

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 604 Beaverbrook Developments Inc.
604 Beaverbrook Avenue
File No. OZ-9483
Public Participation Meeting

Date: August 22, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 604 Beaverbrook Developments Inc. relating to the property located at 604 Beaverbrook Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend The London Plan to create a specific area policy in the Neighbourhoods Place Type at 604 Beaverbrook Avenue to permit a four (4) storey stacked townhouse development and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend Zoning By-law No. Z.-1, (in conformity with the 1989 Official Plan, and The London Plan for the City of London as amended in part (a) above), to change the zoning of the subject property **FROM** an Urban Reserve (UR1)) Zone **TO** a Holding Residential R6 Special Provision Bonus (h-18.R6-5*B-_) Zone;
- (c) **IT BEING NOTED** that the following site plan and urban design matters were raised during the application review process:
 - i) Provide sufficient setbacks for site plan planting requirements, and sufficient setbacks to retain existing trees and protect offsite tree roots, and/or provide adequate soil volumes for required perimeter plantings;
 - ii) Include enough space for collection access to recycling and waste;
 - iii) Provide glass railings that are bird friendly safe, or similar material to reduce the visual impact;
 - iv) Ensure there is a minimum setback of 2.5m from parking to habitable space;
 - v) Ensure that for the area between the proposed structure and the roadway, there is a design that balances privacy and light (e.g. lattice fence, brise-soleil structure, perennial plants, hardscaping etc.); and
 - vi) Ensure pedestrian circulation and access refinements are constructed in accordance with the Accessibility Review Checklist.
- d) The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high-quality residential stacked townhouse development, with a maximum height of four (4) storeys, 32 dwelling units and a maximum density of 92 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services, and matters:

i. Exceptional Building Design

- A contemporary modern design with architectural details including high-quality materials, horizontal and vertical elements, and large windows, which create a design complementary to adjacent development; and
- A front facing façade that establishes a built edge with primary building entrance and a pedestrian friendly public realm.

ii. Provision of Affordable Housing

- A total of two(2) 3-bedroom residential units will be provided for affordable housing; one unit within each block;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability is set at 50 years from the point of initial occupancy;
- The proponent enters into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

- e) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning generally implements the site concept submitted with the application. As part of the application review process a revised site plan concept was submitted with minor revisions including a new interior side yard setback of 3.0m whereas 3.2m was proposed and a parking rate of 1.0 spaces per unit whereas 1.1 spaces was proposed in the notice of application and public meeting.

Executive Summary

Summary of Request

The owner has requested an amendment to The London Plan to add a Specific Area Policy to the existing Neighbourhoods Place Type along a Neighbourhood Connector Classification to permit stacked townhouses as a permitted use and a height of four (4) storeys. Also, the owner has requested a Zoning By-law Z.-1 to change the zoning of the subject lands to a Residential R6 Special Provision Bonus (R6-5()*B-) Zone to permit a four (4) storey stacked townhouse development with at total of a total of 32 residential units with a density of 92 units per hectare.

Special provisions would permit a minimum front yard setback of 5.3 metres along a local road, whereas 6.0 metres is required; a minimum interior side yard setback of 3.0 metres whereas 6.0 metres is required; a minimum rear yard setback of 4.15 metres whereas 6.0 metres is required; a maximum building height of 13.0 metres whereas 12.0 metres is required; a minimum parking rate of 1.0 spaces per residential unit, whereas 1.5 spaces per unit is required; and a maximum density of 92 units per hectare(upt) whereas 35 upt is permitted. The proposed bonus zone would permit a maximum density of 92 units per hectare in return for enhanced urban design and, affordable housing in conformity with Section 19.4.4 of the 1989 Official Plan.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a four (4) storey stacked townhouse development with 32 units through a bonus zone and area specific policy to The London Plan. Special provisions are incorporated through the bonus zone establishing a minimum front yard setback of 5.3 metres along a local road, whereas 6.0 metres is required; a minimum interior side yard setback of 3.0 metres

whereas 6.0 metres is required; a minimum rear yard setback of 4.15 metres whereas 6.0 metres is required; a maximum building height of 13.0 metres whereas 12.0 metres is required; a minimum parking rate of 1.0 spaces per residential unit, whereas 1.5 spaces per unit is required; and a maximum density of 92 units per hectare(uph) whereas 35 uph is permitted. These are recommended to facilitate a development that is appropriate for the site. The recommendation also includes site design and urban design matters that were raised during the application review process to ensure the identified design elements are implemented through the Site Plan Control approval process.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 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 Our City, Key Directions, City Design and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City.
3. The recommended amendment facilitates the development of an underutilized property and encourages an appropriate form of development.
4. The recommended amendment facilitates the development of affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.
5. The recommended bonus zone for the subject site will provide a public benefit of affordable housing units, and a quality design standard to be implemented through a subsequent Site Plan application.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is comprised of one rectangular shaped lot located on the west side of Beaverbrook Avenue. The site currently contains a single detached dwelling and has a frontage of 30.5 metres along Beaverbrook Avenue and an area of 0.35 hectares.



Figure 1 – Existing Single Detached Dwelling

In this area, Beaverbrook Avenue has two traffic lanes, one north bound traffic lane and one south bound with public sidewalks along the west side of Beaverbrook Avenue. Access to transit is nearby at the intersection of Beaverbrook Avenue and Proudfoot Lane. Pedestrian and bicycle connectivity in the neighbourhood provides for convenient access to active mobility in the area.

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

- The London Plan – Neighbourhoods Place Type on a Neighbourhood Connector
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Urban Reserve (UR1) Zone

1.4 Site Characteristics

- Current Land Use – Single Detached Dwelling
- Frontage – 30.5 metres
- Area – 0.35 hectares
- Shape – Rectangular

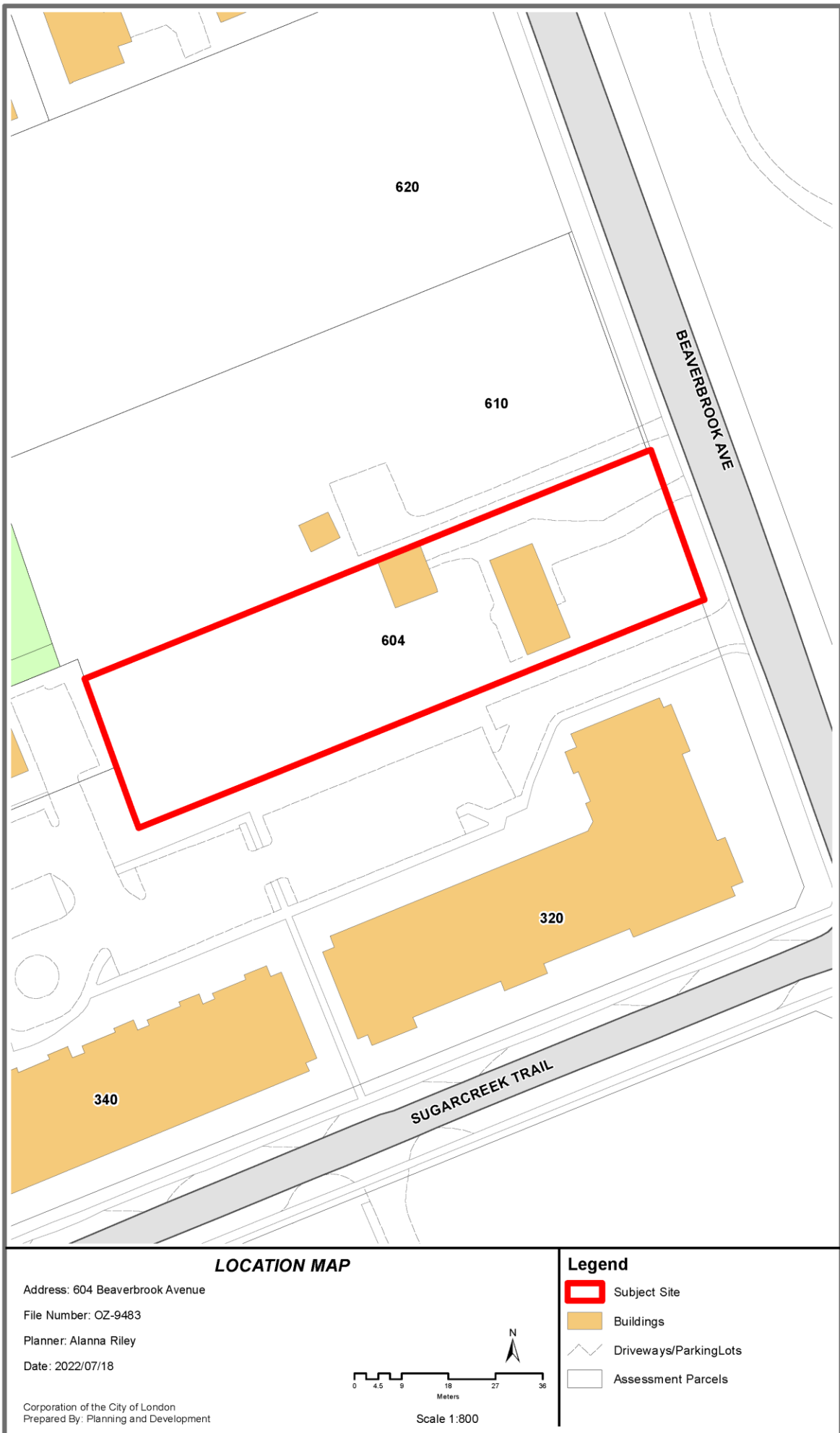
1.5 Surrounding Land Uses

- North – Vacant, townhouses
- East – Cemetery
- South – Apartment buildings
- West – Commercial

1.6 Intensification

The proposed 32 residential units contribute to residential intensification within the Primary Transit Area and the Built-Area Boundary. Two of the units are proposed as affordable housing units

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

On March 8, 2022, the City accepted a complete application that proposed a four (4) storey, 32 unit stacked townhouse development with 34 surface parking spaces. The unit located closest to Beaverbrook Avenue is proposed to be oriented to and situated close to Beaverbrook Avenue.

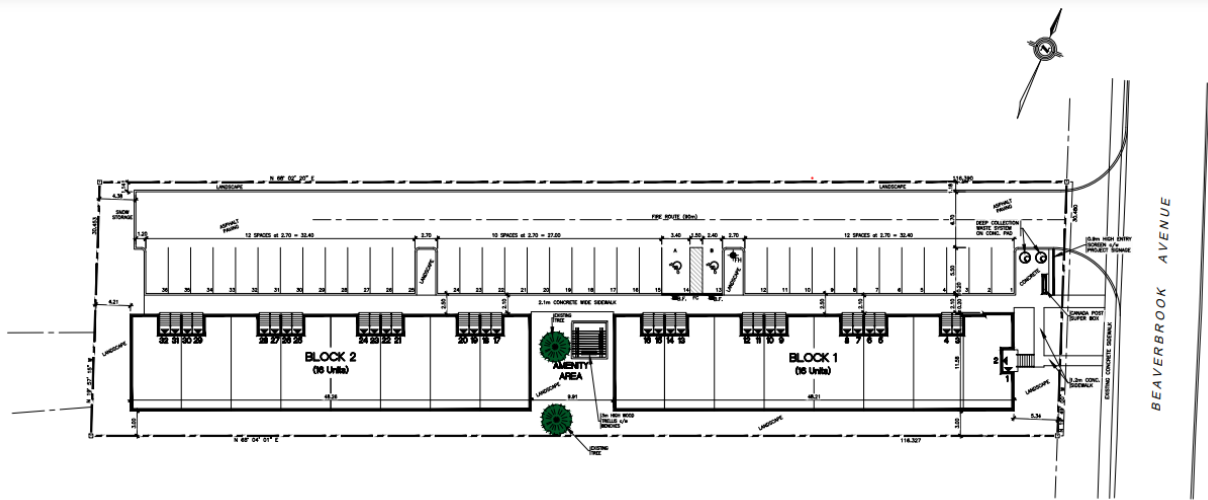


Figure 2: Site Concept Plan



Figure 3: Rendering - view looking southbound

2.3 Requested Amendments

The owner has requested an amendment to The London Plan. A Specific Policy Area is proposed to the existing Neighbourhoods Place Type along a Neighbourhood Connector Street Classification to permit a four(4) storey stacked townhouse development with a total of 32 residential units at a density of 92 units per hectare. In addition, the owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Urban Reserve (UR1) Zone to a Residential R6 Special Provision (R6-5()*B-()) Zone to permit a four (4) storey stacked townhouse development with a total of 32 residential units at a density of 92 units per hectare.

Special zoning provisions are requested for a minimum front yard setback of 5.3 metres along a local road, whereas 6.0 metres is required; a minimum interior side yard setback of 3.2 metres whereas 6.0 metres is required; a minimum rear yard setback of 4.15 metres whereas 6.0 metres is required; a maximum building height of 13.0 metres whereas 12.0 metres is required; a minimum parking rate of 1.0 spaces per residential

unit, whereas 1.5 spaces per unit is required; and a maximum density of 92 units per hectare(92 uph) whereas 35 uph is permitted.

A bonus zone is requested for a maximum density of 92 units per hectare in return enhanced urban design and affordable housing in conformity with Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

2.5 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 4 households in the area. The expressed concerns from the public generally dealt with the following matters:

- Density
- Parking
- Trees
- Greenspace

2.6 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns” of the PPS encourages healthy, livable, and safe communities over the long-term. These communities must be sustained through a number of measures, including: accommodating an appropriate range and mix of affordable and market-based types of residential land uses, as well as employment, institutional, recreation and open space land uses (s. 1.1.1.b); promoting 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 (s. 1.1.1.e).

The PPS encourages areas inside the urban growth boundary (i.e. “settlement areas” per s. 1.1.3 Settlement Areas) to be the main focus of growth and development, including opportunities for intensification and redevelopment. Appropriate land use patterns within urban growth boundaries are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public services facilities and are also transit-supportive (s.1.1.3.2).

Municipalities are required to identify and promote opportunities for intensification and redevelopment, taking into consideration an area’s existing building stock (s. 1.1.3.3), accommodating a significant supply and range of housing options, including various housing types, densities, and a variety of affordable and market-based housing arrangements (s. 1.1.3.3), promoting development standards which facilitate intensification, redevelopment, and compact form (s. 1.1.3.4).

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

The London Plan

The London Plan is the new official plan for the city of London. It contains objectives and policies to direct land use, growth, and development in the municipality, consistent

with the PPS.

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 (61_Key Direction #7).
- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (61_ Key Direction #7).

The London Plan uses the term “Place Type” to identify the vision for the planned uses, intensities, and forms of development that will be permitted. Place type is used instead of the traditional planning term “land use designation”. Place Types include policies that regulate permitted uses, and the intensity and form of development (policy 748_). The intensity of a land use includes factors such as building height and density.

The site is in the Neighbourhoods Place Type on a Neighbourhood Connector, as identified on Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include Neighbourhoods Place Type on a Neighbourhood Connector in The London Plan, permitting single and semi-detached dwellings, duplexes, triplexes, and townhouses (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 1 storey, and the maximum permitted height is 2.5 storeys, with the potential to bonus up to 4 storeys. (Table 11 – Range of Permitted Heights in Neighbourhoods Place Type). Note that through the May 25, 2022, OLT decision the term “Bonus Zoning” has been replaced with “Upper Maximum Height” in recognition of changes to section 37 of the Planning Act that will take effect in September 2022.

1989 Official Plan

The City’s *Official Plan (1989)* contains Council’s objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic, and environmental matters.

The proposed application has also been evaluated under the policy framework of the 1989 Official Plan given the 1989 OP was in effect at the time of the application submission.

The subject site is designated Multi-Family, Medium Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Multi-Family, Medium Density Residential designation permits multiple-attached dwellings, such as row houses or

cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood. Normally height limitations will not exceed four (4) storeys. In some instances, height may be permitted to exceed this limit, if determined through a compatibility report, or subject to a site-specific zoning by-law amendment and/or bonus zoning provisions. Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre). Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Provincial Policy Statement

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 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). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). 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 use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

Analysis

Consistent with the PPS, the recommended stacked townhouse development will contribute to the existing range and mix of housing types and commercial in the area, which consists of vacant development land, townhouses and apartments to the north, apartments to the south, a commercial plaza and apartments to the west, and a cemetery to the east across Beaverbrook Avenue.



Figure 4: Surrounding land uses

The subject lands are of a size and configuration capable of accommodating a more intensive redevelopment of an underutilized site, currently developed with a single detached dwelling within a settlement area. The increased intensity of development on the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses.

The recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Surrounded by a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth.

4.2 Issue and Consideration #1: Use

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for a diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms, and that affordable housing will be planned for, and integrated.

The subject site is in the Neighbourhoods Place Type along a Neighbourhood Connector. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, and townhouses. (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). A site-specific amendment is required to permit a 4-storey stacked townhouse residential development given the proposed use is not identified as a permitted use in Table 10 of The London Plan

1989 Official Plan

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Multi-family, Medium Density Residential (MDR) in accordance with Schedule 'A' of the 1989 Official Plan. The MDR designation contemplates multiple-attached dwellings, such as row houses or cluster houses, low-rise apartments buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged. Development shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high-density residential development. Normally height limitations will not

exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3).

Analysis:

Under the Neighbourhood Place Type policies (916_3) of The London Plan, the expectation is that stacked townhouses are anticipated to be developed within neighbourhoods, and which may also include affordable dwellings. These policies provide guidance to the situating of various residential types relative to the street classification. As noted, the subject site fronts onto a Neighbourhood Connector which does not permit stacked townhouses ;therefore, an amendment to The London Plan is required to add a specific area policy.

The development of the proposed four (4) storey, 32-unit stacked townhouses would contribute to a mix of housing types, providing more intrinsically affordable housing options within the existing neighbourhood. Adjacent surrounding uses include apartments, townhouses, commercial uses, a park, and a cemetery. In this context, stacked townhouses are not out of place in the neighbourhood and its impact would be mitigable. Consistent with this surrounding context as well as the list of uses permitted in the policies, the recommended four (4) storey stacked townhouse development is in keeping with the policies as amended at this location.

This proposal also includes two affordable housing units. The property has suitable access to open space, transit, community facilities and shopping areas. Therefore, the request to permit a specific policy area is appropriate as the intent of Specific Area Policies have been met. The recommended amendment to facilitate the development provides for the “integration” of residential uses in the neighbourhood and is consistent with the planned function of the area. Also, the proposed amendment to identify the lands under a Specific Areas policy that includes the requested height and density along with the proposed bonus zoning request, which is discussed below in the analysis of intensity and form section of this report. The above analysis demonstrates that stacked townhouses can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.3 Issue and Consideration #2: Intensity

The London Plan

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit within 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_).

As mentioned, the applicant proposes four (4) storeys with bonusing and has applied for a site-specific amendment to The London Plan. Mitigation of potential site impacts associated with increased density is addressed through the bonus zone’s recommended zoning regulations and substantive implementation of the conceptual site plan.

1989 Official Plan

The Multi-family, Medium Density Residential designation states normally height limitations will not exceed four (4) storeys and an approximate net density of 75 units per hectare. Additionally, density up to a maximum of 100 units per hectare may be applied without an amendment to the Official Plan for development that qualify for bonusing (3.3) As previously indicated, the applicant has applied to increase the density above the permitted 75uph to 92uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities.

Further to this, the *Planning Act* provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.4- Form), and the provision of two (2) affordable housing units, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation and discussed in the Bonusing Section below.

Analysis:

Although The London Plan does not identify density limits within the policy framework, it does control how intense lands can develop through specific criteria. The proposed development is generally in keeping with the intensity policies of the Plan. The proposed building is for four (4) storeys whereas The London Plan contemplates a maximum height of 2.5 storeys along Neighbourhood Connectors.

As mentioned in section 4.2 above, a Specific Area policy to the Neighbourhoods Place Type to permit stacked townhouses with a maximum intensity of four (4) storeys is recommended. The increased intensity of development on the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses. It has convenient access to a range of services, stores and facilities located to the north along Oxford Street and in the commercial centre at Wonderland Road and Oxford Street to the northwest.

The intensity is also in keeping with key directions of The London Plan for inward and upward growth, intensification, and complete neighbourhoods with a mix of housing forms. The proposed maximum four (4) storey stacked townhouse development contributes to the overall form of the development in the area which is considered appropriate. The property lies within an area characterized by the mix of various housing forms ranging from single detached dwellings to townhouses and high-rise apartment buildings. The subject lands are of a size and configuration capable of accommodating a more intensive redevelopment of an underutilized site, previously developed as a single detached dwelling within a settlement area.

Additionally, the proposed development is in keeping with the remainder of the Neighbourhoods Place Type policies as it is sensitive to the adjacent land uses through the building orientation, landscaping, and parking area.

Furthermore, the 1989 Official Plan directs and supports residential intensification in this area. However, the requested density exceeds the general policy permission of the Multi-Family, Medium Density Residential designation. Bonus applications may exceed the 75 units per hectare limit, considering height, scale, and surroundings. (3.4.2)

The subject site is an appropriate location for medium density development based on the planned uses, location criteria, and the form, design and mitigation measures identified below. The requested intensity of development is recommended, subject to agreements for Bonusing and certain considerations at the site plan approval stage.

Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities. The *Planning Act* provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3 - Form), the provision of two (2) affordable housing units, and exceptional design all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation and discussed in Section 4.4 below.

The development proposal provides 32 units with two units dedicated to affordable housing. The applicant has presented a number of facilities, services, and matters for the recommended bonus zone, commensurate for the requested increased intensity in conformity with Bonus Zoning. These facilities, services, and matters are addressed below in this report. Staff is satisfied that the proposed facilities, services, and matters are commensurate for the proposed increased intensity. Also, the recommended zoning provisions provide assurances that the appropriate level of intensity will be permitted on the site.

Yard Reductions

The requested front yard setback is for the purposes of allowing building placement closer to the property line in support of contemporary urban design principles, as well as design flexibility. It is appropriate as it provides for an active streetscape and defined public realm with an entrance fronting onto Beaverbrook Avenue and a pedestrian connection to the sidewalk along Beaverbrook Avenue.

The requested rear yard setback provides for additional opportunity for an additional unit. The rear yard provides sufficient space along the westerly property line for landscape buffering with minimal impacts. Also, the property backs onto a parking and landscaping area of an apartment development which provides adequate mitigation measures.

The requested interior side yard setback is for the purposes of allowing the side lotted buildings as this site is very narrow. This side yard abuts the driveway and parking of an existing apartment development which provides sufficient measures. It also accommodates for a landscaped buffer. However, the recommendation proposes 4 metres to ensure there is sufficient amenity area for each unit and sufficient area to plant trees.

Although there are reduced side yards proposed, all the functional requirements of the side yards, such as access between buildings, landscaping, and services, are all adequately provided for within the setback to ensure mitigation measures have been addressed for compatibility between land uses.

Height

The proposed building height for the stacked townhouses to permit a maximum 13m is proposed in order to afford flexibility in the final building design. This height is appropriate within the diverse height variations within the surrounding context.

Parking Reduction

The application includes a parking reduction request from 1.50 spaces per unit to 1.0 spaces per unit, with an effective reduction in the required number of parking spaces to 34 spaces. Planning and Development staff are of the opinion that the reduced parking rate is a common and acceptable modern standard for sites located on streets that support public transportation, such as Beaverbrook Avenue. The development is located close to a higher-order intersection with many transit stops in the area. Also,

Planning and Development conducted a review of parking rates and incorporated changes to reduce these rates for residential uses.

4.3 Issue and Consideration #3: Form

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).

The London Plan also provides guidance on compatibility and fit with regards to form (Policy 953_). The applicant has provided a concept for review (site concept plan provided above) that provides for the context of the anticipated form and its relationship to the neighbourhood.

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 part of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

1989 Official Plan

Development within the recommended Multi-family, Medium Density Residential designation shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high-density residential development. Normally height limitations will not exceed four (4) storeys. Applications for residential intensification are also to be evaluated on the basis of Section 3.7 – Planning Impact Analysis (3.3.3ii). Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

Analysis:

The recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located adjacent to 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 stacked townhouses represent a more compact form of development than the single detached dwelling that currently occupies the site.

The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses, and that the location and massing of the proposed building is consistent with urban design goals. The development is proposed to be situated close to Beaverbrook Avenue defining the street edge and encouraging a street-oriented design with a ground floor entrance facing the street. The overall development uses building articulation, rhythm, materials, fenestration, and balconies which reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank internal to the site.

Landscaping will be provided to include trees and fencing that would screen the proposed building providing privacy for both residents and neighbours. The

recommended zoning provides for the required design flexibility while ensuring the building continues to be located close to the street.

The parking area is located to the north and extends minimally into the interior side yard beyond the building façade. Adequate space is provided around the edges of the parking lot to provide for appropriate screening.

The proposed building is taller than the surrounding townhouse dwellings in the area; however, the proposed buildings are not as tall as the existing apartment buildings to the south and west of the site, which are five (5) and twelve (12) storeys in height, respectively. To ensure there are minimal impacts on the adjacent uses, the proposed placement of the buildings provides for a suitable separation between the proposed development and existing development. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the north, west and south property boundaries adjacent to existing and possible future development.

City staff have evaluated the detailed Planning Impact Analysis criteria in the 1989 Official Plan and the Evaluation Criteria for Planning and Development Applications in the Our Tools part of The London Plan. Staff are satisfied that the evaluation criteria are met through the recommended Zoning By-law amendment and can be further addressed through the site plan approval process.

The review by City staff relating to urban design and site plan matters highlighted various considerations for more detailed design to be completed. The design refinements illustrated on the elevations in Schedule "1", provide certainty with respect to appropriate building location and massing, centralized amenity space, and buffering and parking lot design standards in order to establish suitable zoning regulations through bonusing with exceptional design.

At the site plan approval stage, City staff will continue to refine these building and site design features with the applicant for implementation in the final approved drawings and development agreement, including:

- i) Provide sufficient setbacks for site plan planting requirements, and sufficient setbacks to retain existing trees and protect offsite tree roots, and/or provide adequate soil volumes for required perimeter plantings;
- ii) Include enough space for collection access to recycling and waste;
- iii. Provide glass railings that are bird friendly or similar material to reduce the visual impact;
- iv. Ensure there is a minimum setback of 2.5m from parking to habitable space;
- v. Ensure that for the area between the proposed structure and the roadway, there is a design that balances privacy and light (e.g. lattice fence, brise-soleil structure, perennial plants, hardscaping etc.); and
- vi. Ensure pedestrian circulation and access refinements are constructed in accordance with the Accessibility Review Checklist.

These are the detailed matters summarized under clause d) of the staff recommendation for the Site Plan Approval Authority to consider through the site plan approval process.

The proposed development is of a suitable form to meet appropriate urban design goals. Implementation of the required Bonus Zone elements and targeted refinements of the site and building design will result in a development that is compatible with, and a good fit with the existing and planned context of the area.

4.4 Issue and Consideration #4: Bonusing

Under the provisions in the 1989 Official Plan of Policy 19.4.4, Council may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. iv)). Chapter 19.4.4. ii) of the 1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning.

A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

1652_1: Exceptional site and building design:

- Building design and site layout incorporate architectural themes and design elements that creates a strong street wall and sets the context for a comfortable pedestrian environment.

1652_12: Affordable housing:

- The applicant worked with the Housing Development Corporation (HDC) London through the application process for the provision of affordable housing. The HDC has recommended the following:
 - A total of two(2) 3-bedroom residential units will be provided for affordable housing; one unit within each block;
 - Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability is set at 50 years from the point of initial occupancy;
 - The proponent enters into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.
 -

The applicant's bonus proposal meets the objective of providing affordable housing as identified above.

Staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

4.5 Issue and Consideration #5: Neighbourhood Concerns

Concerns regarding tree removal and green space are discussed below.

Comments related to height, form, density, and incompatibility have been addressed in sections 4.1 through 4.4. of this report. Additional Planning Impact Analysis has been provided under Appendix D of this report.

Tree Removal and Green Space

A Tree Inventory report was prepared to identify the general type, health and/or significance of trees on site. Site Plan Approval review process will provide for further opportunity for discussion and refinement of the fencing treatment, and retention or enhanced plantings.

The London Plan place type is identified as Neighbourhoods Place Type which directs these lands to be developed as such. They are not identified as Open Space or Parkland.

4.6 Issue and Consideration #6: Archaeological

An Archeological Assessment was done for the subject lands. Although the report does not recommend any further study (Stage 3 and 4), heritage planning requires both the archaeological assessment and ministry compliance letter to be provided prior to sign off. The Ministry letter has not yet been received. In order to advance the application, a

holding provision (h-18) is being added to ensure no site disturbance until all documents (including the Ministry sign off letter) have been provided, to the satisfaction of the City.

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 the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the Multi-family, Medium Density Residential designation of the 1989 Official Plan. The recommended amendments will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site through the use of Bonus Zoning.

Prepared by: Alanna Riley
Senior Planner, Development Services

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: Scott Mathers MPA, P. Eng.
Deputy City Manager, Planning and Economic
Development

cc:
Heather McNeely, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Attach/

Appendix A London Plan Amendment – Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to 604 Beaverbrook Avenue.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on September 6, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan to permit a four (4) storey stacked townhouse development.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 604 Beaverbrook Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement 2020, and conforms to The London Plan, including affordable housing, city design and specific area policies. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

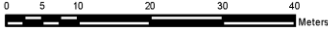
D. THE AMENDMENT

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

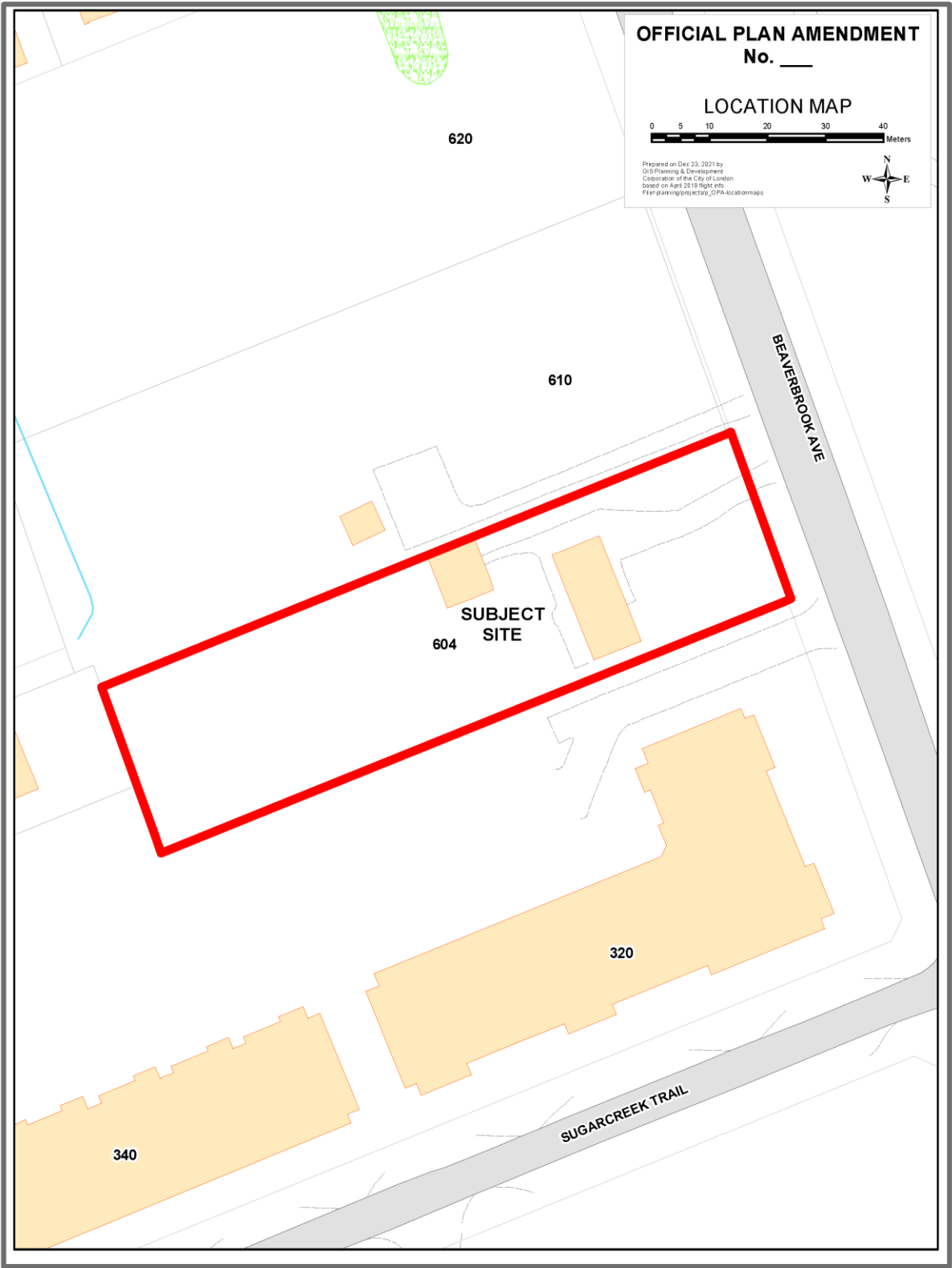
1. Policy (1077_) - Specific Policies for the Neighbourhoods Place Type - of The London Plan for the City of London is amended by adding the following:
 - () In the Neighbourhoods Place Type at 604 Beaverbrook Avenue four (4) storey stacked townhouses may be permitted.
1. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for those lands located at 604 Beaverbrook Avenue in the City of London, as indicated on “Schedule 1” attached hereto.

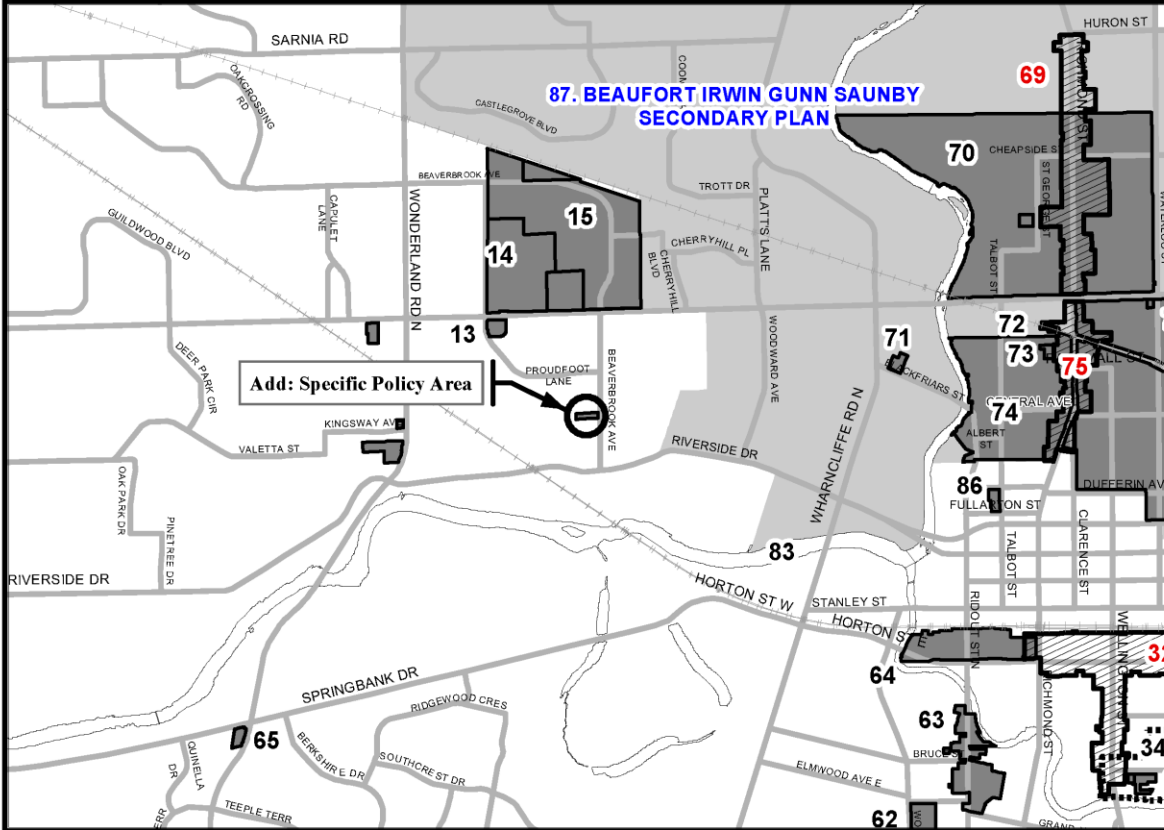
OFFICIAL PLAN AMENDMENT
No. ___

LOCATION MAP



Prepared on Dec 23, 2021 by:
GIS Planning & Development
Corporation of the City of London
based on April 2018 flight info.
File: planning/projects/09_CPA-locatmaps



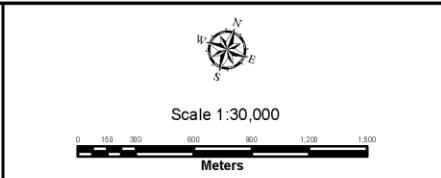


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

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

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9483
PLANNER: AR
TECHNICIAN: RC
DATE: 7/13/2022

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at Beaverbrook Avenue.

WHEREAS 604 Beaverbrook Developments Inc. has applied to rezone an area of land located at 604 Beaverbrook Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to The London 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 604 Beaverbrook Avenue, as shown on the attached map comprising part of Key Map No. A101, from an Urban Reserve (UR1) Zone to a Holding Residential R6 Bonus (h-18.R6-5*B-()) Zone
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-() 604 Beaverbrook Avenue

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a stacked townhouse development, with a maximum height of four (4) storeys measuring up to 13 metres, and a maximum density of 92 units per hectare, a minimum interior side yard depth of 4.0m, a minimum front yard setback of 5.3m, a minimum rear yard setback of 4.15m, and a reduced minimum parking requirement of 1.0 spaces per unit, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

vii. Exceptional Building Design

- A contemporary modern design with architectural details including high-quality materials, horizontal and vertical elements, and large windows, which create a design complementary to adjacent development; and
- A front facing façade that establishes a built edge with primary building entrance and a pedestrian friendly public realm.

viii. Provision of Affordable Housing

- A total of two(2) 3-bedroom residential units will be provided for affordable housing; one unit within each block;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability is set at 50 years from the point of initial occupancy;
- The proponent enters into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered

on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulations
 - i) Density (Maximum) 92 units per hectare,
 - ii) Building Height (Maximum) 4 storeys up to 13 metres (42.6 feet)
 - iii) Front Yard Depth (Minimum) 5.3 metres(17.3 feet)
 - i) Rear Side Yard Depth (Minimum) 4.15 metres (13.6 feet)
 - ii) Interior Side Yard Depth (Minimum) 4.0 metres (13.1 feet)
 - iii) Parking Rate (Minimum) 1.0 space per unit

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.

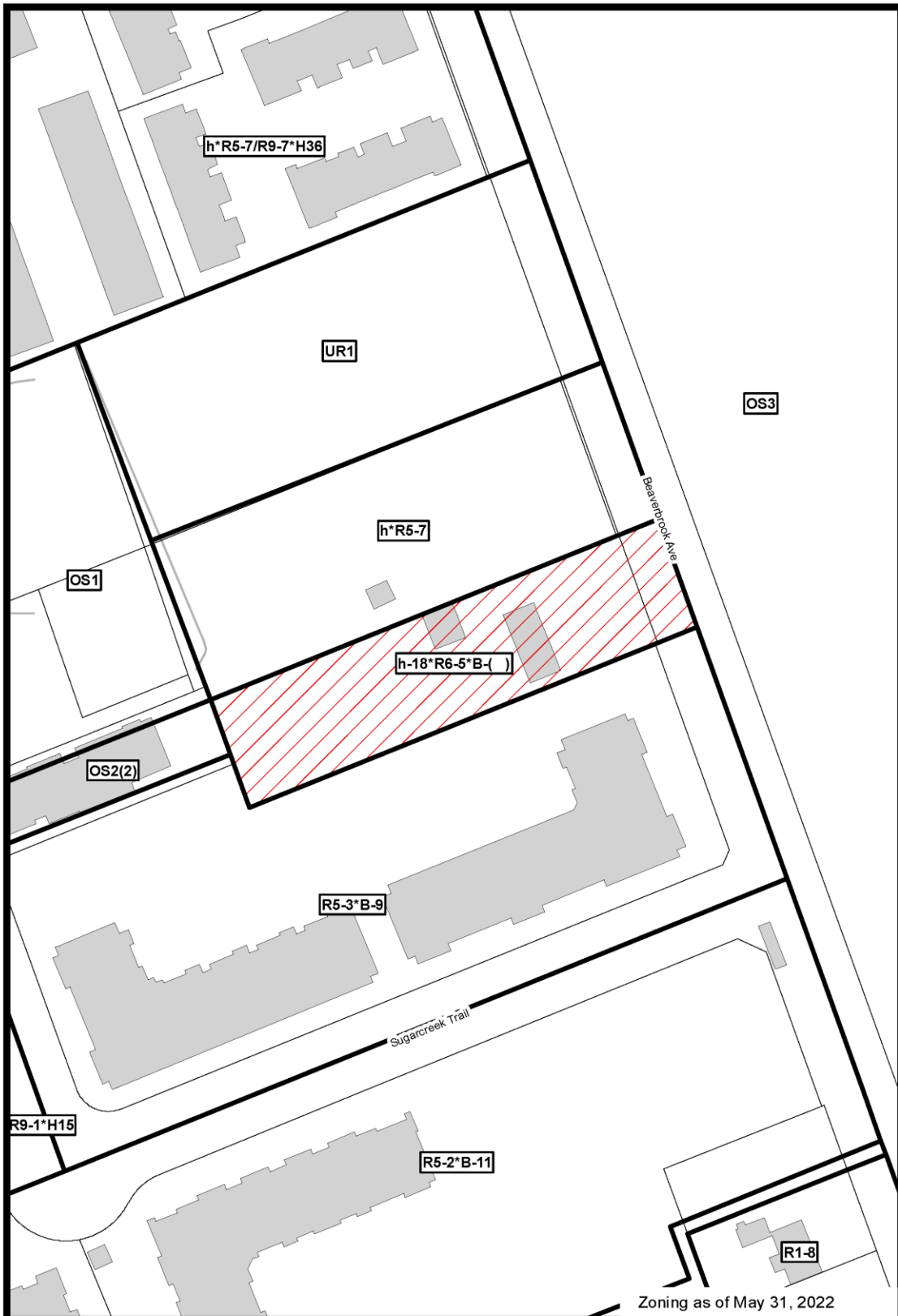
PASSED in Open Council on September 6, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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



File Number: OZ-9483
Planner: AR
Date Prepared: 2022/07/13
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

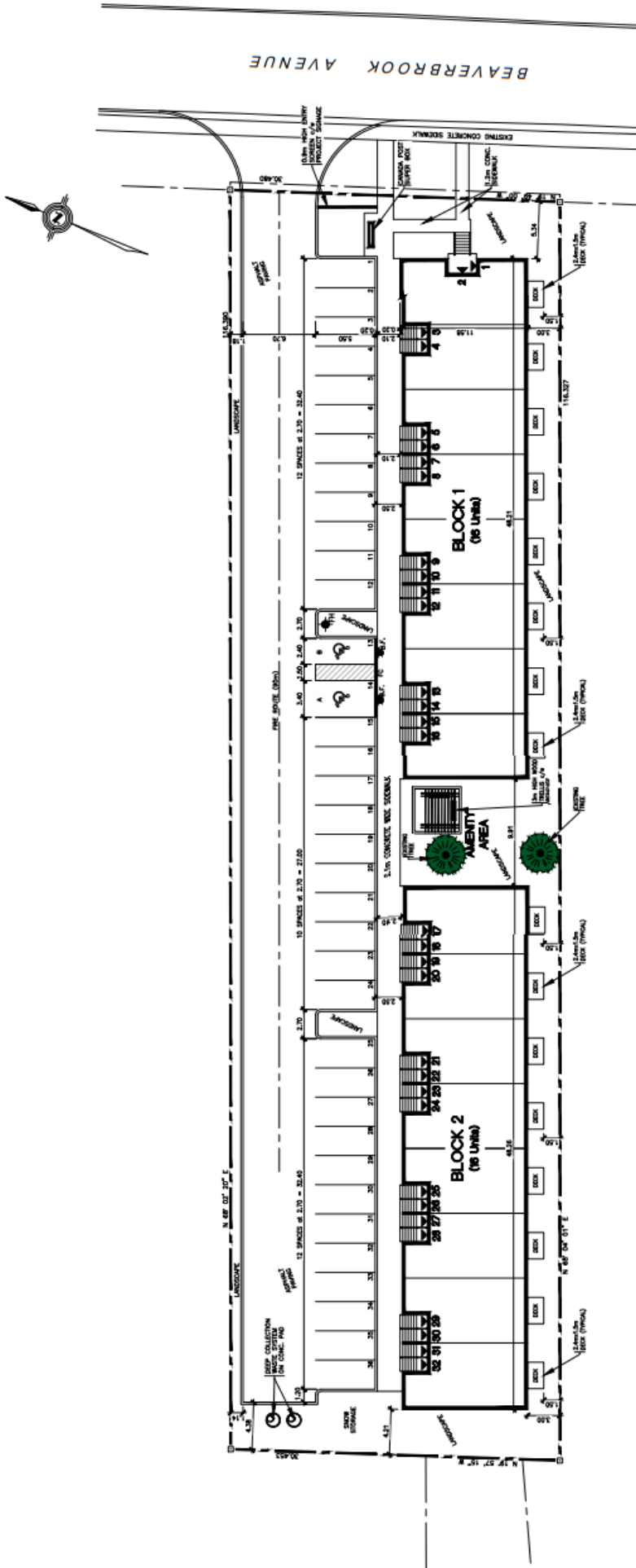
1:1,250

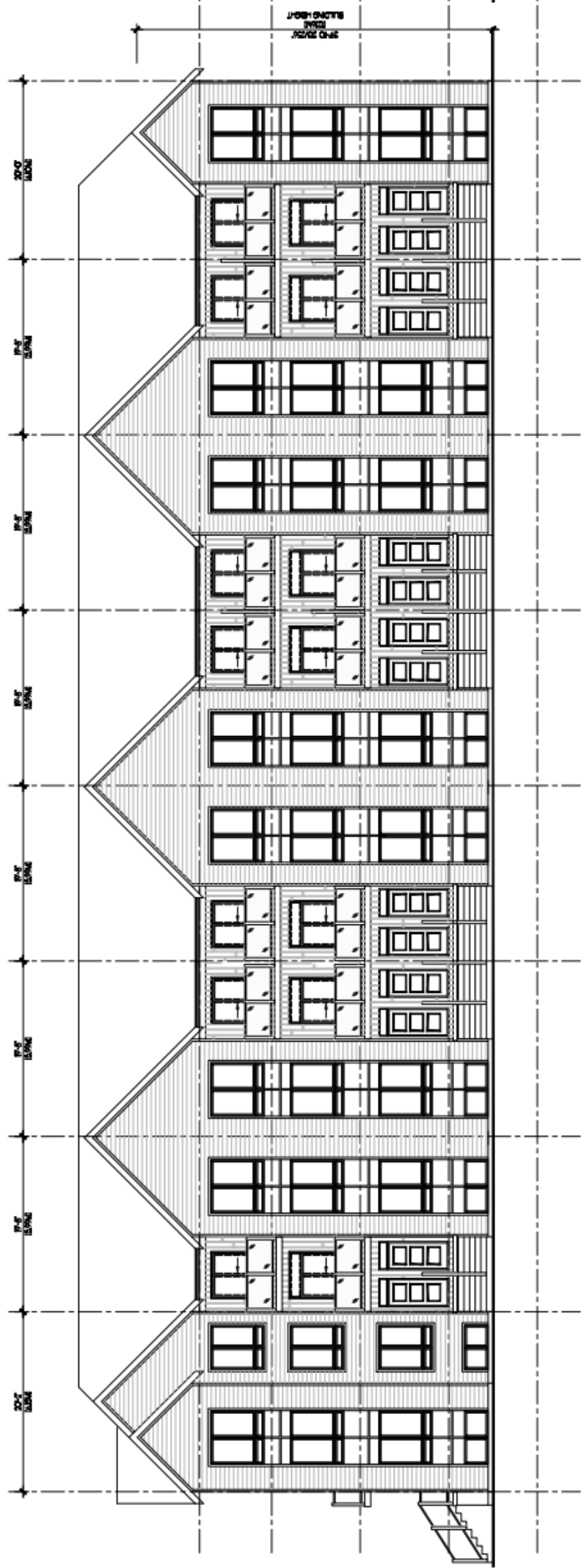
0 5 10 20 30 40 Meters 

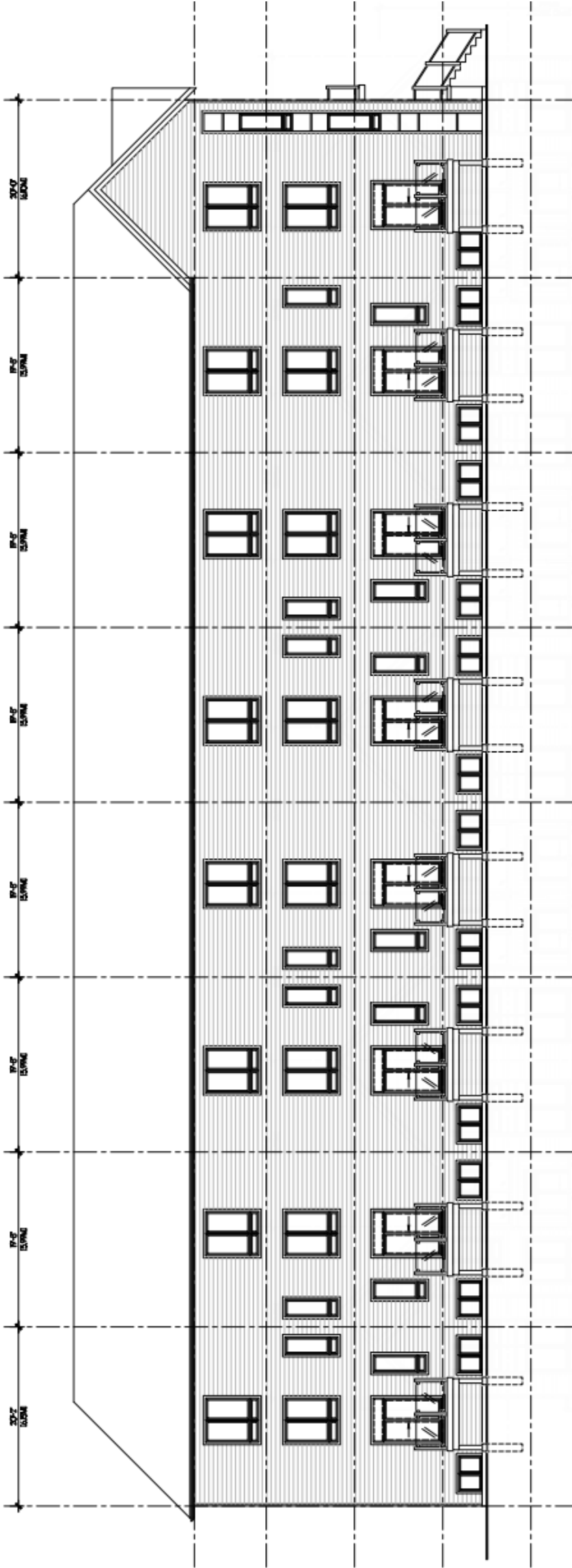


Schedule "1"

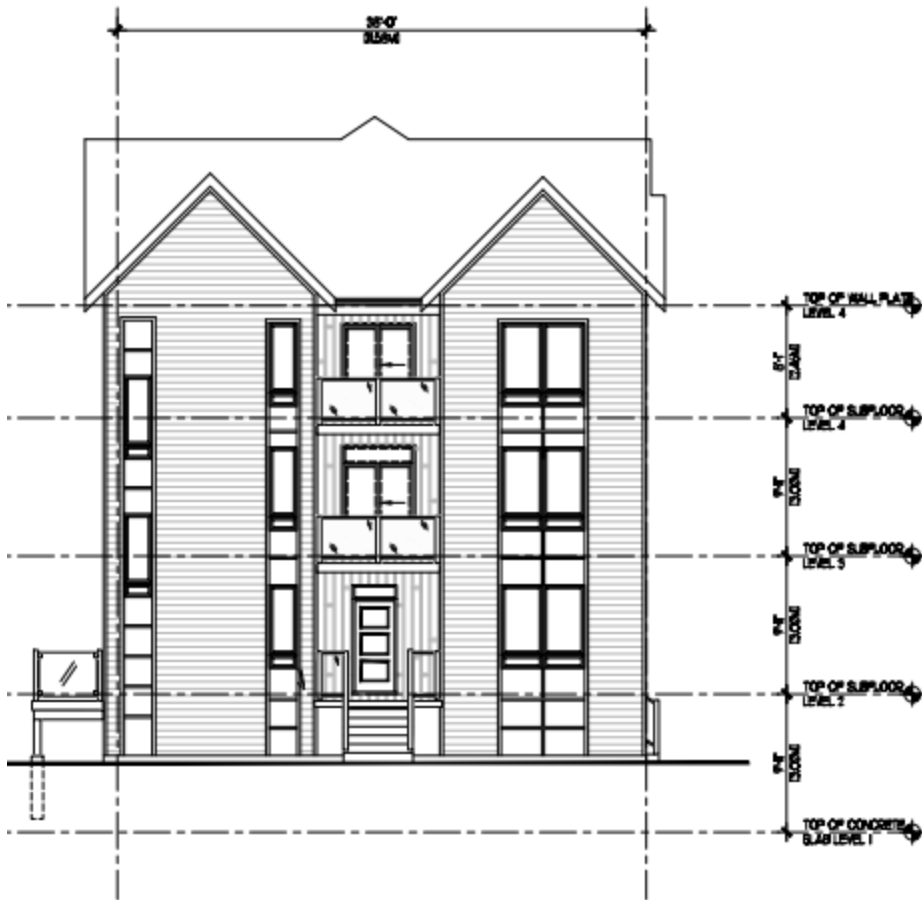
Note: Interior side yard to be changed to 4 metres.



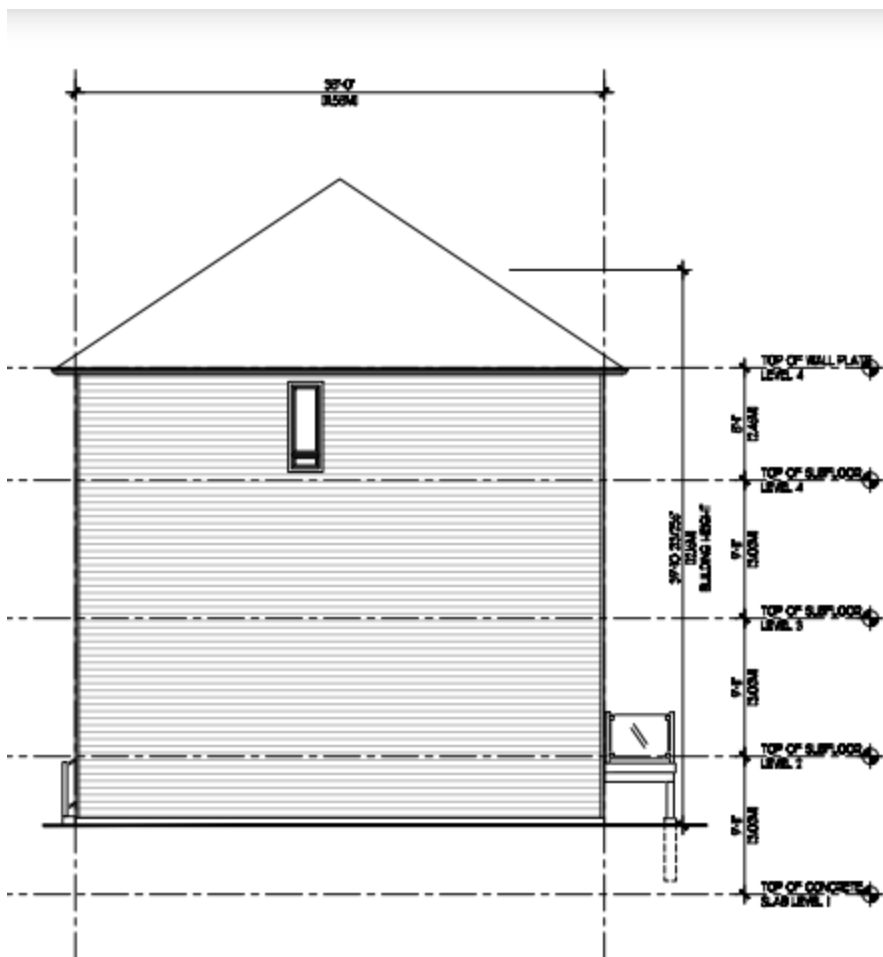




REAR (SOUTH) ELEVATION



STREET FACING (EAST) ELEVATION



RIGHT (WEST) ELEVATION

Appendix C – Public Engagement

Community Engagement

Notice of Application:

On March 17, 2022, Notice of Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 17, 2022. A “Planning Application” sign was also posted on the site.

Replies were received from, or on behalf of, 4 households.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 4-storey stacked townhouse development with a total of 32 residential units with a density of 92 units per hectare. Possible amendment to The London Plan to **ADD** a Specific Area Policy to permit stacked townhouses as a permitted use and a height of 4-storeys within the Neighbourhood Place Type. Possible change to Zoning By-law Z.-1 **FROM** an Urban Reserve (UR1)) Zone **TO** a Residential R6 Special Provision Bonus (R6-5()*B-) Zone. Special provisions would permit a minimum front yard setback of 5.3 metres along a local road, whereas 6.0 metres is required; a minimum interior side yard setback of 3.2 metres whereas 6.0 metres is required; a minimum rear yard setback of 4.15 metres whereas 6.0 metres is required; a maximum building height of 13.0 metres whereas 12.0 metres is required; a minimum parking rate of 1.0 spaces per residential unit, whereas 1.5 spaces per unit is required; and a maximum density of 92 units per hectare (uph) whereas 35 uph is permitted. The proposed bonus zone would permit a maximum density of 92 units per hectare in return enhanced urban design and, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

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

Concern for:

- Density
- Parking
- Trees
- Greenspace

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

Hello Alanna, I am a resident and owner at 340 Sugarcreek Trail and just received the notice about the 604 Beaverbrook Avenue Application yesterday. As you may know, my building is about 11 years old, and when I moved in there were lots of trees and green space in this area. Since that, four apartment buildings have gone up on the south side of this property, and now this development is proposed for the north side of the property. As an owner, it obviously isn't ideal to be in the centre of a concrete jungle, and lose much of that previous green space. Also, as a city, it doesn't seem desirable to re-zone areas that provided a bit of space and green. I am curious if the existing trees will remain between the Sugarcreek condos and the new development, or if those will be removed. If the trees remained, it would at least provide a bit of separation and a bit of green. I am not in favour of more development in this area that has already seen a lot of development in a short period of time.

Diane Young

Hello Ms. Riley,

I received the ‘Notice of Planning Application’ for 604 Beaverbrook Avenue earlier this week. I have a question regarding the number of separate living units, with 32 residential units, and an increased density of 92 units per hectare, does this mean that within each four-floor townhouse there will be more than one separate living unit? If that is the case, how many separate living units would there be?

Thank you,
Linda Gregson

Dear Ms. Alanna
Riley,

March 28/2022

My name is Patricia Galizia and I am writing to express my opposition to the proposed building of the 4 story stacked townhouses at 604 Beaverbrook Ave. I live at 340 Sugarcreek Trail.

I believe the area is already (highly) densely populated with many apartment style living spaces. Adding more housing will add to this already congested neighbourhood. More housing is not what is needed here. I live in the area, and I see what is needed for those that live here. . . more parks and greenspace, to get out to enjoy. The area is mostly apartments, and a balcony, if the apartment has one, is not the optimal outdoor space to take in the outdoors. A balcony is very limiting. There is a small park and with good weather it is full with people from the area apartments getting out to enjoy. It really is not big enough to accommodate the population of the area. I would love to see that land be preserved as best as possible and expand the park area where it can be. There are so many beautiful park possibilities instead of more housing. Green and park space is what is crucial here. In these covid times apartment living has been rather stifling, so to be able to have a large park nearby to consider one's backyard is essential.

With so much building being done in London, I think it is so important to preserve what greenspace we have. Also, on Sugarcreek Trail 4 brand new apartment buildings have just been finished being built. These too, have added to the already densely populated area. It would be great for those of us that live in the area to not have to drive to get to greenspace and a great park. I often think of the families with children in these apartments and those with pets. Apartment living may be what is necessary for many, so to have a large park as one's backyard is truly an extension of one's living space.

Ms. Riley, I have also left you a voicemail. I thought it important to follow up with an email. I would love to connect with you by phone to share my ideas of what could be done to save the greenspace and enhance the park area, for 604 Beaverbrook. I deeply hope that no more buildings of any kind are constructed in this area. I hope that an outdoor haven is what is proposed, instead of buildings.

Thank you kindly for your time and consideration.

Patricia Galizia

Hi Alanna,

I am a unit owner in the complex of 320/340 Sugarcreek Trail facing the area being planned for the Beaverbrook development.
I had some questions, but am not sure who I would go to, so please direct me if it's not part of your role.

I don't fully understand the detail of the notice. In particular my question is about the reduction in parking (states 1.1 spaces per unit) - is the proposed plan mean that our back parking lot would be covered by the new construction and no longer available to us?

In addition I am wondering if the current row of beautiful trees lining our parking lot would remain between our buildings and the new construction?

Thanks for your time,
Nevena

Departmental and Agency Comments

Urban Design – April 21, 2022

Please find below UD comments for OP/ZBA related to 604 Beaverbrook Avenue.

- Provide full set of dimensioned elevations for all sides of the proposed building(s). Further Urban Design comments may follow upon receipt of elevations.
 - Provide the rear and side elevations of the proposed building(s).
- Enhance the design of 'Unit 1/2' so that it is oriented toward Beaverbrook Avenue, including the principal entrance, a wrap-around porch, and the same number of windows, articulation, materials, etc. that would typically be found on a front elevation. Include direct access from the unit entrance to the public sidewalk on Beaverbrook Avenue.
 - The principal entrances to the units along Beaverbrook Avenue are acknowledged. Provide increased number of windows and openings facing Beaverbrook Avenue similar to what is shown on the elevation facing the interior parking lot.
 - Reduce the amount and number of excessive risers proposed to the entrance of each units. Incorporate a major portion(more than half) of the risers internal to the unit so that it contributes to a more comfortable, walkable street-oriented development.
 - Explore opportunities to consolidate the stair entrances and entrance porches for internal units as opposed to providing a separate stair for each units.
- Locate any surface parking area and the garbage collection area away from Beaverbrook Avenue and behind the building frontage.
- Include enhanced landscape buffer to screen parking where it is visible from the street. Parking should not extend beyond the building façade.
 - Include enhanced landscape buffer to screen parking where it is visible from the street.
 - Locate the garbage collection area to a more inconspicuous location(possibly to the rear of the site) as opposed to closer and facing the street.
- Provide further details of outdoor amenity space proposed.
- Provide adequate setbacks between the building, parking/driveways and the adjacent properties to take into consideration any existing significant mature trees on the site and along property boundaries and to provide landscaped open spaces.
 - Setback the parking areas and drive aisles a minimum of 1.5m from the property lines.
 - Provide adequate setback along the southern and Northern boundary to protect the significant mature trees existing on site.

Urban Design – July 7, 2022

The following are outstanding UD comments to be addressed by applicant:

1. Show rear deck platform detail in the rear and side elevation to demonstrate width and depth in the 3 metre landscape area and how it much it will encroach on the southern boundary.
3. Shared stairs for multiple entrances have been demonstrated in the City of London and elsewhere in Ontario (See below: Yorkdale Village). Please provide a code reference in Part 9 of the Ontario Building Code that pertains to the response.
4. Locate the garbage/deep waste collection system away from the street so that they will not have a negative visual impact or detract from pedestrian connections [TLP 266_].

Urban Design – July 13, 2022

The materials for the railings are not clearly detailed in the elevations provided. Since it is bonusing, a condition can be put on it for the applicant to use glass railings or a similar material to reduce the visual impact.

They could either put a note on the elevation and resend it to confirm this or it can be added in the language of the report/bonus zone.

Typically for bonus zones, we have used language like “generally” in regards to the elevations.

Site Plan – July 13, 2022

Below are my previous comments, which I highlighted for further consideration and discussion below.

1. Ensure enough space for collection access to recycling and waste.
2. Provide elevations from all sides and building designs in metric. Illustrate if the end wall of a unit contains windows to habitable rooms – without knowing the design of the proposed residential building, the required setback cannot be known. Illustrate the hardscape design and materials on plans. Avoid side-lotting.
3. For the area between the proposed structure and the roadway, consider a design that balances privacy and light (e.g., lattice fence, brise-soleil structure, perennial plants, hardscaping, etc.).
- 4. Visitor parking is required at a rate of one (1) space for every ten (10) dwelling units (C.P.-1455-541 6.2.a.ii). Visitor parking can be included within the overall parking requirements for the residential use. Ensure visitor parking spaces are a minimum of 3 metres from dwellings containing windows to habitable rooms.**
5. Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist.

Biggest thing that I notice is the lack of street trees. They say they’re screening the parking lot with a sign (which I haven’t seen the detail for), but they still should put a tree behind that sign.

Tree screening/buffering is not just to conceal parking but also looks nicer.

I could go on, but street trees can be as visually impactful as the architecture. They could currently fit two trees, but I would want at least three street trees as per the Site Plan Control Bylaw – accommodating a third tree may involve repositioning the entrance or tweaking the walkway between the entrance and main pathway, but they could figure that out.

Another item of consideration is accessibility. They have accessible parking but all of the entrances involve steps. Would we be accepting of an at-grade or near-grade entrance? Understandably, people use accessible parking spaces for reasons other than mobility, but at this site, the International Symbol of Access being someone using a wheelchair feels particularly ironic when people still have to go up 7 steps.

You can choose to add any commentary from above. Additionally, here are some comments:

- For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4). For instance, consider adding a tree behind the street sign and in the front area labelled Landscape.
- Provide a detail of the street signage.
- Regarding the placement of visitor parking, with the current layout, spaces 19 and 18 visitor could potentially maintain 3 metres from habitable windows, but two more spaces are needed.
- Consider distributing accessible parking space throughout the site to minimize distance to doorways.

Parks

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Landscape Architect – June 7, 2022

1. Insufficient protection has been provided to boundary trees #9, 11, 22 and 72. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, and cannot be removed or injured without written consent from co-owner. Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Legal definition of a tree trunk: everything from the root-collar (at the base) to where the first branch appears. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes.

2. Off-site trees #10, 19 and 20 will suffer injury and loss to their critical root zones as defined by the City's Tree Protection Bylaw. The critical root zone of a tree is the portion of the root system that is the minimum necessary to maintain tree vitality and stability. A setback from the west property line of 2.5m would be required to avoid damaging the trees.

3. The site contains a large number of distinctive trees, >50cm dbh. All distinctive trees are protected by the City's Tree Protection Bylaw and cannot be removed without a permit issued by Urban Forestry. However, the By-law does not apply to the Injuring or Destruction of Trees imposed after December 31, 2002, as a condition to the approval of a site plan, a plan of subdivision or a consent under section 41, 51 or 53, respectively, of the *Planning Act*, or as a requirement of a site plan agreement or subdivision agreement entered into under those sections.

4. Tree #50 appears to be a boundary tree co-owned with the City of London. To request the removal of a city tree or to cause injury to a City tree's roots, contact Forestry Dispatcher at trees@london.ca with details of your request. Proof of payment and City consent to be included in SP documentation.

5. The consulting arborist/Landscape Architect will need to verify to the city that no portion of trunks of trees #27-50 cross the north property line. The ownership of these trees needs to be determined to identify processes required for their removal. The best way to address off-site trees, boundary trees and their critical root zones is at zoning. The zoning box can be set to respect Provincial Legislation and to avoid litigation and ownership disputes.

Landscape Architect – July 15, 2022

Of issue with the proposal are impacts to boundary and off-site trees.

Setbacks need to be sufficient to avoid injuring or destroying boundary trees that are protected by the Province's Forestry Act. No development permitted within the critical root mass of boundary trees without consent of co-owner/ neighbour. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Construction in these zones can be litigious. Current setback is insufficient to protect *boundary trees #9, 11, 22 and 72. Setback will need to be increased or consent given from neighbour for design to proceed through development. Also, the consulting arborist/Landscape Architect will need to verify to the city that no portion of trunks of trees #27-50 cross the north property line [making the legally boundary trees.*

To balance the rights of neighbours, the impact of development on trees growing on adjacent properties is considered. The plan as proposed will injure offsite trees #10, 19 and 20. To avoid this, setbacks need to be set at 2.5m from west property line.

Ecology

- There are currently no ecological planning issues related to this property or associated study requirements.

Major issues identified

- No Natural Heritage Features on the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.
- Adjacent lands include naturalized vegetation and indications of previous disturbance.

Upper Thames River Conservation Authority

- These lands are not regulated by the UTRCA; no comments

Archaeological

- Archaeological conditions can be considered satisfied for this application.

Engineering

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned re-zoning application:

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

Wastewater

- According to the accepted area plan 22786, the proposed lands are tributary to the 200mm diameter sanitary sewer on Sugarcreek Trail. A PDC stub for this land potentially exists on 320-340 Sugarcreek trail but will need to be confirmed.

Water

- - Water servicing is/will be available from the 250mm municipal watermain on Beaverbrook Ave.
 - Detailed water servicing comments will be offered at the time of SPA and will be based on City of London Standards.

• ***Stormwater***

Specific comment for this site

- As per attached as constructed 22785, the site at C=0.50 and a maximum 100-year release rate of 39 L/s is tributary to the existing 300mm storm sewer and maintenance hole R5 at the west end of the site. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- However, the City cannot confirm this storm connection/pdc exists to service the property. In order to service the proposed site(s) the applicant will be required to construct these sewers; these works shall be in accordance with City Standards.
- The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100-year return period storms.
- The proposed land use of a medium density residential triggers the application of design requirements of Permanent Private Storm System (PPS) as approved

by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.

- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- An Operations and Maintenance manual should be provided as a separate report/manual identifying any implemented/constructed LIDs. For examples of such report contents please refer to the following website <https://cvc.ca/low-impact-development/lid-maintenance-monitoring/>
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. 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 convey the 250-year storm event.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Mud Creek Subwatersheds

- The subject lands are located in the Mud Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- 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 shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP standards and requirements. This plan is to include measures to be used during all phases of construction and clearly communicated on engineering drawings. Any supportive design information may be included in the Storm/Drainage Servicing Report.

- ***Transportation***

- Right of way dedication of 10.75m from centerline required along Beaverbrook Avenue;
- A Traffic Management Plan will be required for work in the City ROW to be reviewed with Site Plan submission;
- Detailed comments regarding access design and location will be discussed through the site plan process;

Housing Development Corporation

July 15, 2022

sent electronically

TO: **City of London Development Services (via e-mail only)**
Attention: Mike Corby, Manager, Planning Implementation, Planning and Development
Alanna Riley, Senior Planner, Planning Implementation, Planning and Development

REGARDING: **Bonusing for Affordable Housing**
604 Beaverbrook Avenue ("Subject Lands")

Background:

Housing Development Corporation, London (HDC) was engaged to work with 604 Beaverbrook Developments Inc. (the "Proponent") and their consultant (Zelinka Priamo Ltd.) to provide a fair recommendation to the Director, City of London Development Services in response to an Official Plan and Zoning By-law Amendment application (OZ-9483) for height and density "bonusing" in exchange for the provision of affordable housing. The Official Plan and Zoning By-law Amendment application serves to provide for the development of a 4-storey, 32 unit stacked townhouse development. The 32 units are divided equally between two 16-unit blocks.

RECOMMENDATION:

The following recommendation is made with the concurrence of the proponent. It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

- 1. A total of two 3-bedroom units be dedicated to affordable rental housing in exchange for the granting of increased height and density. Each 16-unit stacked townhouse block should contain one 3-bedroom affordable rental housing unit;**
- 2. "Affordability" for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:**
 - i. AMR is defined at the three-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
 - ii. the identified units will be mixed throughout and not otherwise identifiable within the building blocks; and
 - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance with the *Residential Tenancy Act* or any successor legislation but not to exceed 80% of the CMHC AMR.
- 3. The duration of the affordability period be set at 50 years** calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
- 4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London.** This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.



Housing Development Corporation, London

520 Wellington St., Unit 7, London, ON N6A 3R2
P: 519-930-3512 www.hdc london.ca

-
- 5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies.** This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

Rationale for Affordable Housing Bonus:

Guiding Policy: Housing affordability is recognized as one of the City's principle planning challenges. The City's new London Plan states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability.

Location and Application Considerations: The subject lands are on located on the west side of Beaverbrook Avenue, south of Proudfoot Lane. The subject lands are proximate to a broad range of residential, commercial, office, retail and institutional uses. The lands are further served by public transit and transit supportive infrastructure (transit stops, sidewalks and street lighting).

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to vacancy rates and rental rates.

Conclusion:

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London.

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

Sincerely,

Melissa Espinoza, CEO, Housing Development Corporation, London (HDC)



520 Wellington St., Unit 7, London, ON N6A 3R2
P: 519-930-3512 www.hdc london.ca



**Reply Sheet for City of London Applications
to be Reviewed by
London Hydro Engineering**

Date: March 17, 2022
 To: City of London Planning Division – Room 609
 Attn: Alanna Riley

RE: Address: 604 Beaverbrook Avenue
Applicant: 604 Beaverbrook Developments Inc.
File/Ref #: OZ-9483

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input checked="" type="checkbox"/>

Signed: 
 Hans Schreff
 Manager - Developer & Operations Support,
 Engineering & Operations Administration Dept.
 519-661-5800 ext. 5014

Committee of Adjustment
 Notice of Application
 Site Plan Consultation
 Site Plan Application

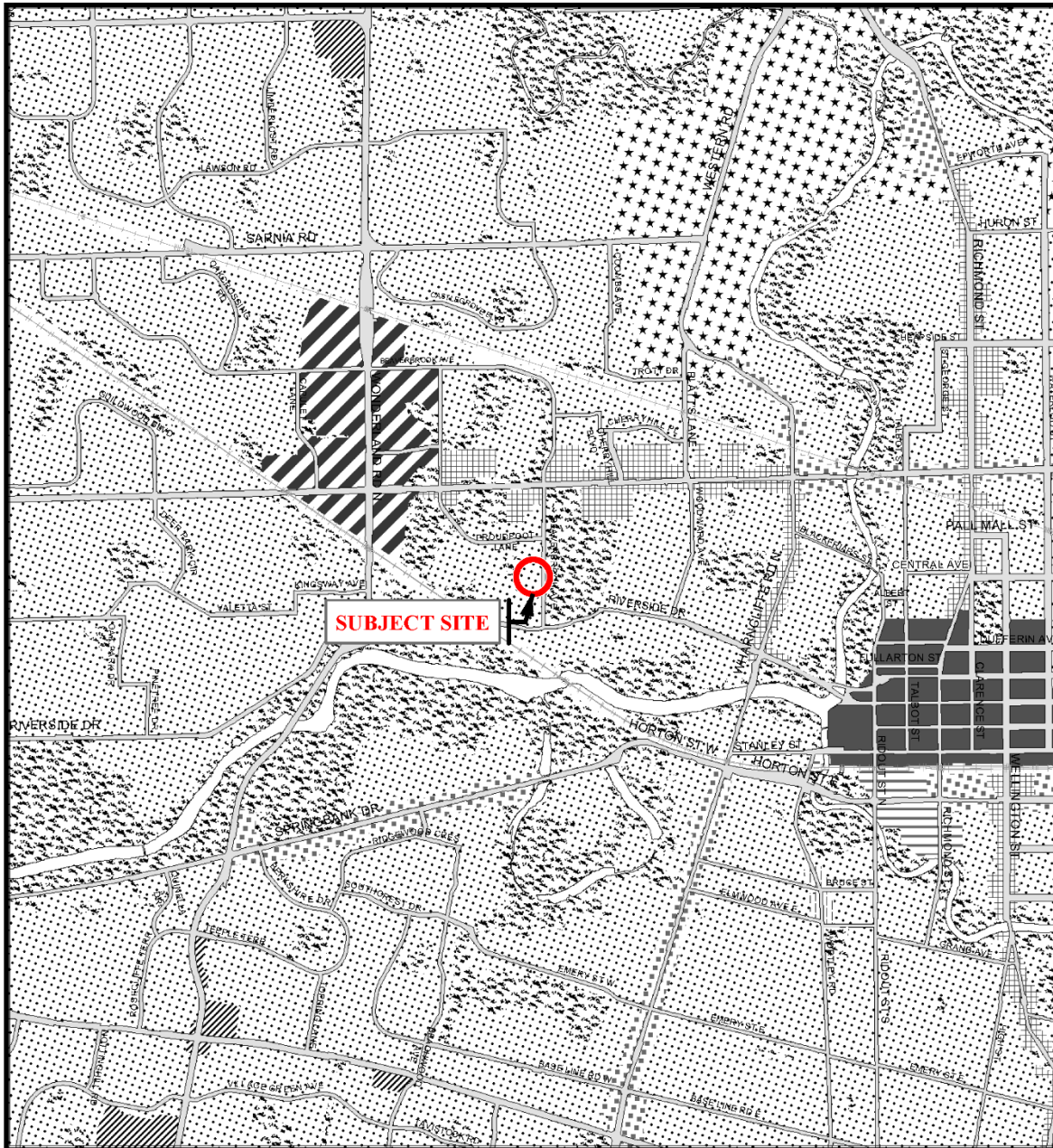
Appendix D – Policy Context

3.7 Planning Impact Analysis	
Criteria	Response
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 a 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 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 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 along the bus route which has stops directly to the north and south along Beaverbrook Ave.
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. two (2) affordable units are proposed as a bonusable feature in return for the increased height and density.
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 4-storey stacked townhouse development is mitigated by the proposed interior side yard to the south and parking area to the north, the rear yard setback to the west and front yard setback to the east. The buildings have been sited with adequate separation between the proposed buildings and neighbouring residential to the west and south. 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 extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	The proposed development provides for adequate space on site for landscaping and screening. Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.
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	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.

on surrounding properties;	
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;	Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: orienting the building to including a principle building entrance as well as ground floor unit entrances; providing for appropriate scale/ rhythm/ materials/ fenestration on that helps create a comfortable, human scaled streetscape; and, locating all of the parking at the rear of the site or within away from the street edge.
The potential impact of the development on surrounding natural features and heritage resources;	No natural heritage features are present that will be affected by the proposed development.
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;	The requested amendment is consistent with the 1989 Official Plan. The requirements of the Site Plan Control By-law have been considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage.
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;	Tree planting, fencing, 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 E – Relevant Background

The London Plan – Map 1 – Place Types



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.

CITY OF LONDON

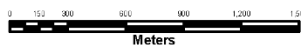
Official Plan

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning & Development



Scale 1:30,000



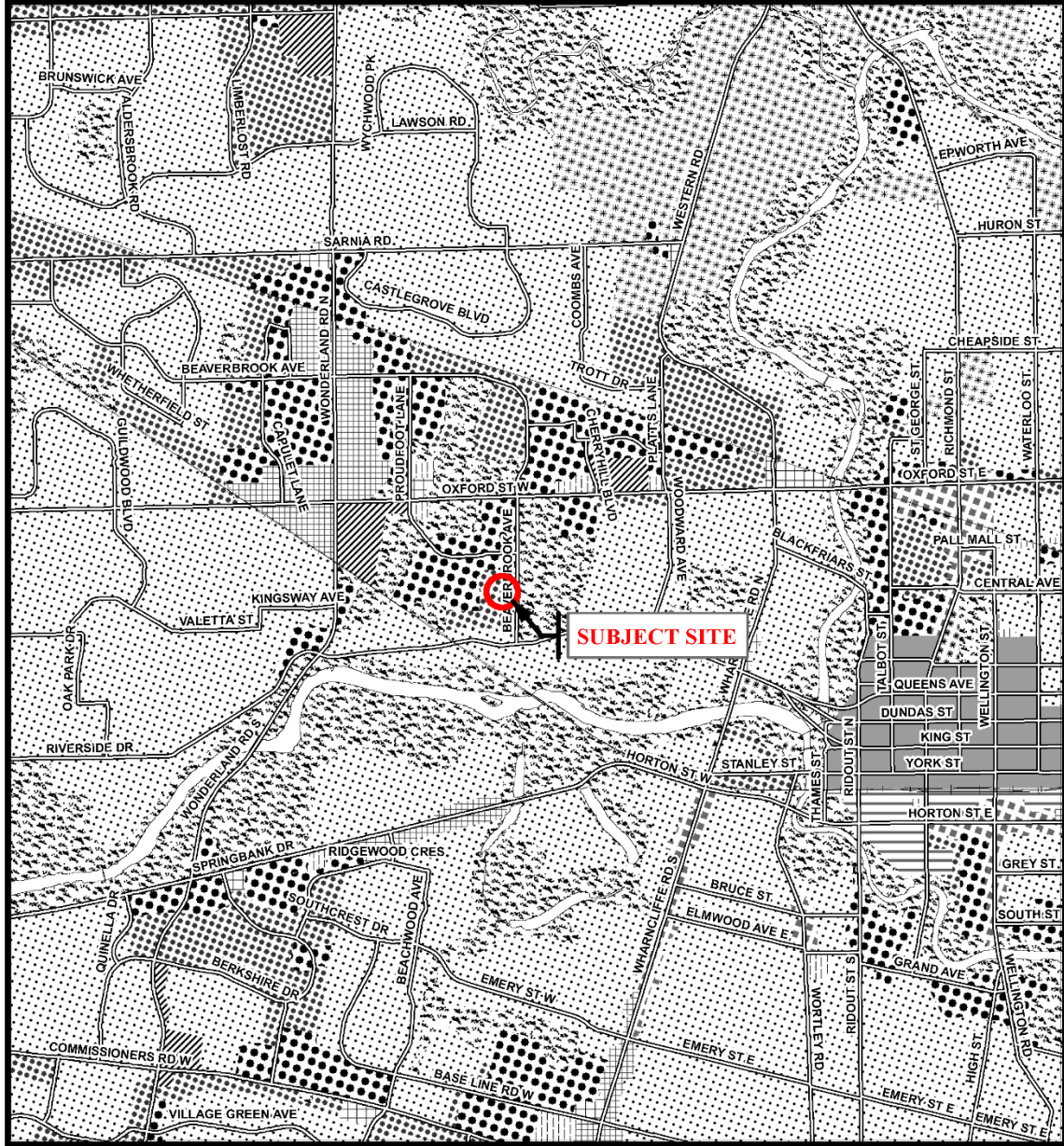
File Number: OZ-9483

Planner: AR

Technician: RC

Date: 2022/7/11

1989 Official Plan – Schedule A – Land Use

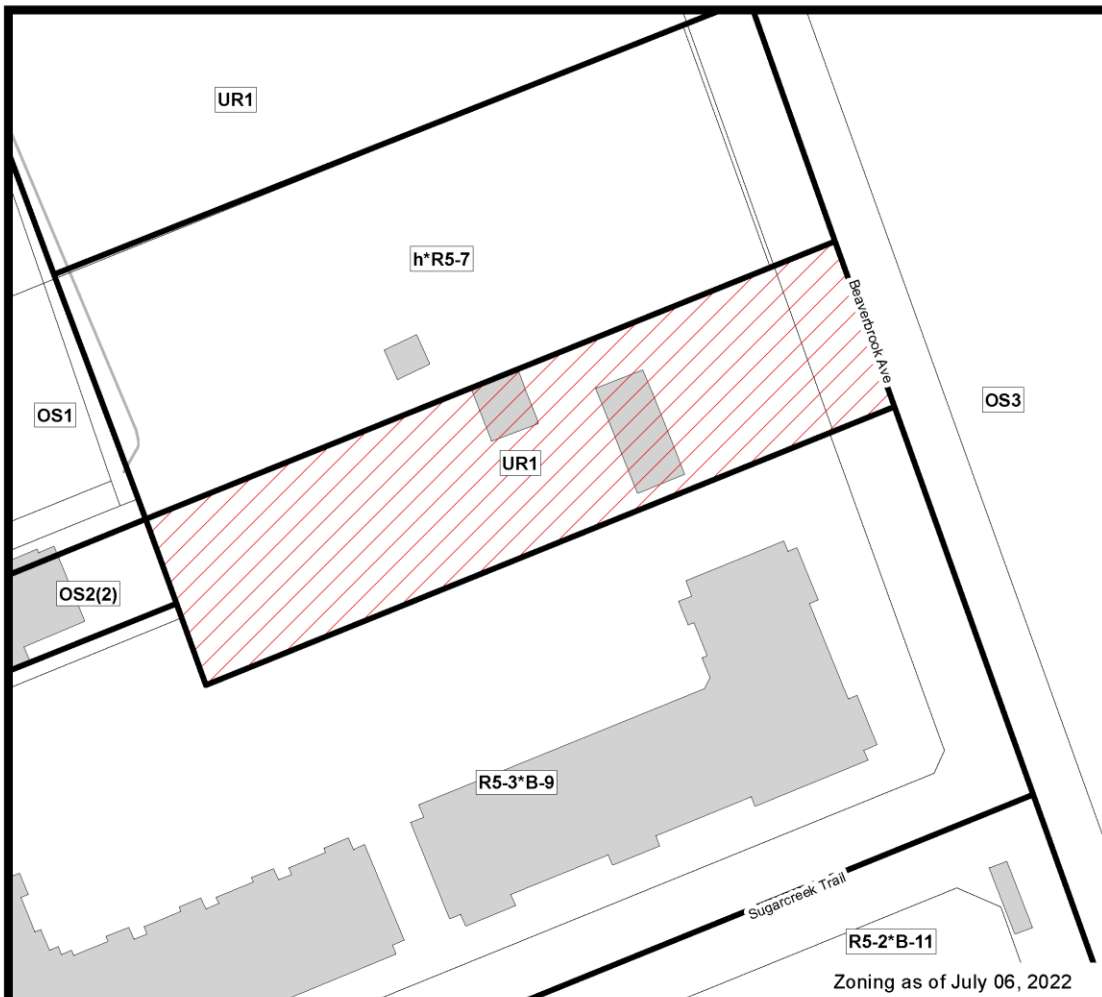


Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LAND USE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	FILE NUMBER: OZ-9483
		PLANNER: AR
		TECHNICIAN: RC
		DATE: 2022/07/05

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-9483

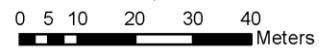
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MAP PREPARED:

2022/07/06

RC

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