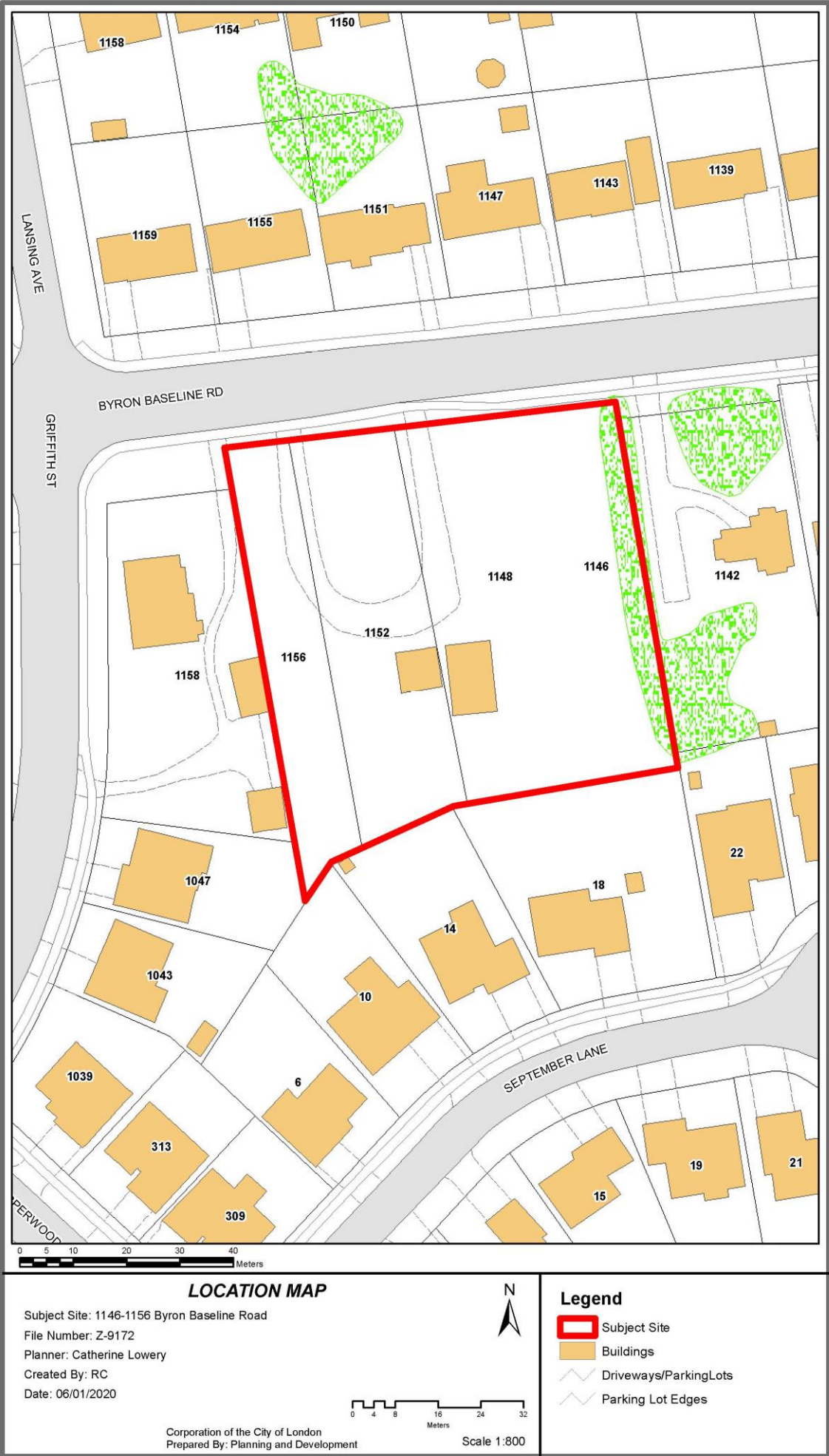


Figure 1: Subject Site (view from Byron Baseline Road)

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

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R1 (R1-7) Zone

1.3 LOCATION MAP



**1.4 Site Characteristics**

- Current Land Use – Undeveloped (two residential garages currently exist)
- Frontage – 73.7 metres (241.8 feet)
- Depth – 66.24 metres (217.32 feet)
- Area – 5,382.6 square metres (57,937.82 square feet)
- Shape – Irregular

**1.5 Surrounding Land Uses**

- North – Low Density Residential
- East – Low Density Residential
- South – Low Density Residential
- West – Low Density Residential

**1.6 Intensification**

The proposed 28 residential units represent intensification within the Built-area Boundary. The proposed residential units are located outside of the Primary Transit Area.

**2.0 Description of Proposal**

**2.1 Development Proposal**

The owner is proposing a 28-unit cluster townhouse development. 20 units would be three-storey stacked back-to-back townhouses located adjacent to Byron Baseline Road, while the remaining eight units would be two-storey townhouses located toward the rear of the site. Parking is proposed in a surface parking area and within private garages and driveways attached to the two-storey townhouse units.

Original Concept Plan

The conceptual site plan originally submitted in support of the requested amendment (Figure 2) shows the development as a total of 30 units (55.8 units per hectare), consisting of 26 three-storey stacked back-to-back townhouses along Byron Baseline Road and six two-storey townhouses at the rear of the site. A long surface parking lot was proposed to be located in the easterly side yard, with private garages serving the six two-storey townhouse units and an additional three parking spaces adjacent to these units. An outdoor amenity area with a gazebo was also proposed adjacent to these units and a garbage enclosure at the southerly end of the parking lot.

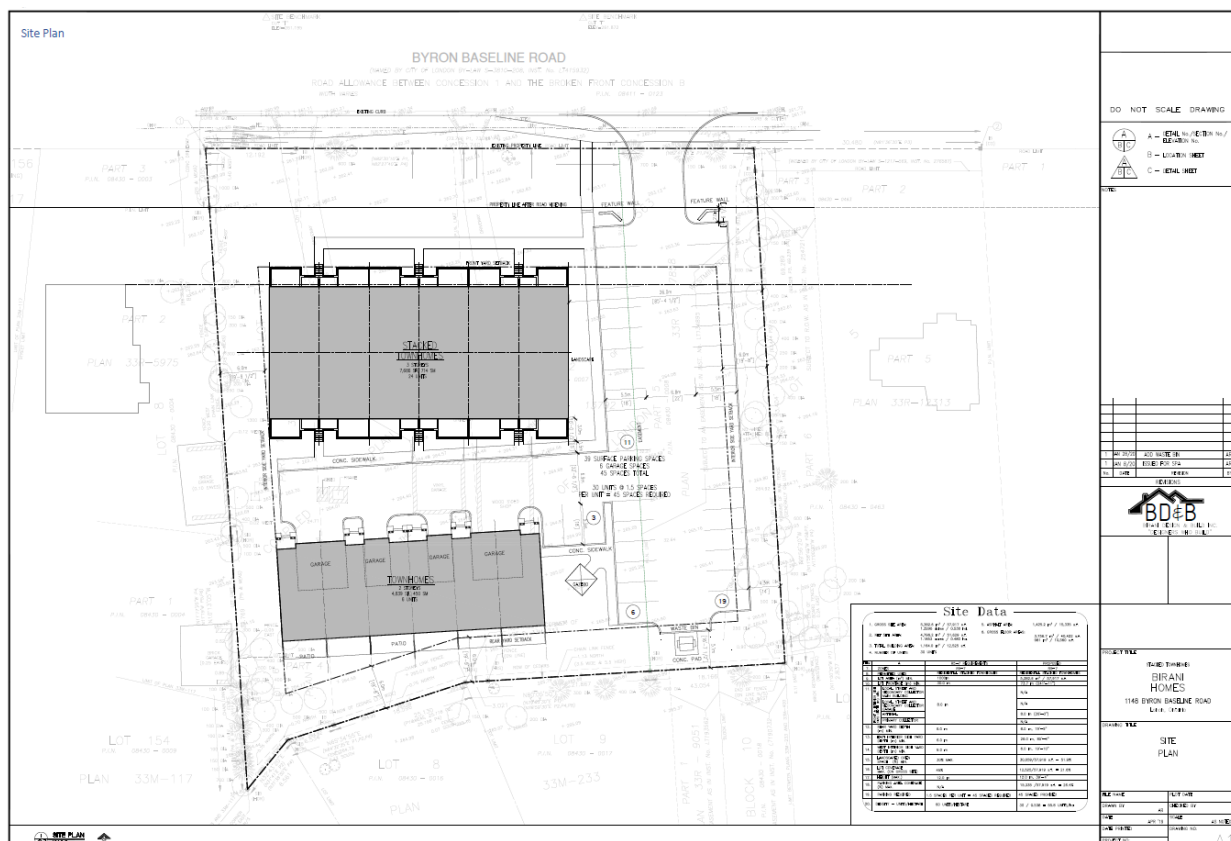


Figure 2: Site concept plan



Figure 3: Conceptual rendering

Revised Concept Plan (April 2020)

In response to concerns raised by City staff regarding the design and functionality of the site, the applicant submitted a revised concept with the following changes:

- Four of the three-storey stacked back-to-back units have been removed and two units added to the two-storey townhouse units, reducing the total number of units to 28 (52 units per hectare);
- The two-storey townhouses have been shifted slightly towards the rear lot line, allowing for full-sized driveways in front of the private garages;
- Parking spaces that previously extended beyond the front building façade towards Byron Baseline Road have been removed;
- Landscape islands have been added to the surface parking area;
- The garbage enclosure has been removed from the southerly end of the parking area and is now proposed in a deep well system located outside of the easement area;
- The amenity area was enlarged and relocated, with the gazebo, to the east of the stacked back-to-back units.

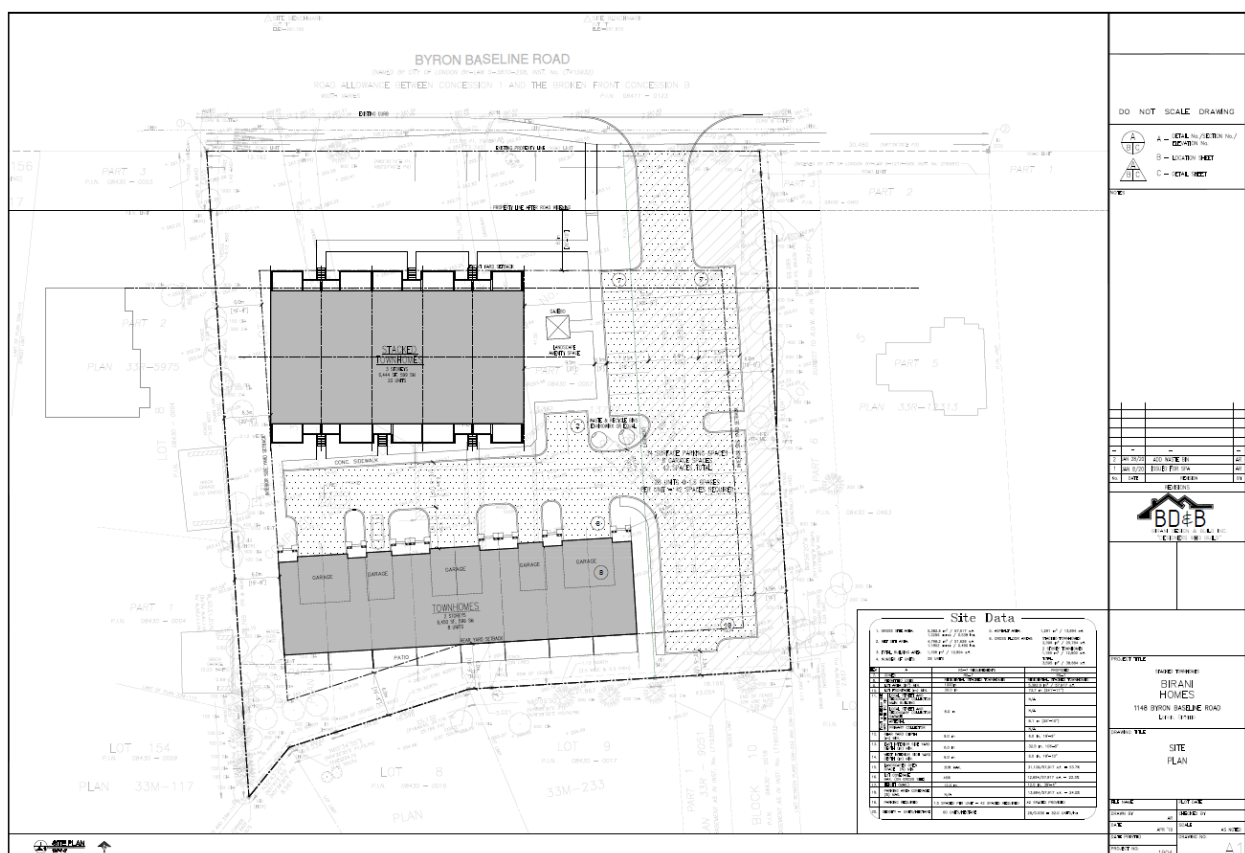


Figure 4: Revised site concept plan (April 2020)



Figure 5: Revised conceptual rendering

### 3.0 Relevant Background

#### 3.1 Planning History

In 2017, the applicant submitted a Zoning By-law Amendment application (Z-8847) requesting to rezone the site to a residential R8 Special Provision (R8-4(\_)) Zone. The purpose of the requested amendment was to permit a four-storey, 38-unit apartment building with an increased maximum height of 15 metres, whereas the standard Residential R8 (R8-4) Zone would permit a height of 13 meters, and a minimum front yard setback of 1.8 metres, whereas the standard Residential R8 (R8-4) Zone would require a minimum front yard setback of eight metres for a building of the requested height. The site concept plan and street-facing elevation of the apartment building proposed through the 2017 application are shown in Figures 6 and 7.

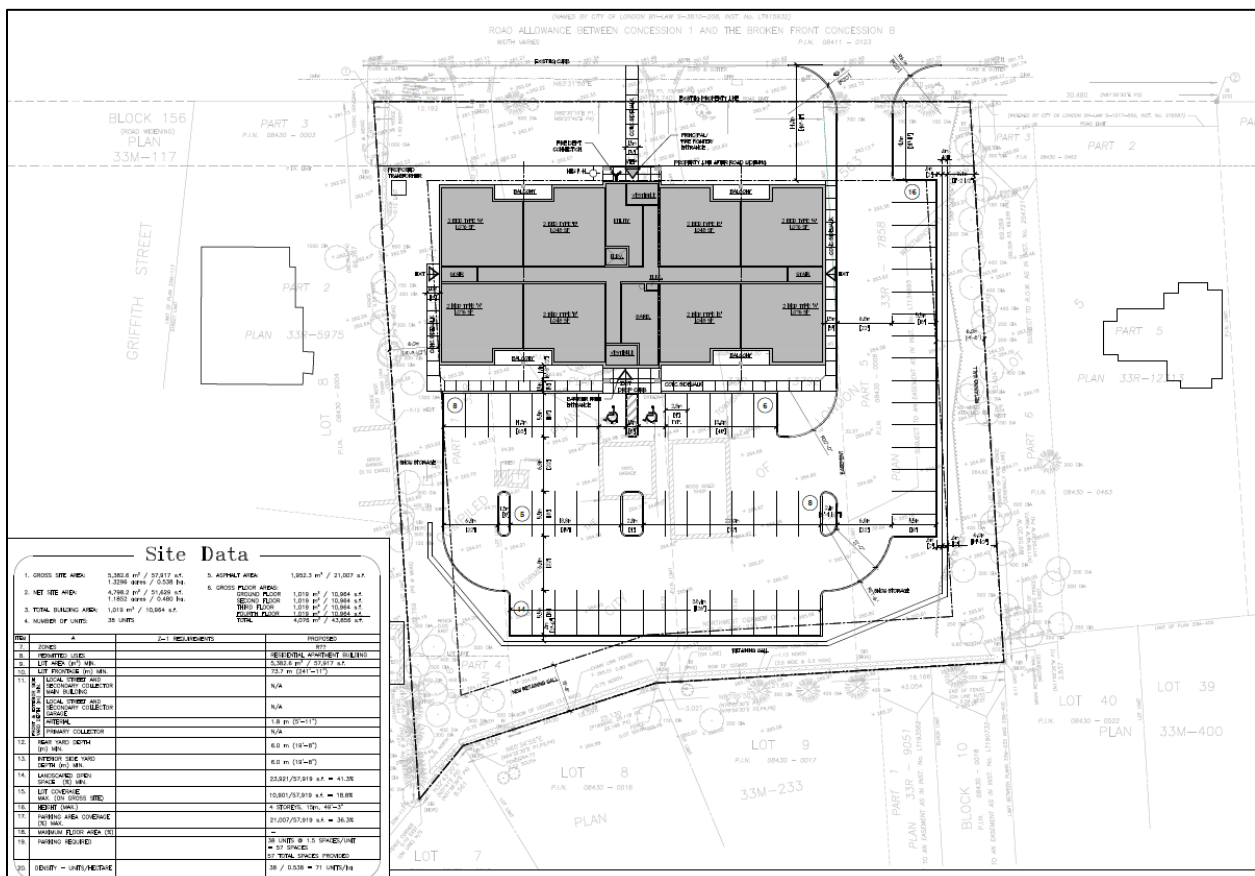


Figure 6: Site concept plan (2017 application)



Figure 7: North elevation (2017 application)

The applicant appealed this application to the Local Planning Appeal Tribunal (LPAT) based on City Council's failure to make a decision within 120 days of the submission of a complete application. In response to the appeal, staff recommended Council refuse the application on the basis that the requested amendment was not consistent with the Provincial Policy Statement and did not conform to the 1989 Official Plan or The London Plan. In January 2019, the LPAT issued an order dismissing the appeal and refusing the requested Zoning By-law Amendment.

### 3.2 Requested Amendment

The applicant has requested to change the zoning on the subject site from a Residential R1 (R1-7) Zone, which permits single detached dwellings, to a Residential R5 (R5-7) Zone, which permits cluster townhouses and cluster stacked townhouses. No special provisions are requested (although Staff are recommending special provisions to better regulate compatibility with the existing context).

### 3.3 Community Engagement (see more detail in Appendix B)

21 written responses and two phone calls were received from neighbouring property owners, which will be addressed later in this report. The primary concerns were related to the fit and compatibility of the proposed development.

### 3.4 Policy Context (see more detail in Appendix C)

#### ***Provincial Policy Statement, 2020***

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions "shall be consistent with" the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

#### ***The London Plan***

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

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under

each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Ensuring health and safety is achieved in all planning processes (Key Direction #8, Direction 10).

The site is in the Neighbourhoods Place Type on a Civic Boulevard, as identified on \*Map 1 – Place Types and \*Map 3 – Street Classifications. The Neighbourhoods Place Type contemplates a range of low rise residential uses in accordance with \*Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type up to a maximum height of 4-storeys in accordance with \*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type.

### **1989 Official Plan**

The subject site is designated Low Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings (3.2).

## **4.0 Key Issues and Considerations**

Through an analysis of the use, intensity and form, Staff have considered the compatibility and appropriateness of the requested amendment and proposed development, as shown in the revised concept plan, with the subject lands and within the surrounding neighbourhood.

### **4.1 Issue and Consideration # 1: Use**

*Provincial Policy Statement, 2020 (PPS)*

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts



of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposed 28-unit cluster townhouse development contributes to a mix of housing types and provides choice and diversity in housing options for both current and future residents. No new roads or infrastructure are required to service the site, making efficient use of land and existing services.

#### *The London Plan*

The subject lands are within the Neighbourhoods Place Type in The London Plan with frontage on a Civic Boulevard. The range of uses permitted within the Neighbourhoods Place Type is directly related to the classification of street onto which a property has frontage (\*Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The recommended townhouse and stacked townhouse uses are included in the range of primary permitted uses within the Neighbourhoods Place Type for sites fronting on Civic Boulevards. Further, the recommended amendment facilitates the provision of a mix of housing types, consistent with the policies of The London Plan and PPS.

#### *1989 Official Plan*

The subject site is designated Low Density Residential in the 1989 Official Plan. The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted as well as residential intensification (3.2.1). The proposed townhouse and stacked back-to-back townhouses are contemplated as multiple-attached dwellings in the 1989 Official Plan and serve as a form of intensification through infill development.

## **4.2 Issue and Consideration # 2: Intensity**

#### *Provincial Policy Statement, 2020 (PPS)*

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. As the site is currently vacant, the proposed development represents a form of intensification through infill development. The site is located in an area serviced by existing transit. The consolidation of land previously developed as low density residential supports the Province's goal to achieve a more compact, higher density form of development, consistent with the PPS.

#### *The London Plan*

The London Plan contemplates intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (\*83\_, \*937\_,

\*939\_2 and 5, and \*953\_1). The London Plan directs that intensification may occur in all place types that allow for residential uses (84\_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2-storeys and a maximum height 4-storeys, with opportunities for up to 6-storeys with bonus zoning, is contemplated within the Neighbourhoods Place Type where a property has frontage on a Civic Boulevard (\*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (\*953\_3.).

The recommended amendment would facilitate the development of three-storey stacked back-to-back townhouses and two-storey townhouse units. Both forms of townhouses are within the maximum intensity permitted by The London Plan. Further, the applicant has worked closely with staff to design the site in a manner which is appropriate for the size of the lot, satisfying the requirements of the Site Plan Control By-law to ensure the site functions overall. The site design incorporates all required parking and a generous outdoor amenity area. Generally, reductions in parking and landscaped open space, and increases in height, density, and lot coverage often serve as indicators of possible over intensification. Therefore, it is important to recognize that no special provisions are required to facilitate the proposed development, indicating that the site is of sufficient size to support the proposed intensity and site design. However, it should be noted that Staff are recommending 3 special provisions to better regulate compatibility with the neighbouring properties.

#### *1989 Official Plan*

Development within areas designated Low Density Residential shall have a low rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy (3.2.2). Within the Low Density Residential designation, Residential Intensification will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low rise apartments (3.2.3.2).

The recommended amendment would facilitate the development of the subject site with cluster housing in the form of townhouses and stacked back-to-back townhouses at a density of approximately 52 units per hectare. In accordance with Section 3.2.3.2 of the 1989 Official Plan, Zoning By-law provisions are to ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area. Surrounding land uses in the immediate vicinity of the subject site are predominantly in the form of single-storey, ranch-style homes fronting on Byron Baseline Road and two-storey homes fronting on September Lane. Directly to the west is a 2.5-storey single detached dwelling, which is listed on the City's Heritage Register. Further east, near the intersection of Byron Baseline Road and Colonel Talbot Road, is a cluster townhouse development consisting of one and two-storey units. A three-storey apartment building also exists at the corner of Byron Baseline Road and North Street.

The proposed development is of a low rise scale with a low lot coverage, providing little risk of shadow and privacy issues on adjacent lands. This also allows ample opportunity for outdoor amenity and landscaping, as well as parking to serve residents and visitors. Residential intensification in the Low Density Residential designation is subject to a Planning Impact Analysis on the basis of criteria relevant to the proposed change (3.7.2). See Appendix C of this report for a complete Planning Impact Analysis addressing matters of both intensity and form.

### **4.3 Issue and Consideration # 3: Form**

#### *Provincial Policy Statement, 2020 (PPS)*

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Consistent with the PPS, the recommended intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed cluster townhouses and stacked back-to-back townhouses represent a more compact form of development than the current undeveloped state of the site, and the three single-detached dwellings that previously existed.

#### *The London Plan*

The London Plan encourages compact forms of development as a means of planning and managing for growth (7\_, 66\_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59\_ 2, 79\_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59\_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59\_ 8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (\*953\_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (\*1578\_).

#### *1989 Official Plan*

The Low Density Residential designation of the 1989 Official Plan contemplates residential intensification in different forms, including multiple attached dwellings and low rise apartment buildings. The scale and form of infill housing projects must recognize the scale of adjacent land uses and reflect the character of the area (3.2.3.2).

Residential Intensification projects shall use innovative and creative urban design techniques to ensure that character and compatibility with the surrounding neighbourhood is maintained (3.2.3). Consideration has been given to the form of the proposed development and specific measures to mitigate compatibility concerns. The site has been designed such that the taller, three-storey building would be positioned along Byron Baseline Road, an arterial road, while the lower, two-storey building would be positioned towards the rear of the site. This provides a transition in height and scale from the arterial road towards the existing low density neighbourhood to the south. The height of the two-storey buildings is similar to that of the two-storey single detached dwellings fronting on September Lane, alleviating concerns with respect to overlook and privacy.

The stacked back-to-back townhouse units have been designed with a front yard setback of eight metres (post road widening). This setback is in line with the front yard setbacks of neighbouring buildings, resulting in a consistent streetscape. Six metre rear and westerly interior side yard setbacks provide separation between neighbouring properties, offering adequate space for perimeter tree planting. Tree planting efforts will be considered at the site plan stage in accordance with applicable policies, by-laws, and regulations that are in force at that time. During that review, the applicant should be encouraged to choose tree species that have screening/privacy qualities.

The surface parking area has been positioned such that it does not extend beyond the front building façade and no parking spaces are located between the building and the street. Further, the two-storey townhouse units have been designed with private garages with an additional parking space in the driveway. The parking areas have been designed with landscaped islands, breaking up the number of spaces in a continuous row and providing opportunity for plantings.

#### 4.4 Issue and Consideration # 4: Hydrogeology

##### *Provincial Policy Statement, 2020 (PPS)*

The PPS identifies that healthy and safe communities are sustained by avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1 c)). It also identifies that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4).

##### *The London Plan*

The London Plan includes an in-force policy that identifies that where a planning and development application is proposed in the vicinity of an existing well, the applicant will be required to demonstrate, to the satisfaction of the City, that the proposed development will not have a negative impact on groundwater quantity and quality (474\_13). It also states that it is the responsibility of the applicant to identify the locations of wells in the vicinity of a development site (474\_13). The London Plan includes policies to ensure that public health and safety is maintained in the review of development applications, including an in-force policy that ensures that health and safety is achieved in all planning processes (62\_10). It also includes an in-force policy that safe, clean drinking water will be supplied to Londoners (743\_).

##### *1989 Official Plan*

The 1989 Official Plan requires that where an amendment to the Zoning By-law is proposed in the vicinity of an existing well, the application must demonstrate, to the satisfaction of the City, that the proposed development will not negatively impact groundwater quantity and quality (17.7.3(i)). It also identifies that it is the responsibility of the applicant to identify the locations of wells in the vicinity of the development site (17.7.3(i)).

Due to the site's proximity to an existing well on the adjacent property at 1158 Byron Baseline Road, the applicant was required to submit a Hydrogeological Assessment as part of the complete Zoning By-law Amendment. The purpose of this report is to ensure the proposed development would have no negative impacts on the quality and quantity of well water. The report must also demonstrate that development of the site is achievable without creating a public health and safety concern, in accordance with the policies of the PPS, The London Plan, and the 1989 Official Plan.

The Hydrogeological Assessment (the Assessment), prepared by LDS Consultants Inc. (dated September 27, 2018) and submitted as part of the complete application, concluded that the proposed development would have no significant or negative impacts on the hydrogeological setting for the broader area, including the intermediate depth aquifer which the water supply well at 1158 Byron Baseline Road relies on. The Assessment recommends that water quality monitoring take place during construction, based on incident or event-based criteria. The Assessment further recommends that although any potential impact to the well at 1158 Byron Baseline Road is considered unlikely, it is considered prudent to have a contingency plan in the event of an unforeseen impact.

To ensure the recommendations of the Assessment, including but not limited to a monitoring program and contingency plan, are captured in the Development Agreement and implemented on site, the following holding provision is recommended:

*h-183 Purpose: To ensure that development will not have any negative impacts on the groundwater in the area, with specific attention given to any negative impacts on existing wells, a Hydrogeological Study shall be prepared by a qualified professional and submitted to the City to evaluate the potential impact of the proposed development to area private wells and provide recommendations for monitoring post construction impacts and possible mitigation measures to the satisfaction of the City Engineer prior to the removal of the h-183 symbol. Any recommendations contained*

*therein shall be incorporated into the development agreement to the satisfaction of the City of London.*

#### **4.5 Issue and Consideration # 5: Heritage and Archaeology**

##### *Provincial Policy Statement, 2020 (PPS)*

The PPS directs planning authorities to protect cultural heritage and archaeological resources. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (2.6.2). Further, planning authorities are not to permit development or site alteration on lands adjacent to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3).

##### *The London Plan*

Consistent with the PPS, The London Plan contains policies to ensure archaeological and cultural heritage resources are protected. Development and site alteration on lands adjacent to heritage designated properties or properties listed on the Register shall not be permitted except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved (586\_).

##### *1989 Official Plan*

Where a heritage building is protected under Parts IV, V or VI of the Ontario Heritage Act, development, site alteration or demolition may be permitted on adjacent lands where it has been evaluated through a Heritage Impact Statement, and demonstrated to the satisfaction of Council that the heritage values, attributes and integrity of the protected heritage property are retained (13.2.3.1.).

The subject site is identified as having archaeological potential in the 2018 Archaeological Master Plan and is located adjacent to a listed heritage property at 1158 Byron Baseline Road. As part of a complete application, the applicant was required to submit a Stage 1-2 Archaeological Assessment and a Heritage Impact Assessment (HIA). The Stage 1-2 Archaeological Assessment, prepared by Stantec Consulting dated June 14, 2019, concludes that no archaeological resources were identified during the Stage 2 archaeological assessment and recommends that no further archaeological assessment of the study area is required. An Ontario Ministry of Tourism, Culture and sport archaeological compliance letter, dated June 19, 2019, has also been received. Heritage Planning staff has confirmed that all archaeological conditions have been satisfied for this application.

The HIA has been reviewed by both the London Advisory Committee on Heritage (LACH) and heritage planning staff. In their comments, LACH has advised that it is satisfied with the research, assessment and conclusions of the HIA, is satisfied that the proposed development will not have an adverse impact on adjacent cultural heritage resources, and is supportive of recommended mitigation measures outlined in the HIA. Heritage planning staff have commented that although the proposed development will not directly affect identified heritage attributes at 1158 Byron Baseline Road, there is an abrupt change in land use and form of development between the subject site and 1158 Byron Baseline Road resulting in concerns of compatibility. Heritage staff are concerned that the difference in height and massing, along with the close proximity of the new development to the property line, creates challenges in visually transitioning from new to existing.

Due to the encumbrance of the approximately 18 metre wide easement on the easterly portion of the site, there is little flexibility to relocate the proposed buildings further away from the heritage property at 1158 Byron Baseline Road without compromising the outdoor amenity area. To mitigate concerns with respect to compatibility between the

proposed development and heritage home at 1158 Byron Baseline Road, it is recommended the Site Plan Approval Authority consider enhanced landscaping along the east, west, and south property boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities. This will also assist in alleviating privacy concerns between the subject site and neighbouring properties.

More information and detail is available in the appendices of this report.

## **5.0 Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential designation. The recommended amendment will facilitate the development of a vacant, underutilized site with a land use and intensity that is appropriate for the site.

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

July 6, 2020

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

**Appendix A**

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

By-law No. Z.-1-20\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1146-  
1156 Byron Baseline Road.

WHEREAS 2186121 Ontario Inc. has applied to rezone an area of land located at 1146-1156 Byron Baseline Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1146-1156 Byron Baseline Road, as shown on the attached map comprising part of Key Map No. A106, from a Residential R1 (R1-7) Zone to a Holding Residential R5 Special Provision (h-183\*R5-7( )) Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provision:
  - ) R5-7( ) 1146-1156 Byron Baseline Road
    - a) Regulations
      - i) Building Height 12 metres (39.37 feet)  
for a Lot Depth of  
35 metres (114.8 feet)  
(Maximum)
      - ii) Building Height 8 metres (26.2 feet)  
For a Lot Depth Beyond  
35 metres (114.8 feet)  
(Maximum)
      - iii) Parking Area Setback 7.5 metres (24.6 feet)  
From the ultimate road  
Allowance (Minimum)

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

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

PASSED in Open Council on July 21, 2020.

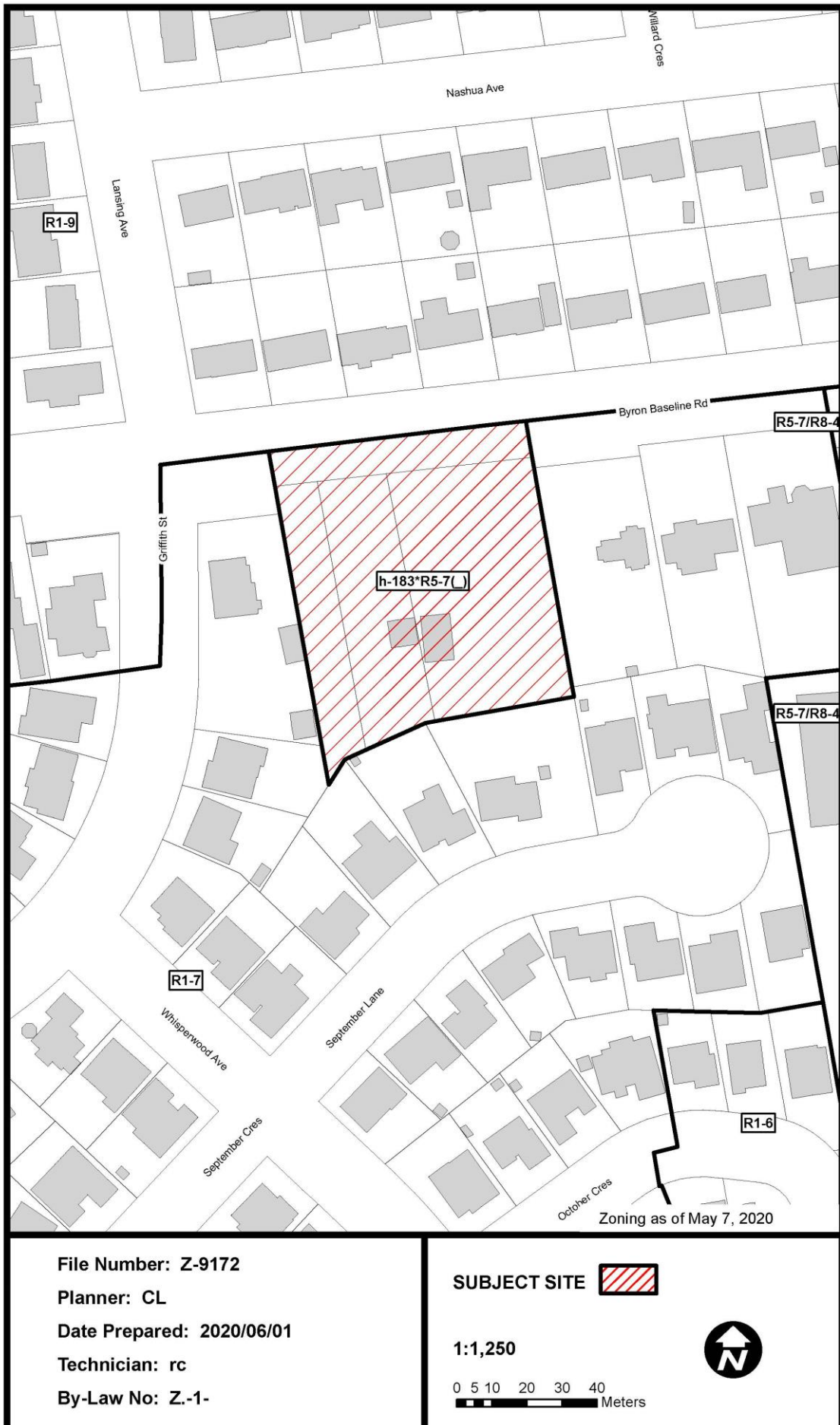
Ed Holder  
Mayor

Catharine Saunders  
City Clerk


First Reading – July 21, 2020  
Second Reading – July 21, 2020  
Third Reading – July 21, 2020



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



File Number: Z-9172  
Planner: CL  
Date Prepared: 2020/06/01  
Technician: rc  
By-Law No: Z-1-

SUBJECT SITE   
1:1,250  
0 5 10 20 30 40  
Meters

## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On February 12, 2020, Notice of Application was sent to 259 property owners in the surrounding area. Notice was emailed to 25 interested parties. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 13, 2020. A “Planning Application” sign was also posted on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit a 30-unit cluster townhouse development consisting of 24 3-storey stacked back-to-back townhouse units and 6 2-storey townhouse units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-7) Zone **TO** a Residential R5 (R5-7) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. File: Z-9172  
Planner: C. Lowery

**Public liaison:** On June 24, 2020, Notice of Revised Application and Notice of Public Meeting was sent to 259 property owners in the surrounding area. Notice was emailed to 25 interested parties. Notice of Revised Application and Notice of Public Meeting was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 25, 2020.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit a 28-unit cluster townhouse development consisting of twenty 3-storey stacked back-to-back townhouse units and eight 2-storey townhouse units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-7) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. Special provisions would permit a maximum building height of 12 metres for the first 35 metres of lot depth; a maximum building height of 8 metres beyond the first 35 metres of lot depth; and a minimum parking area setback of 7.5 metres from the ultimate road allowance. File: Z-9172  
Planner: C. Lowery.

A total of 23 replies were received.

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

**Concern for:**

*Fit and compatibility:*

Concern that the proposed townhouse units are not compatible with the neighbourhood and the lands would be better suited to be developed with single detached dwellings.

*Loss of vegetation and inadequate buffering:*

Concern that the existing row of cedar trees will not adequately buffer the proposed development from adjacent properties.

*Traffic:*

Concern that the proposed development will result in traffic congestion and that vehicles will create additional noise and lighting issues.

*Hydrogeology:*

Concern that the proposed development may have an impact on the quality and quantity of well water servicing the neighbouring heritage home.

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

Telephone	Written
Deborah Parker	Dan Doroshenko 374 Foyston Road London, ON N6K 1E6

Keith Lucas 959 Griffiths Street London, ON N6K 3Z5	Steffan and Nancy Jensen 270 Whisperwood Avenue London, ON N6K 4E1
	Ron and Judy Thomson
	Tina Ceneviva 5-1100 Byron Baseline Road London, ON N6K 4M3
	Nancy Pristas 56-1100 Byron Baseline Road London, ON N6K 4M3
	Mary Boyle 3-1100 Byron Baseline Road London, ON N6K 4M3
	Keri Fleet 24-1100 Byron Baseline Road London, ON N6K 4M3
	Terry Bouchard 7-1100 Byron Baseline Road London, ON N6K 4M3
	Carol Breen 18-1100 Byron Baseline Road London, ON N6K 4M3
	Gary Johnson 31-1100 Byron Baseline Road London, ON N6K 4M3
	Tricia Foster-Mohan 30 September Place London, ON N6K 4E7
	Gregory Thurston 18 September Lane London, ON N6K 3Y6
	John McLay 14 September Lane London, ON N6K 3Y6
	Crystal Thurston 14 September Lane London, ON N6K 3Y6

	Doug and Patti Landry 1147 Byron Baseline Road London, ON N6K 2C7
	Julie Lee and Jacquelyn Burkell 1158 Byron Baseline Road London, ON N6K 2C8
	Debbie McNevin 4-1100 Byron Baseline Road London, ON N6K 4M3
	Andrew Graham and Tina Jensen 1138 Byron Baseline Road London, ON N6K 2C8
	Ted Acres 370 Colville Boulevard London, ON N6K 2J5
	Pat Tyne 1143 Byron Baseline Road London, ON N6K 2C7
	Douglas Allman 401 Lansing Avenue London, ON N6K 2J2

**From:** D D  
**Sent:** Wednesday, February 12, 2020 10:03 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] File # Z-9172

Catherine,  
Could you add me to the contact email list for file #Z-9172?  
Property located at:

1146-1156 Byron Baseline Rd.  
Applicant 2186121 Ontario Inc.

Regards,  
Dan Doroshenko

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**From:** Steffen and Nancy Jensen  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] File Z-9172 Here we go again!!!

Hi

If my memory serves me... It took the city of London nearly 2 years to turn down this amendment to the use of this property. The new proposal is not much different... Why are we wasting tax payers dollars and the cities time in looking at this matter again? No should mean no. Have them come up with a proposal that does not require an amendment to the designated use for these 2 properties.

I am not happy that my taxes are going up and pursuing old closed cases is contributing to this increased tax payment.

Regards  
Steffen and Nancy Jensen

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**From:** abcde bcdef  
**Sent:** Tuesday, February 18, 2020 2:00 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Z-9172 - Proposed Zoning Changes

Good Day,

We recently received notification of a significant change in zoning for 1146-1156 Byron Baseline Rd (Z-9172)

Let me be very clear to communicate that **we in no way** support this proposed change in zoning.

Our reasons that we do not support this zoning change personally are below:

- The character of this neighborhood is single family homes. We choose to live in this area and pay horrendously high taxes in order to provide the best possible environment for our families. These high density townhouses in this location does not fit the character of this neighborhood that we treasure. These properties are zoned single family for a reason. We and our neighbors purchased in this area because it is zoned for single family homes, not apartment buildings.

- Similar townhouses in the vicinity have a much lower density. This property is simply not big enough for 30 town houses. It is not fair for the neighboring houses to have so many units abutting their properties. There is a reasonable expectation that neighbors should not be forced to have so much additional noise and activity affecting their enjoyment of their properties. Remember that we purchase homes with a full knowledge of what the surrounding zoning is.

- An extra 30 units (likely more....) will greatly increase the amount of traffic entering and exiting off of Byron Baseline Road in this location (that is very close to an existing high traffic intersection). This will greatly increase the chances of an accident and it should be very clear that many children and students walk and bike through this intersection. My kids and I use Springbank Park all of the time and we don't want extra traffic roaring out of an apartment building, close to the intersection.

- If this zoning change is approved, what is to stop a future developer from buying 3 or 4 adjacent properties and proposing increased residential density through town houses or an apartment building. They would have precedent for the zoning change if this change is approved. I realize the city wants to increase residential density to minimize the costs of providing services, however this should be done in new neighborhoods where people purchase property knowing what the zoning is.

Again, we in no way support this proposed zoning change. The owner should be required to build houses (if they desire) in a manner consistent with this neighborhood. We support the existing zoning requirements.

The bar for changing zoning should be a high one to meet. It is simply not fair that unwanted changes be forced on neighbors just to enrich a property developer. The motivation is simply to make more money for the developer, and on that basis alone it should be rejected.

Again I want to be clear, I believe this decision has already been made in support of increasing residential density, despite the opposition of people living in the community. These consultations merely tick a box and will not be considered.

Ron & Judy Thomson

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**From:** Tina Ceneviva  
**Sent:** Sunday, February 23, 2020 5:39 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] 1146-1156 Byron Baseline Rd - Zoning By-Law Amendment

As a long-term resident of Byron, at 1000 Byron Baseline Rd, and I am **strongly against** to the change of zoning from Single Detached Dwelling to Cluster Townhouse Dwelling (Residential R1 (R1-7) Zone to R5 (R5-7) Zone.) Byron streets are **not equipped** to handle the traffic that will be created by another apartment complex in addition to the one built on Springbank Drive. These town houses, esthetically do not fit into the look and feel of our established neighbourhood. They would **negatively** contribute to the small town feel of Byron. People enjoy living in Byron because of this small town feel and the townhouses will **destroy our town.**

Very concerned,

Tina Ceneviva

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**From:** Nancy Pristas  
**Sent:** Sunday, February 23, 2020 6:10 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] BYRON/Proposal for Cluster Townhouses

As a long time Byron resident and current property owner at 1100 Byron Baseline Road (for the past 20 years), I'm opposed to the plans to build cluster townhouses just west of my complex. Aesthetically, single family dwellings would be a better fit for that land and for the surrounding properties. Also, traffic heading both westbound and eastbound on Byron Baseline is already challenging during rush hour times.

Thank you.

Nancy Pristas  
1100 Byron Baseline Rd.

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**From:** BOYLE  
**Sent:** Sunday, February 23, 2020 6:11 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Cc:** Tina; Richard Bridgman; Debbie McNiven  
**Subject:** [EXTERNAL] Zoning changes for 1146-1156 Byronbaseline rd

I am emailing you regarding this ongoing issue re the lot at the above address I have lived at 1100 Byronbaseline for the past 24 years and have seen many changes in the area The flow of traffic and increased housing out Byronbaseline rd has impacted the area tremendously I feel the zone change will add to the ongoing congestion and will definitely disrupt the essence of the neighborhood Thankyou Mary Boyle  
3-1100 ByronBaseline rd  
London

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**From:** Keri Fleet  
**Sent:** Sunday, February 23, 2020 8:11 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Zoning changes for 1146-1156 Byron Baseline Road

Good Evening,

I am writing in regards to the application submitted to rezone 1146-1156 Byron Baseline Road.

I have received the letter in regards to this application. I do not believe this application should be approved. The proposed change does not fit the neighbourhood and the size of the property does not allow what is proposed. The 3 story condos as well as the sheer amount of units will cause traffic headaches on an already busy road and will also be out of place from the rest of the neighbourhood. The most that should be allowed on that property is 2 single dwelling residences to stay in line with the neighbourhood.

I hope these reasons will be taken into consideration.

Regards,

Keri

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**From:** Terrance Bouchard  
**Sent:** Wednesday, February 26, 2020 2:07 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] File Z-9172

I am a home owner at 7-1100 Byron Baseline. My preference for my neighbourhood is to keep the current zoning for single family dwellings. Three story townhomes would overlook backyards of current home owners and detract from their esthetics and possibly from their land value. The lot in question could easily hold 4-6 single family homes. If the zoning is passed I would like the city to limit the height to two stories.

Terry T. Bouchard

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**From:** CAROL BREEN  
**Sent:** Thursday, February 27, 2020 12:21 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] File: Z-9172

I am opposed to the application for zoning by-law amendment. A structure of this size would not be consistent with the surrounding neighborhood and seems to be too large to sit on that site. While this is an improvement from the previous proposal, a 3-story structure is still too high and too many units involved. I feel this developer is trying to cram as many people as possible into this small space. He should be proposing to build something that the property is currently zoned for. Again, the number of residents involved would be adding greatly to the already congested intersection of Byron Baseline and Griffith/Lansing as well as Byron Baseline heavy traffic road running through a residential area.

Thanks,

*Carol Breen*  
*18-1100 Byron Baseline Rd.*

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**From:** Gary Johnson  
**Sent:** Thursday, February 27, 2020 2:58 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] FILE: Z-9172 1146/1156 Byron Baseline rd.

I'm in favour of this development.  
I live at 1100 Byron Baseline Rd. Townhouse complex. Just a few yards down the road. This is a much better plan than the last one.

**From:** Tricia Foster-Mohan  
**Sent:** Friday, February 28, 2020 9:13 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Re: Z-9172 - 1146-1156 Byron Baseline Road Notice of Application

Hi Catherine -

I hope your day is off to a good start!

Thank you for the Notice of Planning Application. I appreciate being notified of the proposed amendments.

I am most definitely opposed to the proposed zoning by-law change. Yes - 3 story townhomes are lower in height than the previous building application for this site was, but it is still much taller than the existing homes surrounding the property. Having anything other than a single detached home on that land will still create problems with vehicle traffic at an already busy residential intersection and concerns for safety of pedestrians crossing. I would also be very concerned for privacy and noise if I lived directly behind or beside these proposed multi-dwellings.

I do feel strongly that the current zoning for that property should remain in effect.

Thank you for your consideration! Have a great weekend.

Tricia Foster-Mohan

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**From:** GREGORY THURSTON  
**Sent:** Friday, February 28, 2020 9:16 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Cc:** Dan Doroshenko  
**Subject:** [EXTERNAL] File: Z-9172

Good Evening Ms. Lowery:

I read with interest the latest attempt to develop the vacant lot at 1146-1156 Byron Baseline by a numbered company that we all know is Burani Homes. I am sure you are aware of their last attempt to develop this lot and the outcome. This proposal is, in my opinion, not different enough to warrant consideration. This is a blatant greedy money grab to shoehorn as many units and people into what is a very small lot. The first proposal was for a 38 unit 4 storey apartment, this is 30 units in two buildings, a three storey imposing and uncharacteristic building at the front of the lot and a 2 storey unit near the rear. We live at 18 September Lane which is directly behind the empty lot.

The OMB hearing regarding the first proposal put forth some conclusions that I believe apply to this proposal as well. I will quote from the OMB ruling:

The Tribunal agrees with Ms. O'Hagan that there has been very little, if any, attempt to make this proposal fit within the neighbourhood, nor does the proposal demonstrate sensitivity to its neighbours through urban design responses.

The Tribunal also finds that the proposed development in no way reflects the character of the surrounding, primarily single-detached residential neighbourhood, and cannot be considered to maintain that character or to be compatible with this context.

There is no question that provincial planning policy encourages residential intensification, as does the City's OP. **It is critical, however, to ensure that such intensification is compatible with and sensitive to its context.** The proposed ZBA before the Tribunal falls short of providing such a development, and does not conform with the OP's intensification or urban design policies. While the Tribunal must acknowledge, as the City witnesses did, that there may indeed be an opportunity for intensification on the subject property, it is clearly not in the form of what has been proposed here.



I would like to turn my attention to the urban design brief that was included in the current proposal. The picture on the bottom of page 4 clearly shows an entrance way, parking lots and a variety of other structures that are located on top of an easement. Is it permissible to build such structures on an easement?

On page 7 the following is stated "The cedar hedge surrounding the subject lands will be preserved to provide comfort and safety within the development site". First of all this is not a cedar hedge, rather it is a row of individual trees and it does not surround the subject lands it just appears at the back of the lot. With the addition of the second 2 storey building at the rear of the lot, will this row of trees survive the digging and construction that is associated with that 2 storey building? The "cedar hedge" is referenced again on page 8 in the following; "Privacy – The cedar hedge along the whole of the property allows for proper screening and buffering for the abutting parcels of land. Furthermore, since the proposed developments are of the same height as the abutting lands (bar the low-rise homes across the street), the privacy level for both existing and future (on the proposed development) developments will be upheld." This row of trees does not provide the level of privacy that is suggested. We provided pictures taken from our yards that clearly shows that you can see traffic on Byron Baseline. The "hedge" appears again on page 10: " The cedar hedge along the property line will act as a noise buffer between all abutting properties." I'm not really sure how a row of individual trees that you can clearly see through can be considered a noise buffer.

On page 15, the report references with a picture and the following caption "Figure 16 - three-storey home on the West side of the property". This is not a 3 storey home, rather it is a 2.5 storey home.

In the Urban Design Peer Review Panel minutes dated 2017-12-20 about the original proposal, the following statements where recorded:

Amenity space and front yard buffer required  
Proposal doesn't relate to the heritage buildings in the neighbourhood  
Consider different built form to reflect patterning in the neighbourhood  
Too tall, too big, footprint too large  
Needs amenity space for tenants

I believe that these statements also apply to the new proposal. The one I find most pertinent is the Too tall, too big, footprint too large statement. Although the new proposal is shorter than the original, I would argue that the footprint is just as large if not larger when you consider the 2 building combined and that this project is too big for the subject lot.

We are vehemently opposed to this new proposal.

Sincerely  
Greg Thurston

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**From:** McLay, John  
**Sent:** Sunday, March 1, 2020 5:40 PM  
**To:** Lowery, Catherine <clowery@london.ca>; Hopkins, Anna <ahopkins@london.ca>  
**Cc:**  
**Subject:** [EXTERNAL] 1146 - 1156 Byron Baseline Rd

Good afternoon Catherine and Anna,

My name is John McLay, I live at 14 September Lane in London. I wanted to provide my feedback on the Zoning By-Law Amendment for 1146 – 1156 Byron Baseline Road.

First of all, I am glad to see that Birani Group incorporated much of the feedback from their unsuccessful bid for the 4 story apartment building. The design looks quite attractive if they deliver on the appearance in their Planning submissions (both in the

Urban Design Brief and the Planning Justification Report). I do have some questions and concerns that I want to table with the City of London.

1. There is many references to the Cedar Hedge as the primary privacy provider. This is actually a row of Cedar trees and will continue to grow with less and less privacy at the desired lower levels I consider the desired levels are from the ground level up to the height of 10-15 feet. This was pointed out to Birani Group during their unsuccessful bid so I am disappointed to see the same error repeated or ignored. The primary element in their privacy case is not correct. The transparency of these trees was presented to the City during Birani's failed submission and will be on file with the City already. Please reference those photos again. Does the City have these photos on file still?
  - a. As a side to the Cedar trees, I am worried about damage to their root system during the upcoming construction. How can this be avoided to ensure the long term health of these trees?
2. What is the eventual grading of the property? Will the ground floor of the townhomes be graded at the street level or at the higher level of the property at the back? If graded to the street level, would there need to be a retaining wall along the back of the properties?
3. I am concerned about snow piling during the winter months. So much of the property will be covered in parking or built on, where will the snow be piled during the winter months? This raises many concerns
  - a. Ensure there is sufficient room for snow piling that does not damage the Cedar trees and / or existing fences.
  - b. Melt run off from the snow pile, if the answer to the snow storage is at the back of the property behind the parking lot, will this result in run off towards the homes on September Lane?
  - c. The Urban Design Brief references a "park area will be added near the rear of the site"; this park area is not a park area if it is buried with snow removed from the parking lots.
4. What are the rules for structures for the 2-storey town homes. In Figure 8 of the Urban Design Brief, the town homes are shown with what appears to be sliding patio doors. Are there decks, fences, or any structures allowed outside of these town homes?
5. For the town homes in the first row (3 story closest to Byron Baseline), is there just the single entrance to the homes? This appears to be a fire hazard where a family could be trapped in their home without a second exist option.
6. Birani homes references the apartment building at 1068 Byron Baseline. Not sure what the reference is but it needs to be pointed out that this building is below the grade of Byron Baseline. Any references to the comparable height of this building need to consider the height in from the perspective of the road and neighbouring homes.
7. I am concerned about the garbage and recycling collection for this townhome complex. Will the residences have personal collection or does all garbage and recycling need to be transported to the bins in the parking lot?
  - a. I am worried about the volume of litter that comes naturally from the transportation of materials
  - b. I am also worried about these bins attract birds or mammals that become nuisances to the townhomes and the surrounding homes
8. Figure A.3 in the Planning Justification Report shows a layout of the town homes in which the 2 buildings run perpendicular to Byron Baseline. Is this an alternate layout option that Birani could choose if their re-zoning application is approved?
9. One of the listed features of the property is a park area. I fail to see where there is sufficient space for a park area with so many buildings and required parking jammed into the property
10. Through the Urban Design Brief and the Planning Justification Report, the artist renditions of the structures shows many trees and vegetation that is not existing today. As an example, Figure 5 in the Urban Design Brief shows between 10 -14 trees that make the property some complete, is there a commitment that this quantity of trees are planted? When in the process does this occur?

- a. Due to previous concerns about the privacy claims of the Cedar trees, I am pleased to see all the additional vegetation buffering in their photo's. I want insurance Birani has a commitment to this vegetation buffering and that we have something they are bound to.
11. Can I request the population density of the town home complex at 1100 Byron Baseline?

In general, this property seems over populated. As I previously stated, the proposed structure is nice. It appears that there are just too many being jammed onto the property. Over population intensifies many of the issues I have raised above. I am disappointed with Birani Group that they again chose to proceed without any community involvement. When I joined the City Of London's planning meeting where City Council voted on the previous Birani proposal, it was evident from the other property proposals that the builders worked with the community. This was even pointed out by one of the question from the spectators. Birani states in Planning Justification Report that "A neighbourhood meeting is anticipated to occur in the later part of 2019 or in the early part of 2020"; this appears to be lip service as no such meeting has occurred. Please disregard any statements Birani makes about community involvement, their actions do not support their words in either this or their previous proposals.

Thank you,

John and Melinda McLay  
14 September Lane

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**From:** Crystal Thurston  
**Sent:** Tuesday, March 3, 2020 10:31 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Z - 9172

March 3, 2020

Re: File: Z-9172 Applicant: 2186121 Ontario Inc.

Good afternoon Ms. Lowery,

I was very disappointed with the new proposal for the vacant lot on Byron Baseline Rd. I went over the proposal thoroughly, and I am finding that many, if not all of my initial concerns with the developer's first proposal have not been alleviated. The most pressing concerns are regarding the proposal's size, footprint, lack of compatibility with the surrounding neighbourhood, and the negative affect on privacy of the immediate surrounding homes.

I see that an attempt has been made to decrease the density and height of the initial proposal, but in my opinion, they have not scaled back enough. All things considered, when comparing both proposals, the only difference is that they have changed the main structure from 4 storeys to three, increased the front set back, but then added another structure very close to the rear of the property of two storey townhouses! This has increased the footprint as compared to the first proposal! To me, it seems that all that they have done is replace the initially proposed rear parking lot with a row of homes, and reduced the front structure by one storey. This is not enough!

My main concern lies with the front structure; the back to back, three storey townhouses. This carries with it the same concerns that I had with a four storey apartment. Since the front set back has been increased, this pushes the building closer to the rear of the property, and I am having a difficult time seeing how this will allow enough room to have a drive way plus another row of two story townhomes! This front structure will push these townhomes too close to the rear of the property and very negatively affect the privacy of these neighbours (as well as the privacy of the families moving into these townhomes).

I also have a concern with regards to the integrity of the existing trees, and the ability to plant new trees with the townhomes being so close to the rear of the property.

A more appropriate level of intensification would be to replace this three storey structure with another row of townhomes. These townhomes would not have to be so wide, which would allow the rear townhomes to move forward slightly, while maintaining the setback at the front of the property. Two rows of two storey townhomes would be less imposing, would take away the need for a large parking lot and lighting, and would be a much better fit for the neighbourhood in everyway.

I feel that two storey townhomes would most all of the negative findings from the Tribunal last year, and the neighbourhood, city and developer could move forward in a positive direction.

Thank you for considering my remarks.

Sincerely,

Crystal Thurston (18 September Lane)

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**From:** Doug Landry  
**Sent:** Wednesday, March 4, 2020 12:43 PM  
**To:** Lowery, Catherine <clowery@london.ca>; Hopkins, Anna <ahopkins@london.ca>  
**Cc:** Doug Landry  
**Subject:** [EXTERNAL] Zoning By-Law Amendment - File #Z-9172

We are reaching out at this time to respond to the Application for an amendment to the Zoning for the properties which are directly across the street from our home. The application is requesting the zoning be changed from Residential R1 (R1-7) Zone to a Residential R5 (R5-7) Zone.

We have read and reviewed the documents posted as it pertains to this application and have several concerns with respect to this request for a zoning by-law amendment.

Their request details the zoning amendment to allow for a 30 unit cluster townhouse development consisting of 24 3-storey stacked back-to-back townhouse units and a 6 2-storey townhouse unit. However, the Heritage Impact Statement, Page I of the Executive Summary suggest that they are proposing a 36 unit stacked townhouse development divided into two separate building blocks of 24 units 12 units. Given that the Notice of Planning Application document, last page where the conceptual rendering notes say that "the above images represent the applicant's proposal as submitted and may change"...this raises red flags for us. In their prior zoning by-law request a couple of years ago, we found the applicant to be non-compliant with requests, not being honest in their "fact full" documents presented, many inconsistencies and inaccuracies were presented, as well as not representing the current community and our neighborhood. The R5-7 zoning that is being requested, as noted, allows for a maximum density of 60 units per hectare...it says the proposed development will be 55 units per hectare.....again, we are not confident that this applicant will keep this build to a 30 unit townhouse development.

Furthermore, in the Urban Design Brief document, page 5, it details 7 design goals and objectives for this proposed development, none of which will be achieved from a community/neighborhood perspective...it does NOT fit within the surrounding area and context....it will not improve the streetscape...it will not offer protection of significant site vegetation. With respect to the objective of ensuring privacy between the proposed development and abutting properties....we have lived at our property for several years now and the "vegetation privacy" might be better in the summer when the foliage is flourishing, however, in the winter time when the vegetation is dormant, from our home we can even see the homes that are just to the south of this property....this will be highly intrusive for the homes directly to the south. Due to the sloping of the lands, from south to north, the last goal/objective will not be able to be configured into the existing

neighborhood. We are not confident that this applicant is sympathetic to any residents concerns to this application and from past experience, would not be willing to work with us.

The parking lot is not compatible with the hardscape in our area. As well, the parking lot will be noisy with cars coming and going at all hours. Noting that headlights from cars exiting the driveway will shine directly into the front of our house(s), where our bedrooms are located. Where will the overflow be for those that live/visit the tenants....the winter time and piles of snow will not provide for their 45 parking spaces...which is the minimum allowed for the proposed 30 units.

Byron Baseline road is already too busy at peak hours and this "intensification" will add more congestion to this section of the street. You have to know the traffic chaos and congestion will be further increased by vehicles stopping on Byron Baseline road in front of this development to make short visits, deliveries, etc., rather than pulling into the parking lot. NO amount of signage or enforcement, in order to prevent this from happening will deter people from doing this....furthering the traffic chaos and congestion. We have several school buses that make stops on this section of the road...one of them a handicapped bus....we already have witnessed several impatient drivers pass this bus while they are stopped with their lights flashing and stop arm out while they are unloading the challenged child and other children....

We are not opposed to development or intensification in our neighborhood, however, we do not believe the proposed application suits our Byron community or more importantly, our neighborhood.

This is NOT the best "fit" for this property, this is a quiet residential neighborhood. We have all worked hard to update and keep our properties aesthetically appealing. This proposed development would be not be aesthetically appealing in any way, shape or form and would negatively impact our property values and "our neighborhood".

Kindest Regard  
Doug and Patti Landry  
1147 Byron Baseline Road

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Julie Lee and Jacquelin Burkell  
1158 Byron Baseline road  
London, Ontario  
N6K 2C8

March 4, 2020

Catherine Lowery  
Development Services  
City of London  
300 Dufferin Avenue, 6<sup>th</sup> Floor  
P.O. Box #5035  
London, Ontario N6A 4L9

VIA E-MAIL: [clowery@london.ca](mailto:clowery@london.ca)

Dear Ms Lowery:

**RE: SUBMISSIONS re Proposed Zoning Amendment/development – File Z-9172 1146 – 1156 Byron Baseline road, London, Ontario**

We are the co-owners and residents of the home located at 1158 Byron Baseline Road, and we are writing in order to provide comment regarding the proposed "cluster/stacked townhomes" at 1146 – 1156 Byron Baseline Road.

Our home is situated on the southeast corner of Griffith and Byron Baseline Road directly adjacent, on the west side, to the proposed three storey stacked townhouse development. Our home is on London's Heritage register and is historically and culturally significant to the Byron Village community. As found by the Local Planning Appeal Tribunal in their decision dated January 23, 2019, our home was determined to be a landmark, 2.5 storeys rather than 3 in height, and there were deep concerns that the originally proposed development did not attend to the need to ensure continued visibility of the heritage home.

In our view, the new proposal for the three storey, stacked townhouses is a significantly improved as compared to the Applicant's earlier proposal. That said, we have a number of concerns which remain unaddressed or ill-considered in the current proposal. Specifically, they are as follows:

- **INCOMPLETE/NON-COMPREHENSIVE HERITAGE IMPACT ASSESSMENT:**

It is critical that planning decisions are made taking into account the full spectrum of the cultural, historical and architectural features which characterize the 1158 Byron Baseline property. We are privileged to have met Louise Calhoun when we first took ownership of the home. Ms Calhoun (then in her late 90's) is the niece of the home's builder and provided us with a great deal of history (including photographs of the original build) with regard to the home and its significance for the Byron community. With respect, the Heritage Impact Assessment failed to identify and/or acknowledge many of these features/criteria in their evaluation as required by O. Reg. 9/06. Not only did the HIA fail to acknowledge that the Planning Tribunal had already found the home to be a "landmark", but the HIA does not acknowledge the unique and high degree of craftsmanship of the builder, Mr Cyril Wells. Mr. Wells built the home in 1911 using hand-made molds (not purchased cinder blocks as suggested in the HIA), for both the blocks as well as the highly articulated arches and columns which are uniquely characteristic of this home. Consequently, the building's "design and craftsmanship" needs to be acknowledged.

Please also note that the HIA indicates that "no permission" was granted for a more detailed analysis and/or attendance on our property. We did not receive any such request from Stantec Consulting (the HIA assessors). We would most certainly be happy to permit such a viewing/attendance in order to ensure that the full heritage significance of the home is taken into account in the planning process.

- **OVER-STATEMENT REGARDING THE "CEDAR HEDGE SURROUNDING THE PROPERTY" as an EFFECTIVE BUFFER:**

The proposal repeatedly relies on the existence of a 'robust' cedar hedge 'surrounding the property' to provide buffering between the new development and the existing properties. There is, however, no such hedge between our property and the proposed development. Indeed, as acknowledged in the HIA, there is only 'shrub vegetation' between the proposed development and our home. In fact, there is only a spotty and inconsistent presence of some shrubs, cedars and aging Manitoba Maple trees on the border between our property and the property being developed. We further note that the cedar hedge is dwindling and inconsistently growing on the south edge of the property. The Planning Justification report indicates that 'peering is effectively dealt with through the site setbacks and existing vegetation'. In the case of our property, we contend that this is manifestly inaccurate, and that the existing vegetation provides no visual barrier between the proposed development and our 2.5 storey home.

Consequently, it is our position that the existing vegetation (sparse, inconsistent and aging) is insufficient for the purpose of providing a

reasonable buffer between the developed property, our home, and the homes to the south.

Given that the proposed stacked townhouses are most proximate to our home, we must insist that this issue be given much more serious attention in the plan. Indeed, it is our view that a wall should be installed in order to provide reasonable buffering, as well as to attend to proper urban design criteria. We also

- **LACK OF GREEN SPACE WITHIN DEVELOPMENT:**

The urban design brief indicates that the proposed development will have 'a lot of open green space within the site'. We are concerned that, contrary to this claim, the site plan provides no recreational space aside from a small gazebo, and no other green space beyond the perimeter setbacks. The site plans detail a very intensive use of the property, which is inconsistent with neighbourhood standards.

- **RISK OF SERIOUS IMPACTS ON OUR WELL WATER SYSTEM:**

We rely on well water for our household water supply. We are totally dependent upon the well for water, including drinking water. Our property does not have city water service. The well on our property existed long before the provincial requirement for well construction records (1911). The well, which has been consistently serviced by Staintons Limited for a number of years (predating our ownership of the home), is a drilled well approximately 100 feet deep. Our well is situated close to the eastern edge of our property (located within an outbuilding), and thus close to the proposed development of both stacked townhomes. Thus, as acknowledged in the HIA, excavations and construction would very proximate to our well. Pile driving or any type of construction method involving percussion would risk the integrity of our well system/water.

The well provides, and has provided for as long as we have owned our home, an ample supply of high-quality water used for all household purposes. We have never had a problem with water quantity, nor were any such problems reported by the previous owners of our home. Over the past twenty years we have regularly secured water tests for our well water with respect to coliform and e. coli, and our well water remains of high quality according to these assessments. In 2019, we undertook a more comprehensive "Well Wise Water Test for Metals, Minerals and Salts" evaluation of the well water (report dated September 20, 2018), to establish the baseline (current) for the quality of our well water. The results of this independent assessment are consistent with those put forward in the Hydrogeological Assessment (dated September 27, 2018). Both assessments indicate that the well water meets or exceeds regulation standards in every tested area except hardness.

The Hydrogeological Report indicates that 'potential water quantity or quality impacts to the well at 1158 Byron Baseline Road are unlikely'. We are nonetheless putting the city and developer on notice that we will seek damages if there is any negative impact on our system and/or water quality in the event of this development. We also request that the developers provide details regarding the contingency plan for the provision of a temporary water supply to our residence should the amount or quality of the water supplied by the well be negatively impacted during construction. The quality and quantity of the well water must be established post-construction through a process agreeable to the homeowner, and any and all expenses related to this assessment should be covered by the developer.

- **RISK OF INDIRECT DAMAGE TO HOME THROUGH ADJACENCY TO DEVELOPMENT:**

We are pleased that the HIA identified the potential for vibration impacts on our home and property from construction activities. Consequently, in addition to the need that this project take every precaution with respect to our well, we also urge the plan to integrate the three recommendations as set out in the HIA. These recommendations are:

- (i) Use of buffer zones and site plans to indicate where project activities, including construction activities, may be avoided including areas within 50 metres of the residence and outbuilding at 1158 Baseline road;
- (ii) Where construction activity must enter into the 50 metre buffer zone, a pre-construction vibration assessment should be completed to establish a baseline for vibration levels;
- (iii) Should any properties within the study area be determined to be within the zone of influence determined through the vibration assessment, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e., adjustment of machinery).

In addition to the implementation of these three recommendations, it is our position that the Applicant, and any of its Agents (i.e., contractors, etc.), must maintain open, consistent, and transparent communications with regard to the implementation of these recommendations and ongoing construction activities. This ongoing communication requirement must ensure the Applicant's reasonable and timely responsiveness to any negative impact identified by us throughout the development.

In closing, we very much appreciate the opportunity to articulate our position in relation to this proposed zoning amendment. We would welcome to attend a public participation meeting in order to provide our input.

Sincerely,

Jacquelyn Burkell, PhD

Julie Lee, LLB

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**From:** Debbie McNevin  
**Sent:** Wednesday, March 4, 2020 3:55 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Zoning By-Law Amendment 1146-1156 Byron Baseline Rd

Attn: Catherine Lowery,

This neighbourhood is made up of single or two story buildings. In keeping with that theme, cluster townhouse dwellings of two stories maximum, and placed more than 10 metres back from the public sidewalk would be acceptable.

Regards,  
Debbie McNevin  
1100 Byron Baseline Rd

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**From:** Andrew Graham  
**Sent:** Wednesday, March 4, 2020 4:32 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Z-9172

Hi Catherine,

I live at 1138 Byron Baseline Rd (only 3 lots away from proposed planning Z-9172). At this time I don't have any comments, so far plans look ok, but please keep me informed along the process.

Regards,



Andrew G.

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**From:** Acres, Ted  
**Sent:** Wednesday, March 4, 2020 4:47 PM  
**To:** Lowery, Catherine <clowery@london.ca>; Hopkins, Anna <ahopkins@london.ca>  
**Subject:** Re: 1146 -1156 BYRON BASELINE ROAD FILE : Z-9172

Catherine Lowery,

Planner II  
Development Services  
City Of London

**Re: 1146 -1156 Byron Baseline Road**  
**File: Z-9172**

In response to a recent notice of planning application, once again on the properties of 1146 to 1156 Byron Baseline Road, by the absentee property owner again whom demolished the four homes during the road reconstruction of Byron Baseline almost four years ago and now is trying to force in Multifamily, High density units into a single family residential area once again. As you are aware in fact the entire area is entirely a Single family SFD R1 zone this is just unacceptable.

The said absentee property owner tried to bring in four to six story Multifamily, High density apartment units a couple of years ago without any success due to the numerous variances and non-compliances encountered at that time required to make fit his proposal.

We simply do not understand why is the City Of London Planning Department is once again entertaining another Multifamily, High density Units proposal into an entirely single family residential area again exceeding the height, density and set back restrictions.

To name but a few

My apologies but it's not just the proposed unsightly building, the increased traffic volumes and the individual homes property values depreciation due to three and four storey cluster/ staked town housing complex with resident renters whom have no vested interest in the complex or in the area itself

In talking to the neighbours of late there is a petition being circulated again the same as the last time with the proposed apartment buildings two years ago. The answer is to simply construct four nice Single family homes as those that were taken down. But I understand this is not his plan to make his cash turn around on the property

Concerned resident

Thanks,  
*Ted Acres*  
Charles E. (Ted) Acres, BA,CTech, rcsi/rcca.  
370 Colville Blvd ,  
London, Ontario, N6K 2J5

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**From:** Pat Tyne  
**Sent:** Friday, June 26, 2020 3:12 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] RE: Z-9172 - 1146-1156 Byron Baseline Rd

Dear Ms Lowery,

Firstly, although I had previously requested to be on the City's emailing list to receive ANY and ALL notifications/information regarding the Zoning Bylaw Amendment to the above-noted property I'm still not getting the emails. Fortunately, (but sometimes too late) I've received "some" communications from other concerned neighbors. Please add my email address to the list:

Secondly, my husband and I live across the street from what will be a monstrosity of a structure and we are vehemently opposed to the proposed development for the following reasons:

a) 3 storey buildings will NOT aesthetically fit into our neighborhood. "Most" of the homes closest to this development are 1 storey bungalows. (Please do NOT be fooled by their claim that a 12 storey building exists "across the street". If you actually visit our neighborhood you'll see that building is at least THREE BLOCKS to the North of us!)

b) We are very concerned about the extra traffic congestion the many occupants, their visitors and any deliveries made to them will create. This street is already too busy at times and we have school buses carrying children (some that are handicapped!!) that stop just a few meters away from where the entrance to this complex will be.

c) The night noise and vehicle lights! Our bedrooms face this development and the comings and goings of vehicular traffic will greatly effect our sleep and the peace and quiet we have all become accustomed to. Many of us are retirees - some with health issues who need their sleep!

d) Birani's inability to be upfront and honest about his intentions in the past continues to be very unsettling to say the least!! In the Notice of Planning Application document, it states "the above images represent the applicant's proposal as submitted and may change". What the hell is THAT!!

This is our second time around with Birani and little has changed. He is still scheming to put as many dwellings as possible on this small piece of land previously occupied by TWO houses just to make a buck. Can we please put a stop to this Zoning Bylaw Amendment Application once and for all.

Thank you,  
Pat Tyne  
1143 Byron Baseline Rd

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**From:** Douglas F Allman  
**Sent:** Wednesday, July 1, 2020 7:00 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Cc:** Hopkins, Anna <ahopkins@london.ca>  
**Subject:** [EXTERNAL] 1146 - 1156 Bryon Baseline Road, File Z-9172, Applicant 2186121 Ont. Inc.

**Dear Madams:**

**Site Plan:** I received and reviewed the latest Zoning By-law Amendment regarding 1146 - 1156 Byron Baseline Road a 28-unit cluster townhouse development. The revised Site Concept Plan & Conceptual Rendering **does not fit the current architecture of the surrounding neighbourhood**, although I must admit I do like the design. I appreciate that the current owner of this property wants a quick resolve to their building design, but a 3-story complex at the front of this property facing Byron Baseline is ludicrous.

**Traffic flow calming:** With that being said, there will be a minimum of 28 automobiles to a maximum of 56 that will require parking. Visitors to this townhouse project will add even more cars to our ever-increasing flow of traffic. I live on Lansing Avenue, a small one block street that has seen a traffic flow escalate since all the road work on North Street was completed a few years back (Lynden Cres. & Lansing Ave. are now a short cut off Commissioner's to Griffith Street & westward). I have complained to both our

Ward Councillor and City Police of the continuous high flow of traffic on a once very quiet street. Speed of these vehicles is also a concern and it won't be resolved until someone is seriously injured or killed. The corner of Lansing/Griffith & Byron Baseline is another concern with cars not coming to a complete stop (four way stop) or simply drivers ignoring the stop signs & going right through the intersection without stopping. Yes, I have nearly been broadsided on 3 occasion and the only reason I wasn't is due to my being very cautious when entering same. But cars still ignore traffic rules of the road. I have not seen a police cruiser observing the traffic flow at this intersection, during rush hours, for quite some time now.

With this project comes more traffic, not only on Byron Baseline, but Lynden/Lansing streets as well as this short cut will soon be discovered by all those living in this townhouse project. If this project is approved now or in the not too distant future, whether it's this design or another, I am asking that you give strong consideration to a stop light being installed at the corners of Byron Baseline and Lansing/Griffith streets. Please do something before it's too late. Thank you,

Douglas F. Allman

### **Agency/Departmental Comments**

#### February 19, 2020: London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

#### March 2, 2020: Upper Thames River Conservation Authority (UTRCA)

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 these 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*.

### **CONSERVATION AUTHORITIES ACT**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

### **DRINKING WATER SOURCE PROTECTION: Clean Water Act**

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. 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**

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required. The UTRCA has no objections to this application.

#### March 11, 2020: London Advisory Committee on Heritage (LACH)

- i) The Civic Administration BE ADVISED that the London Advisory Committee on Heritage (LACH) is satisfied with the research, assessment and conclusions of the Heritage Impact Assessment (HIA) included with the above-noted Notice of Planning Application, and is satisfied that the proposed development will not have an adverse impact on adjacent cultural heritage resources; it being noted

- that the LACH supports the recommended mitigation measures outlined in the HIA; and,
- ii) the possibility of designating the property located at 1158 Byron Baseline Road, under Part IV of the Ontario Heritage Act, BE REFERRED to the Stewardship Sub-Committee for review;

April 2, 2020: Engineering

A holding provision is required to ensure that Hydrogeological Assessment Recommendations described in Stormwater comments, below, are addressed.

Additionally, the following items are to be considered during the future development application stage:

*Transportation:*

- Right of way dedication of 18.0m from centre line required along Byron Baseline Road
- Detailed comments regarding access design and location will be made through the site plan process

*Water:*

- Water is available for the subject site via the municipal 300mm PVC watermain on Byron Baseline Road.
- Any existing water service to the site shall be abandoned to City of London Standards
- Water service to the block shall not create a regulated drinking water system.

*Sewers:*

- The sanitary sewer available for the subject lands is the 200mm sanitary sewer on Byron Baseline Road.
- The Applicant's Engineer must determine the size and location of a new san. p.d.c. for the proposed apartment building, all to City Standards and to the satisfaction of the City Engineer.

*Stormwater:*

- There is a 1200mm storm sewer traversing the site (Municipal 1146 Byron Baseline Road). No structures shall be erected within the municipal easement and the storm sewer shall not be disturbed in any way.
- As per as-build plan # 11265, only a portion of the site at C=0.5 is tributary to the existing 1200mm storm sewer along the municipal easement traversing 1146 Byron Baseline Road and therefore changes in the C=0.5 and catchment area size require to accommodate the proposed development will trigger the need for on-site SWM control design to the satisfaction of the City Engineer . The design of on-site SWM controls shall include, but not be limited to required storage volume calculations, flow restrictors sizing, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- If the number of at grade parking spaces exceed 29, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the standards of the Ministry of the Environment, Conservation and Parks (MECP) and to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required inspection/sampling maintenance hole.
- The subject lands are located in the Central Thames Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
  - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
  - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
  - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
  - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
  - shall comply with riparian right (common) law.
  - The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- Based on the information in the Hydrogeological Assessment Report, prepared by LDS, for the proposed residential development at 1146-1156 Byron Baseline Road, the risk of an interference effect from the development on the well itself is fairly low. All of the monitoring wells advanced by LDS within the development footprint were dry upon completion, and the information provided by the homeowner on their well indicates that it is advanced to a fairly significant depth (approximately 30.0 metres below ground surface (mbgs)), when compared to the excavation and servicing depths for the development (likely, 3.0 to 4.0 mbgs). If this development is ultimately approved, the following must be completed, prior to the initiation of construction:
  - The depths and measurements provided by the homeowner be verified by a report issued by a licensed well contractor. It is our understanding that the homeowners already retain a licensed well contractor to perform regular maintenance on their well. A copy of any report(s) from this well contractor would be sufficient.
  - That a raw water (i.e., pre-treatment) sample be obtained from the well prior to the start of construction. If a raw water sample cannot be obtained due to the plumbing from the well, then a tap sample can be collected. The parameters to be analyzed should be adequate to properly assess raw water quality of the aquifer, and should also include Bacteriological parameters (total coliforms, E.coli, and heterographic plate count).
  - That a contingency plan be prepared, by a Qualified Professional (QP), in the event of a well interference effect or well complaint from the homeowner. The contingency plan should include a provision of providing a temporary water supply via temporary piped water supply, or trucking municipal water into the property to meet the daily needs for residence.

- That the monitoring wells installed as part of the Hydrogeological Assessment Report be decommissioned by a licensed well contractor prior to the start of construction.
- Additional SWM related comments will be provided upon future review of this site.

#### May 7, 2020: Archaeology

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment for complete application requirements (Z-9172):

- Stantec Consulting Ltd. *Stage 1-2 Archaeological Assessment: Proposed Townhome Development at 1148 Byron Baseline Road* (P256-0575-2019), June 14, 2019.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that: “[n]o archaeological resources were identified during the Stage 2 archaeological assessment for the study area. Thus, in accordance with Section 2.2 and Section 7.8.4 of the MTCS’ 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), no further archaeological assessment of the study area is required.” (p i)

An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been received, dated June 19, 2019 (MTCS Project Information Form Number P256-0575-2019, MTCS File Number 0010824).

Archaeological conditions can be considered satisfied for this application.

#### May 11, 2020: Heritage

##### **1. Overview**

1146-1156 Byron Baseline Road is the subject property for a zoning by-law amendment application to allow a 30-unit cluster townhouse development. The subject property is adjacent to 1158 Byron Baseline Road – a 2½ -storey Queen-Anne styled house built in c1890. 1158 Byron Baseline Road is a LISTED property on the City's *Register*. It has been identified as having potential heritage significance that requires further evaluation due to its use of manufactured stone, concrete block and decorative stonework and features including Ionic columns and stained glass.

As/per Policy 586 of *The London Plan* (LP), Stantec Consulting Ltd. prepared a heritage impact assessment (HIA – August 6, 2019) – on behalf of 2186121 Ontario Inc. – as part of a complete application for the zoning by-law amendment (Z-9172). The primary purpose of the HIA is to assess potential impacts of the proposed townhouse development on the cultural heritage value and attributes of 1158 Byron Baseline Road and surrounding context, and to also make recommendations to mitigate any adverse impacts that may arise. The primary goal of the HIA is to “demonstrate that the heritage attributes of heritage designated properties or properties listed on the *Register* will be conserved.” (LP, p143) Because 1158 Byron Baseline Road is not presently designated under the *Ontario Heritage Act*, integral to the submitted HIA was a Cultural Heritage Evaluation using O.Reg. 9/06 to determine if the property retains cultural heritage value or interest.

##### **2. Assessment of Impact – Comments + Summary**

Development Services heritage planning staff has reviewed the heritage impact assessment (HIA) for 1158 Byron Baseline Road and appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and suggests mitigative measures. Staff particularly notes and supports the following assessment summary points:

- The property at 1158 Byron Baseline Road meets the criteria of O.Reg. 9/06 for heritage designation under Part IV of the *Ontario Heritage Act* for its direct historical association with the Wells family, and also as a rare example of a rusticated concrete block residence and a representative Ontario vernacular

residence with Queen Anne and Edwardian influences.

- Generally, there will be no direct impacts specifically to the heritage attributes that were identified in the O.Reg. 9/06 evaluation as the proposed development will be entirely restricted to the adjacent property at 1146-1156 Byron Baseline Road. See Table 3 below from the HIA (p6.2).

**Table 3: Evaluation of Potential Impacts to 1158 Byron Baseline Road**

Heritage Attribute	Potential for Direct Impact		Potential for Indirect Impact				
	Destruction	Alteration	Shadows	Isolation	Obstruction	Change in Land Use	Land Disturbances
Historical association with the Wells family	N	N	N	N	N	N	N
Two and one-half storey structure	N	N	N	N	N	N	P
Medium-pitched hip roof with projecting gable bays on front and east façades	N	N	N	N	N	N	P
Rusticated concrete block exterior with concrete band between exterior and foundation	N	N	N	N	N	N	P
Projecting gable bays on front and east façades	N	N	N	N	N	N	P
Bargeboard, brackets, and fish scaling in gable peaks or front and east projecting gable bays	N	N	N	N	N	N	P
Concrete columns in second storey window openings	N	N	N	N	N	N	P
Concrete drip moulds, lintels, and sills	N	N	N	N	N	N	P
Arched porch with concrete columns	N	N	N	N	N	N	P
Rusticated concrete block foundation	N	N	N	N	N	N	P
Outbuilding clad in buff brick and metal	N	N	N	N	N	N	P

- There are potential indirect impacts to the property through its adjacency to the proposed development at 1146-1156 Byron Baseline Road which could result in vibration impacts specifically within 50 metres of construction activities. See Table 3 above from the HIA (p6.2).

Although the proposed development will not directly affect identified heritage attributes at 1158 Byron Baseline Road, there is an abrupt change in landuse and form of development from 1148-1156 to 1158 Byron Baseline Road, resulting in concerns of compatibility. The difference in height and massing, along with the close proximity of the new development to the property line at 1158, creates challenges in visually transitioning from new to existing.

### 3. Additional Comments Related to Proposal

At its May 5<sup>th</sup> 2020 meeting, the London Advisory Committee on Heritage (LACH) stated that it was “satisfied with the research, assessment and conclusions of the Heritage Impact Assessment (HIA) [for 1158 Byron Baseline Road] and is satisfied that the proposed development will not have an adverse impact on adjacent cultural heritage resources.” (2.1/7/PEC) Further note that:

- the LACH supports the recommended mitigation measures outlined in the HIA; and,
- the designation of the property be referred to the Stewardship Sub-Committee for review.

### 4. Conclusions + Recommendations

The applicant should incorporate the mitigative measures that have been recommended in the HIA, specifically (HIA, p i):

- Use of buffer zones and site plans to indicate where project activities, including construction activities, may be avoided including areas within 50 metres of the residence and outbuilding at 1158 Byron Baseline Road.
- Where construction activity must enter into the 50 metre buffer zone, a pre-construction vibration assessment should be completed to establish a baseline for vibration levels in advance of construction activities.

- Should any properties within the study area be determined to be within the zone of influence as determined through the vibration assessment, additional steps should be taken to secure the buildings from experiencing negative vibration effects (i.e. adjustment of machinery).

Finally, Development Services heritage planning staff encourages the applicant to consider some site design refinements to help soften the visual contrast at the western edge of the development; between new and existing building forms. Increasing the setback at the western edge of the proposed development will allow for a more substantial and effective buffering of the development at this edge. A wider swath of buffering can include dense tree plantings and shrubbery, and a combination of landscape features (walls, screening) and berming along this edge may also be accommodated.

#### May 12, 2020: Urban Design

Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along the Byron Baseline frontage setback in-line with adjacent properties; Locating the taller built form along the street while transitioning to a lower built form at the rear of the site, in keeping with the 2-storey single detached homes to the south of the site; Providing for orientation and an active building edge along the street; Providing for appropriate scale/ rhythm/ materials/ fenestration on the buildings; Including an appropriately sized and located outdoor amenity area; and, locating all of the parking in the side yard and interior of the site.

In order to ensure that the ultimate development incorporates the key design aspects of the conceptual plan, provide for provision in the Zone that will ensure the following:

- Transition from north to south across the site (limiting the taller stacked back-to-back towns to the front portion of the site while allowing for the 2-storey towns at the rear);
- The location of built form along the street frontage (in line with the adjacent houses); and
- The location of parking in the side yard and/or interior to the site.

Urban design staff have been working closely with the applicant through the rezoning process to address many of the design concerns that have been raised by the Urban Design Peer Review Panel (UDPRP), and City staff. Staff will continue to work with the applicant through a subsequent Site Plan Application to ensure past concerns regarding landscape buffers, garbage location and collection, parking lot design, building design, and location of the amenity area are implemented in the final design.

## **Appendix C – Policy Context**

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

### ***Provincial Policy Statement, 2020***

#### **Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

1.1.1 b)

1.1.1 c)

1.1.1 e)

1.1.3

1.1.3.1



1.1.3.2

1.1.3.3

1.1.3.4

1.4 - Housing

1.4.1

1.4.3 b)

1.4.3 d)

1.7 – Long Term Economic Prosperity

1.7.1 e)

2.6 – Heritage and Archaeology

2.6.2

2.6.3

### ***The London Plan***

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7\_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54\_ Our Strategy, Key Directions, Direction #1 Plan Strategically for a Prosperous City

Policy 55\_13. Our Strategy, Key Directions, Direction #1 Plan Strategically for a Prosperous City

Policy 59\_1, 2, 4, 5. Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 61\_10. Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62\_10. Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66\_ Our City, Planning for Growth and Change

Policy 79\_ Our City, City Structure Plan, The Growth Framework, Intensification

\*Policy 83\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 252\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

Policy 253\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 255\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

Policy 256\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 257\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 258\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 259\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 261\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 266\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

Policy 474\_13 City Building Policies, Civic Infrastructure, How Are We Going to Achieve This, Water

Policy 554\_2 City Building Policies, Cultural Heritage, What Are We Trying to Achieve

Policy 586\_ City Building Policies, Cultural Heritage, Specific Policies for the Protection, Conservation and Stewardship of Cultural Heritage Resources, Individual Heritage Properties

Policy 608\_ – 611\_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 743\_ City Building Policies, Green and Healthy City, How Are We Going to Achieve This, Green City Strategy, Clean Water and Water Conservation

\*Table 10 Range of Permitted Uses in Neighbourhoods Place Type

\*Table 11 Range of Permitted Heights in Neighbourhood Place Type

\*Policy 919\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

\*Policy 937\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

\*Policy 939\_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

\*Policy 953\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

\*Policy 1578\_ Our Tools Planning and Development Applications, Evaluation Criteria for Planning and Development Applications

## **1989 Official Plan**

### 3.2 – Low Density Residential Designation

#### 3.2.1 – Permitted Uses

#### 3.2.2 – Scale of Development

#### 3.2.3 – Residential Intensification

##### 3.2.3.2 – Density and Form

3.7 – Planning Impact Analysis

13.2.3.1 – Alteration or Demolition on Adjacent Lands

17.7.3(i) – Well-Head Protection

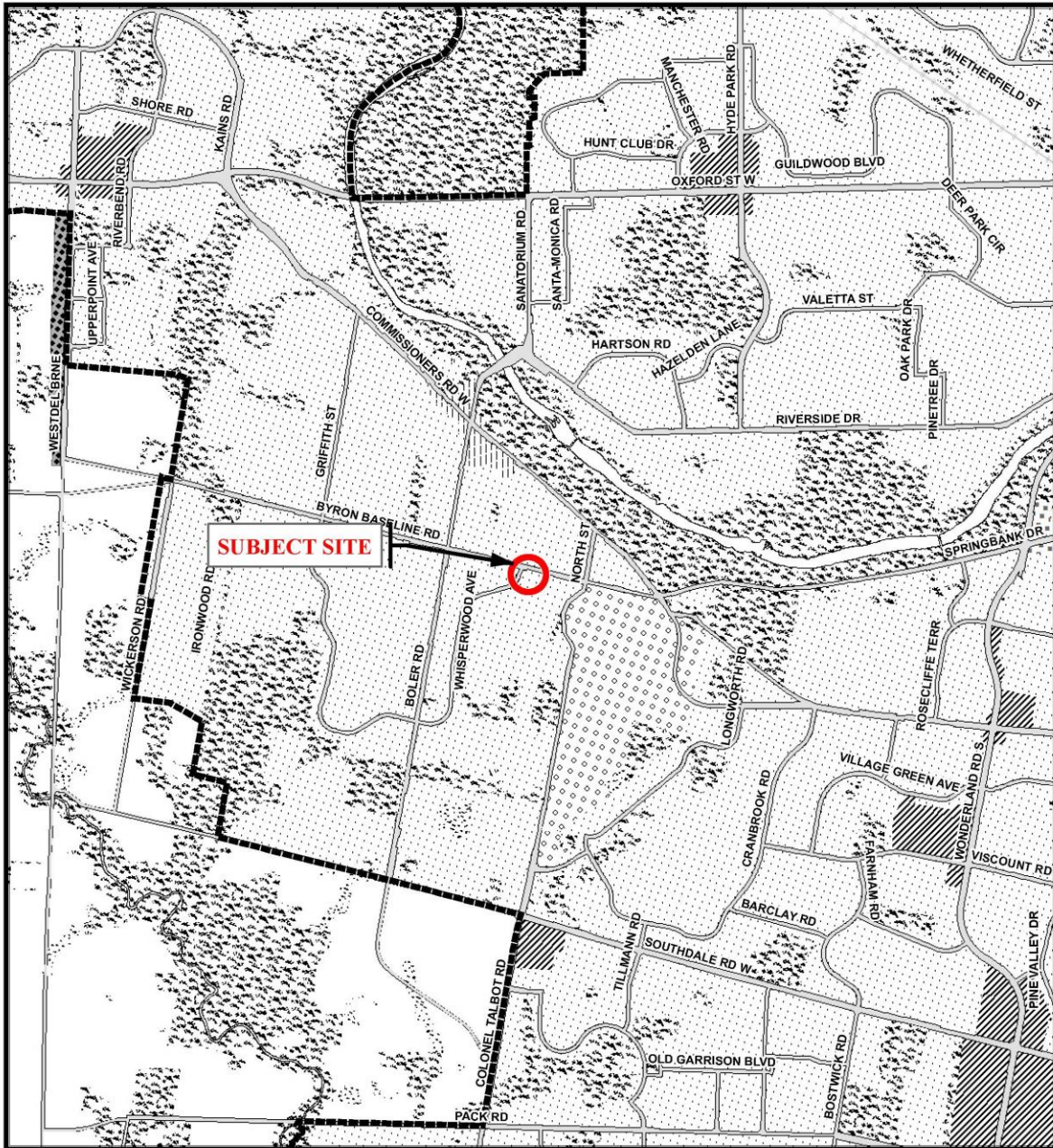
<b>3.7 Planning Impact Analysis</b>	
<b>Criteria</b>	<b>Response</b>
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.	The proposed land use is contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The revised site concept achieves an intensity that allows for other on-site functions such as guest parking, emergency services and open space.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.	The site is located in relative proximity to a commercial plaza to the west at the intersection of Byron Baseline Road and Boler Road. The site is located approximately 600 metres from Springbank Park
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	The proposed development is in an area in need of affordable housing units and provides for a mix of housing types which is inherently affordable.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale/height of the proposed three-storey stacked back-to-back townhouse building is mitigated by the proposed front yard setback. The building has been sited with an 8 metre front yard setback, consistent with the setbacks of neighbouring properties. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage. The two-storey townhouses proposed at the rear of the site are designed at a building height consistent to that of the neighbouring single detached dwellings to the south. This site configuration provides for the taller building to be located along the arterial road (Byron Baseline Road) with the shorter building cascaded towards the single detached dwellings immediately abutting the site.
The extent to which the proposed development provides for the retention of	The proposed development provides for the retention of an existing row of cedar

<p>any desirable vegetation or natural features that contribute to the visual character of the surrounding area;</p>	<p>trees along the south property line, which contribute to the visual character of the surrounding area and provide screening. Additional screening opportunities through vegetation will be considered at a future Site Plan Approval stage. Site concept revisions provide additional green spaces, including landscape islands in the parking areas and an enlarged amenity area, in which tree planting can occur.</p>
<p>The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties</p>	<p>Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that driveway location and design can be addressed at the site plan approval stage. Byron Baseline Road is a high-order street and is intended to move medium to high volumes of vehicular traffic at moderate speeds.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along the Byron Baseline frontage setback in-line with adjacent properties; Locating the taller built form along the street while transitioning to a lower built form at the rear of the site, in keeping with the 2-storey single detached homes to the south of the site; Providing for orientation and an active building edge along the street; Providing for appropriate scale/ rhythm/ materials/ fenestration on the buildings; Including an appropriately sized and located outdoor amenity area; and, locating all of the parking in the side yard and interior of the site.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>No natural heritage features are present that will be affected by the proposed development.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>N/A</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment is consistent with the in-force policies of the Official Plan. Further, the proposed form of development will be reviewed for conformity to the in force Official Plan policies and comply with the City's regulatory documents prior to approval of the ultimate form of development through the Site Plan Approval process. The requirements of the Site Plan Control By-</p>

	law have been considered through the design of the site to ensure functionality, including provision of landscape islands, drive aisle widths, and functional garbage storage system.
Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;	As discussed above, tree planting and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.
Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.

**Appendix D – Relevant Background**

**Additional Maps**



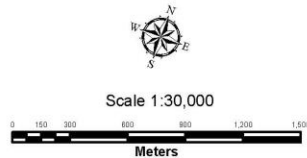
**Legend**

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

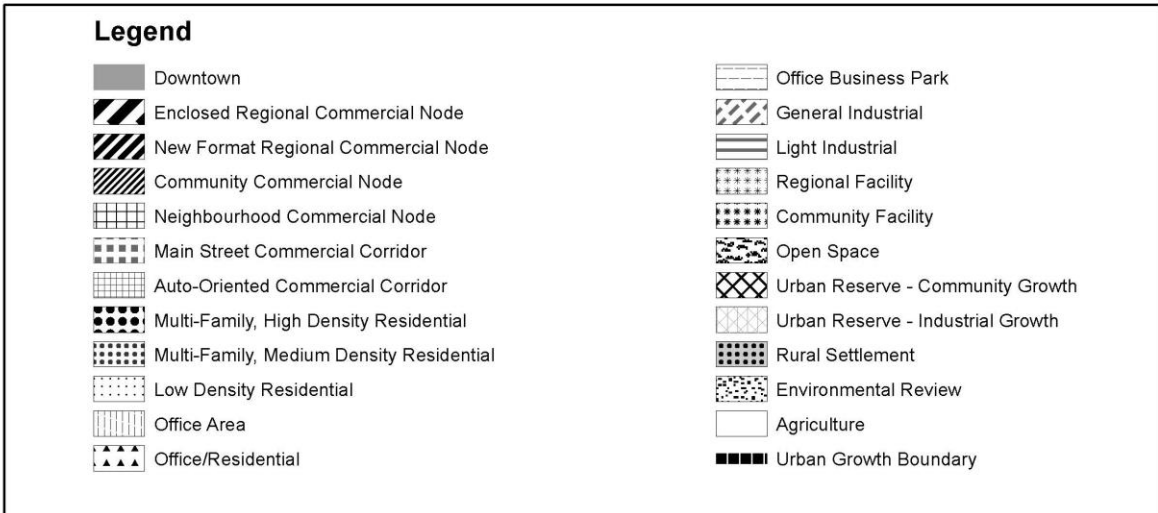
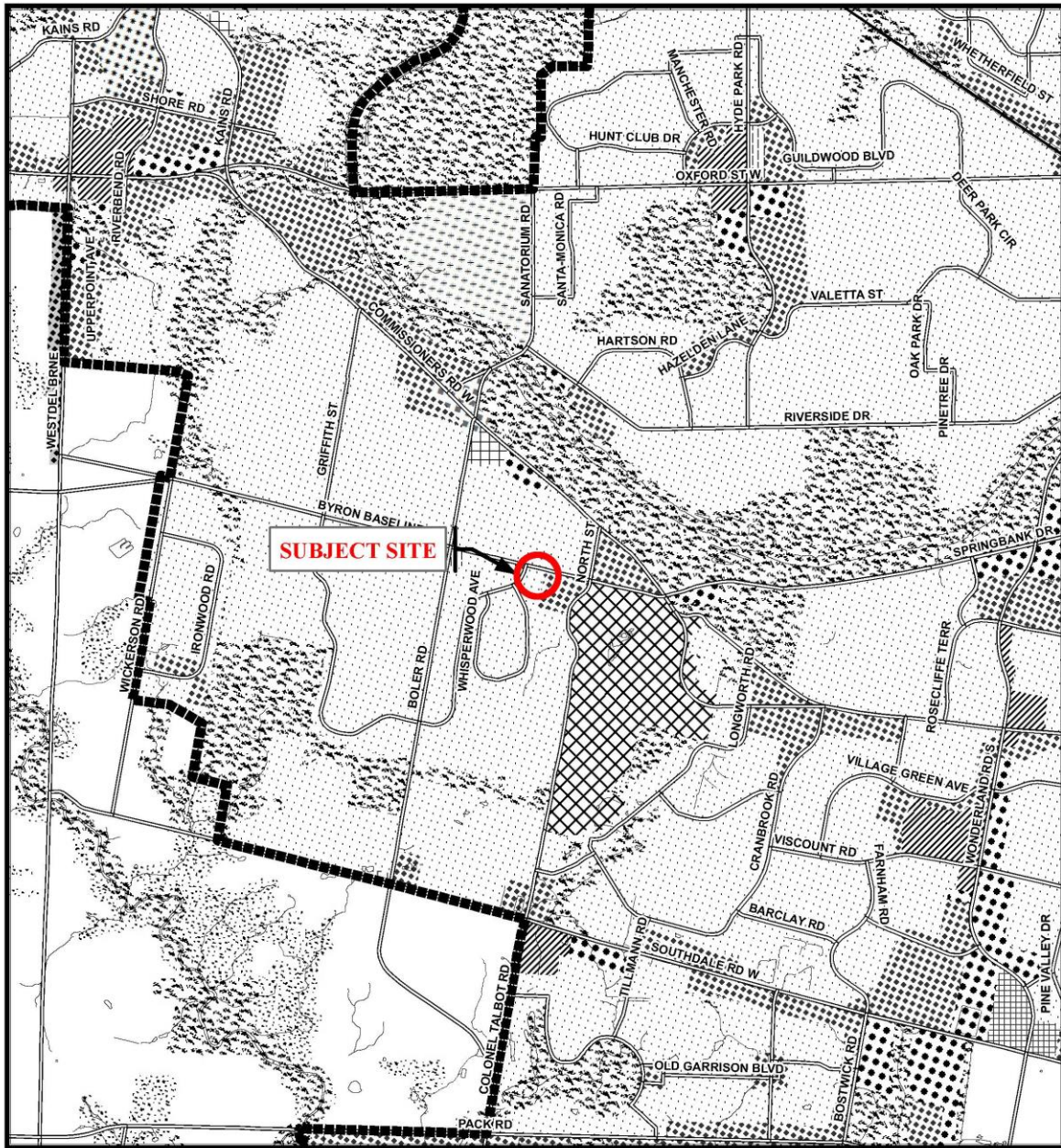
*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

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

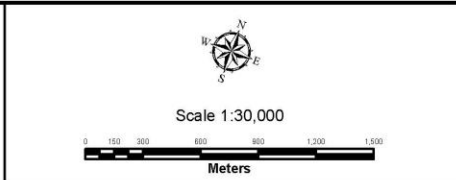
**CITY OF LONDON**  
 Planning Services /  
 Development Services  
  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning Services



**File Number:** Z-9172  
**Planner:** CL  
**Technician:** RC  
**Date:** June 01, 2020



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



**FILE NUMBER:** Z-9172  
**PLANNER:** CL  
**TECHNICIAN:** RC  
**DATE:** 2020/06/01



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9172

CL

MAP PREPARED:

2020/06/01

RC

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 Meters

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



**Additional Reports**

August 13, 2018: Report to Planning and Environment Committee – Zoning By-law  
Amendment application for 1146-1156 Byron Baseline Road (Z-8847)