

Chapter/Policy/Section	
3.2.	<p style="text-align: center;"><u>LOW DENSITY RESIDENTIAL</u></p> <p><i>The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings. Where appropriate, some multiple-attached dwellings at densities similar to neighbouring detached units may be permitted. Policies in this Plan promote development which shall enhance the character of the residential area. Certain secondary uses of a non-residential nature which are integral to, and compatible with, a neighbourhood environment, are also permitted.</i></p>
3.2.1. Permitted Uses	The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of this Plan and provided they do not exceed the maximum density of development permitted under policy 3.2.2. Residential Intensification Infill housing and conversions may be permitted subject to the provisions of policies 3.2.3., 3.2.4., and 3.2.5. Zoning on individual sites would not normally allow for the full range of permitted uses.
Existing Multi-Family Buildings	i) Existing multi-family residential buildings that are compatible with adjacent low density residential uses are recognized as permitted uses within the Low Density Residential designation, and will be recognized as permitted uses in the Zoning By-law. Proposals for the significant expansion of these uses shall require an amendment to the Official Plan to re-designate these lands to the Multi-Family, Medium Density or Multi-Family, High Density Residential designation, as appropriate.
Existing Homes for the Aged, Rest Homes and Nursing Homes	ii) Existing homes for the aged, rest homes, and nursing homes, which are compatible with adjacent low density residential uses, are recognized as permitted uses within the Low Density Residential designation and may be recognized as permitted uses in the Zoning By-law. Proposals for the significant expansion of these uses shall require an amendment to the Official Plan to re-designate the lands to Multi-Family, Medium Density Residential; Multi-Family, High Density Residential; or Regional and Community Facilities as appropriate.
Rooming and Boarding House	<p>iii) Existing rooming and boarding houses which are compatible with adjacent low density residential uses may be recognized as permitted uses in the Zoning By-law. New rooming and boarding houses are encouraged to locate in the Multi-Family, Medium Density and Multi-Family, High Density Residential designations. Proposals to allow a new rooming or boarding house in the Low Density designation shall be subject to a Zoning By-law amendment on the basis of the following criteria:</p> <ul style="list-style-type: none"> (a) The physical potential of the existing building stock can adequately accommodate a lodging house; (b) The existing services can support new lodging houses in the subject area; (c) The physical potential of the subject property can adequately accommodate a lodging house; (d) Location of the proposed lodging house with respect to transportation facilities, public open space, recreational facilities and services, and the adequacy of these facilities and services; and, (e) The physical scale and compatibility of the proposed lodging house use, and the likely impact of the proposed lodging house on the present and future land uses in the area.
Infill Housing and Conversion of Non-Residential Buildings	iv) Subject to policies 3.2.3. and 3.2.4., <u>Residential Intensification, which includes</u> infill housing and conversion of non-residential buildings to residential uses which exceed the densities and range of residential unit types in the Low Density Residential designation may be permitted.
Convenience	v) Existing convenience commercial and service station uses which meet

Commercial and Service Stations	the criteria established in policy 3.6.5. are recognized as permitted uses within the Low Density residential designation and may be recognized as permitted uses in the Zoning By-law. Existing uses which do not meet the criteria in this Plan are legal non-conforming uses and may also be recognized as permitted uses in the Zoning By-law. New convenience commercial and service station uses are encouraged to locate in the Commercial designations. However, they are also permitted in the Low Density Residential designation by Official Plan amendment and zone change subject to the criteria in policy 3.6.5.
Secondary Permitted Uses	vi) Uses that are considered to be integral to, or compatible with, residential neighbourhoods, including group homes, home occupations, community facilities, funeral homes, and office conversions, may be permitted according to the provisions of Section 3.6.
Residential Areas Subject to Specific Policies	vii) In specified areas of the City the primary and secondary permitted uses and/or other policies relating to the nature and scale of development, have been varied to meet specific policy objectives for these areas. Areas where specific policies apply are identified in Section 3.5.
<u>Live/Work Opportunities</u>	<u>vii) Purpose designed Live/Work residential units may be provided where locations for these types of residential units have been identified as part of an overall area plan, subject to site specific zoning. Live/Work units should be located along collector road systems and have sufficient lot area to accommodate any required additional parking.</u> <u>Within any Live/Work development, the primary use of the building shall be residential use.</u>
3.2.2. Scale of Development	Development within areas designated Low Density Residential shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy.
Density of Residential Uses	i) The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law. These requirements may vary in areas of new development according to the characteristics of existing or proposed residential uses, and shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre). Densities in established low density residential areas, such as the Central London District, where dwelling conversions, existing apartment buildings, infill development, and the conversion of non-residential buildings have occurred or may be permitted, may exceed 30 units per hectare. The calculation of residential density is described in policy 3.6.10.
3.2.3. Infill Housing	The construction of medium density "infill" housing maybe permitted in the Low Density Residential designation through an amendment to the Zoning By-law and subject to the following provisions:
Location	i) For the purposes of this Plan, infill housing is defined as new residential development within an established neighbourhood, on vacant or under-utilized sites. Examples of sites that may be considered suitable for infill housing include obsolete existing housing sites; obsolete industrial sites; obsolete commercial and office sites; and obsolete institutional sites. Infill housing may be allowed on vacant remnant parcels of land in older established neighbourhoods or on small remnant parcels of land which cannot be integrated into a plan of subdivision because of site constraints. It is not intended that infill housing occur on undeveloped blocks of land in registered plans of subdivision in developing areas or in newly developed areas of the City.
Housing Form	ii) Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings and low rise apartments. While infill housing may be allowed up to a maximum scale permitted under the Multi-Family, Medium Density Residential Designation, Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and enhance the character of the area. It is recognized that infill development projects may occur on sites that require some relief from normal zoning standards. (Subsection ii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
Municipal Services	iii) Existing municipal services and facilities should be available and adequate to accommodate the proposed infill housing project. (Subsection iii) amended by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
Height and Scale	iv) Infill housing projects should be sensitive to the height, scale and architectural design of buildings in the surrounding neighbourhood.
Continuity	v) Infill housing projects should be sensitive to the continuity of the existing residential streetscape.

Parking Amenity Areas	vi) Adequate off-street parking and outdoor amenity areas will be provided as part of the infill housing project. The parking area will be suitably buffered so as not to intrude visually on adjacent residential properties.
Heritage Resources	vii) Infill housing projects will be encouraged to preserve and upgrade buildings considered by Council to be of architectural and/or historical significance. Where these buildings are incorporated into a project the density of development may be increased through bonusing provisions contained in policy 19.4.4. of the Plan, provided the overall maximum net density of the project does not exceed 75 units per hectare (30 units per acre).
Planning Impact Analysis	viii) Proposals to rezone an area for infill housing will be evaluated on the basis of Planning Impact Analysis according to the provisions of Section 3.7.
3.2.4. Conversions Non-Residential Buildings	Notwithstanding other requirements contained in Section 3.2. of this Plan, the conversion of existing non-residential buildings to residential use, including multiple-unit dwellings, may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law and subject to the following provisions:
Compatibility	i) The conversion to residential use shall take into account surrounding land uses in terms of height, scale and setbacks and shall not adversely impact the amenities and character of the surrounding area.
Parking	ii) The site shall be large enough to accommodate the required amount of off-street parking.
Municipal Services	iii) Municipal services shall be sufficient to accommodate the proposed use.
Buffering	iv) Landscaping, privacy screening, and other appropriate measures may be required to provide a buffer between the proposed use and any adjacent lower density residential uses.
Heritage Resources	v) Conversions, which result in the preservation and/or upgrading of buildings considered by Council to be of architectural and/or historical significance, will be encouraged.
Planning Impact Analysis	vi) Proposals to rezone an area to permit the conversion of existing non-residential buildings to residential use will be evaluated on the basis of Planning Impact Analysis according to the provisions of Section 3.7.
3.2.5. Dwelling Conversions	Areas within the Low Density Residential designation may be zoned to permit the conversion of single detached dwellings to add one or more dwelling units. Site specific amendments to the Zoning By-law to allow dwelling conversions shall be discouraged. Areas may be zoned to permit conversions on the basis of the following criteria:
Compatibility	i) There are existing legally established converted dwellings, other forms of multiple-unit dwellings or non-residential uses such that the conversion of detached dwellings will not adversely affect surrounding land uses.
Parking	ii) Lot sizes are generally sufficient to accommodate the required off-street parking without detracting from the visual character of the area.
Municipal Services	iii) Municipal services are adequate to accommodate the increase in dwelling units.
Dwelling Unit Size	iv) Existing single detached dwellings are generally of a size sufficient to accommodate the creation of an additional dwelling unit or units.
Zoning	v) The Zoning By-law may limit the number of units that may be contained in a converted dwelling and specify minimum requirements for lot area, frontage, and gross floor area for the dwelling to be converted, and minimum gross floor area for the units to be created. To maintain the external character of the dwelling, the Zoning By-law may also limit the extent of structural additions or changes that would be permitted.
3.2.3. Residential Intensification	<p><u>Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form.</u></p> <p><u>Residential Intensification may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the following policies and Planning Impact Analysis policies under Section 3.7. Where the subject lands are within a specific residential area identified under policy 3.5, the application of the following residential intensification policies will supplement those specific policies, but will not supercede them.</u></p> <p><u>Residential Intensification projects shall use innovative and creative urban design techniques to ensure that character and compatibility with the surrounding neighbourhood are maintained as outlined in policy 3.2.3.3 and 3.2.3.4.</u></p>
3.2.3.1. Definition	<u>Residential Intensification refers to the development of a property, site or area at a higher density than currently exists on the site through:</u>

	<ul style="list-style-type: none"> i) <u>redevelopment, including the redevelopment of brownfield sites;</u> ii) <u>the development of vacant and/or underutilized lots within previously developed areas;</u> iii) <u>infill development, including lot creation;</u> iv) <u>the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,</u> v) <u>the conversion or expansion of existing residential buildings to create new residential units or accommodation.</u> <p><u>For the purposes of this Plan, development is only considered infill when it occurs on vacant or underutilized sites within an established residential neighbourhood. It is not intended that infill housing will occur on undeveloped blocks of land in recently planned or newly developed registered plans of subdivision.</u></p> <p><u>Underutilized sites are defined as those sites that can reasonably accommodate more residential development than what currently exists on the site within the context of the surrounding established residential neighbourhood.</u></p>
<p><u>3.2.3.2. Density & Form</u></p>	<p><u>Within the Low Density Residential designation, Residential Intensification, with the exception of dwelling conversions, will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low rise apartments. Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area.</u></p> <p><u>Areas within the Low Density Residential designation may be zoned to permit the conversion of single detached dwellings to add one or more dwelling units. Site specific amendments to the Zoning By-law to allow dwelling conversions within primarily single detached residential neighbourhoods shall be discouraged. Accessory dwelling units may be permitted in accordance with Section 3.2.3.8 of this Plan.</u></p>
<p><u>3.2.3.3. Neighbourhood Character Statement</u></p>	<p><u>An inventory of the urban design characteristics of the structures and the natural environment within a neighbourhood shall be undertaken by the applicant, as outlined in section 3.7.3.1 of the plan. The physical environment of the neighbourhood, composed of its lots, buildings, streetscapes, topography, street patterns and natural environment are some of the elements that collectively determine much of the character of a neighbourhood and its streetscape. A well organized and documented understanding of a neighbourhood's character is an effective tool in assessing the appropriateness of a proposed change and the implications the change may have on the character of a neighbourhood.</u></p>
<p><u>3.2.3.4. Compatibility of Proposed Residential Intensification Development</u></p>	<p><u>As part of an application for residential intensification, the applicant shall be required to provide an adequately detailed statement of the compatibility, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments as outlined in section 3.7.3.1 of the plan.</u></p>
<p><u>3.2.3.5. Public Site Plan Review and Urban Design</u></p>	<p><u>Residential intensification proposals, with the exception of permitted single detached dwelling conversions to add one additional residential unit only, will be subject to a concurrent public site plan process. In addition to all other site planning issues, residential intensification site plan proposals will be evaluated to ensure:</u></p> <ul style="list-style-type: none"> i) <u>Sensitivity to existing private amenity spaces as they relate to the location of proposed building entrances, garbage receptacles, parking areas and other features that may impact the use and privacy of such spaces;</u> ii) <u>The use of fencing, landscaping and planting buffers to mitigate impacts of the proposed development on existing properties; and,</u> iii) <u>Consideration of the following Urban Design Principles:</u> <ul style="list-style-type: none"> (a) <u>Residential Intensification projects shall use innovative and creative standards of design for buildings to be constructed or redeveloped;</u>

	<p>(b) <u>the form and design of residential intensification projects should complement and/or enhance any significant natural features that forms part of the site or are located adjacent to the site;</u></p> <p>(c) <u>new development should provide for a diversity of styles, continuity and harmony in architectural style with adjacent uses;</u></p> <p>(d) <u>new development should include active frontages to the street that provide for the enhancement of the pedestrian environment;</u></p> <p>(e) <u>the design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets;</u></p> <p>(f) <u>buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units;</u></p> <p>(g) <u>parking and driveways should be located and designed to facilitate manoeuvrability on site and between adjacent sites, and reduce traffic flow disruption to and from the property; and,</u></p> <p>(h) <u>projects should have regard for the neighbourhood organizing structure. Building and site designs should facilitate easy connections to and around the site to public transit and destinations.</u></p> <p>iv) <u>For Residential Intensification projects proposed on lands designated Low Density Residential, or projects requiring an Official Plan amendment to a more intensive residential land use designation, or projects requesting bonus zoning pursuant to policy 19.4.4, shall apply policy 3.2.3.3 neighbourhood character statement, 3.2.3.4 statement of compatibility and policy 3.7.2.1, respectively.</u></p>
<p>3.2.3.6. <u>Integration With Heritage Buildings</u></p>	<p><u>Residential Intensification projects will be encouraged to preserve and upgrade buildings considered by Council to be of architectural and/or historical significance. Where these buildings are designated and incorporated into a project, the density of the residential intensification development may be increased through bonusing provisions contained in policy 19.4.4. of the Plan. Such projects will be required to meet all criteria listed in policy 3.2.3 and 3.7.2.1 of the Plan.</u></p>
<p>3.2.3.7. <u>Supporting Infrastructure</u></p>	<p><u>Residential Intensification will only be permitted where adequate infrastructure exists to support the proposed development, including:</u></p> <ul style="list-style-type: none"> i) <u>Off-street parking supply and buffering;</u> ii) <u>Community facilities, with an emphasis on outdoor recreational space;</u> iii) <u>Traffic impacts and Transportation infrastructure, including transit service;</u> iv) <u>Municipal services</u>
<p>3.2.3.8. <u>Zoning By-law</u></p>	<p><u>The Zoning By-law may limit the number of units that may be contained in a converted dwelling and specify minimum requirements for lot area, frontage, and gross floor area for the dwelling to be converted, and minimum gross floor area for the units to be created. To maintain the external character of the dwelling, the Zoning By-law may also limit the extent of structural additions or changes that would be permitted for a converted dwelling/building.</u></p> <p><u>While residential intensification located within the Low Density Residential designation may be allowed up to a maximum scale permitted under the Multi-Family, Medium Density Residential Designation, Zoning By-law provisions will ensure that new development recognize the scale of adjacent land uses and are compatible with the character of the area.</u></p> <p><u>It is intended that an intensification project should meet all Zoning By-law regulations; however, there may be instances when a minor variance is warranted based on the configuration of the site or development constraints associated with it. Any required variance should be evaluated as part of the development proposal review undertaken in conjunction with the zoning amendment application.</u></p> <p><u>Conditional Zoning may be considered to ensure that development proceeds in a manner consistent with the surrounding and adjacent properties. Conditional Zoning would include conditions and/or requirements to be fulfilled in order to permit the development.</u></p>

	<p><u>Accessory Dwelling units may be permitted, subject to a Zoning By-law amendment, in single detached and semi-detached dwellings subject to the following criteria:</u></p> <ul style="list-style-type: none"> <u>i) maximum of two (2) units per residential dwelling;</u> <u>ii) the gross floor area of the accessory dwelling unit is equal to or less than the floor area of the principle dwelling unit;</u> <u>iii) the principle dwelling unit shall be owner occupied;</u> <u>iv) the accessory dwelling unit cannot be located in an accessory building or attached garage;</u> <u>v) a minimum of one (1) additional on-site parking space must be provided;</u> <u>vi) all regulations associated with the zone must be complied with;</u> <u>vii) no more than five (5) bedrooms total for both the principle and accessory dwelling units;</u> <u>viii) accessory dwelling units may be required to be licensed; and,</u> <u>ix) accessory dwelling units shall be subject to the policies of section 3.2.3. – Residential Intensification of this plan.</u>
<p><u>3.2.3.9. Consents</u></p>	<p><u>Any new lots created through consents will be in keeping with the established lot pattern of the surrounding area in terms of frontage, depth and overall size and configuration</u></p> <p><u>Consent for the purposes of enlarging and/or reducing the size of an existing site, where no new development is proposed and that results in a lot pattern that is not consistent with the surrounding area in terms of frontage, depth and overall size and configuration, shall be discouraged.</u></p>
<p><u>3.2.3.10. Rear-Lot Development</u></p>	<p><u>The creation of rear-lot development (flag-shaped lots) shall be discouraged in all Residential Land Use designations unless the criteria listed in policy 3.2.3 are met and the following urban design considerations are addressed:</u></p> <ul style="list-style-type: none"> <u>I. Access to the new project shall be wide enough to provide:</u> <ul style="list-style-type: none"> <u>o separate pedestrian/vehicular access;</u> <u>o sufficient space beside the driveways for landscaping and fencing to buffer the adjacent properties;</u> <u>o adequate space at the street curb for garbage and blue box pickup; and</u> <u>o snow storage for the clearing of these driveways.</u> <u>II. In laying out a rear-lot development project, care should be taken to avoid creating front to back relationships between existing and proposed dwelling units. To support privacy the front doors of the new units should not face onto the rear yards of existing homes. As well, depending on the scale of the development and the building types proposed internally, front doors should face front doors.</u> <u>III. Where existing dwellings fronting onto the street are not incorporated into the infill project, adequate land should be retained in the rear yard of these dwellings to provide:</u> <ul style="list-style-type: none"> <u>o Appropriate outdoor amenity space;</u> <u>o Adequate separation distance between the existing houses and the habitable areas of the infill project;</u> <u>o Sufficient space for landscaping in the rear yards for visual separation if required; and,</u> <u>o Parking and vehicular access for the existing houses, so as not to introduce parking into the front yards of the existing house.</u>
<p><u>3.3.1. Residential Intensification</u></p>	<p><u>vii) Within the Multi-Family, Medium Density Residential designation, Residential Intensification proposals, as defined in Section 3.2.3.1, shall be subject to Public Site Plan Review, in accordance with Sections 3.2.3.5 and 19.9.2 of the Plan.</u></p>
<p><u>3.3.3. Scale of Development</u></p> <p>Height</p>	<p>Development within areas designated Multi-Family, Medium Density Residential 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.</p> <ul style="list-style-type: none"> <u>i) 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 storeys. In some instances, height may be permitted to exceed this limit, if determined through a compatibility report, as</u>

<p>Areas</p>	<p>shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:</p> <ul style="list-style-type: none"> (a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties; (b) all areas shall include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments; (c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases; (d) massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and (e) conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of an area study or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.
<p>Density Bonusing</p>	<p>iv) Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density of Multi-Family, High Density Residential Development above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning By-law. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.</p>
<p>3.5.11 North Talbot Community</p>	<p>In the areas designated Low Density Residential on Schedule "A" Land Use, and delineated as Vegetation Patches on Schedule "B" Flood Plan and Environmental Features, and identified as Canopy Retention Areas in the North Talbot Area Plan, a vegetative management plan identifying the best clusters of the woodland to protect for canopy retention, and a management program designed to reduce impacts on retained vegetation during construction must be prepared for consideration in the review of development proposals</p>
<p>3.5.11.12 North Talbot Community</p>	<p>The following policy applies to lands bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west, in keeping with the North Talbot Area Plan, as adopted pursuant to Section 19.2.1. of the Official Plan ,as a guideline document for the review of development applications.</p> <p>Within this area, lands designated Multi-Family, Medium Density Residential may include mixed use areas consisting of residential/commercial development in the form of small scale, pedestrian-oriented neighbourhood serving commercial uses and small scale office buildings located as community focal points within the larger area. Small groupings of low rise apartments may surround the mixed use areas in accordance with the density and height limitations of section 3.3.3. Scale of Development of the Multi-Family, Medium Density Residential designation. Zoning on individual sites may not allow for the full range of permitted uses.</p> <p>The primary permitted uses in accordance with Section 3.2.1. Permitted Uses may be mixed along the local and collector street frontages. Small groupings of multiple attached dwellings, such as street townhouses, may be permitted along a residential streetscape in accordance with the density and height limitations of section 3.3.3. Scale of Development of the Multi-Family Medium</p>

	<p>Density Residential designation. Zoning on individual sites may not allow for the full range of permitted uses.</p> <p>Consideration may be given to alternative development standards and associated zoning regulations intended to provide for a more efficient utilization of land and to achieve an overall community design concept, where urban design guidelines have been approved by Council to address such matters as building form and massing, treatment of residential facades and design of commercial/residential mixed use buildings and sites. Urban design guidelines must be approved prior to draft plan of subdivision approval. Alternative development standards and regulations may include, but are not limited to: reduced road allowance widths, the use of rear lanes, neighbourhood parkettes, and reduced front yard setbacks to bring building facades closer to the street.</p> <p>In the areas designated Low Density Residential on Schedule "A" Land Use, and delineated as Vegetation Patches on Schedule "<u>B1</u>" <u>Natural Heritage Features</u> "<u>B</u>" <u>Flood Plain and Environmental Features</u>, and identified as Canopy Retention Areas in the North Talbot Area Plan, a vegetative management plan identifying the best clusters of the woodland to protect for canopy retention, and a management program designed to reduce impacts on retained vegetation during construction must be prepared for consideration in the review of development proposals.</p>
3.5.12.13 Hyde Park Community Planning Area	<p>In the area bounded by Fanshawe Park Road West on the North, CN Rail line to the south, the former City Boundary (pre-1993) to the east and the former CN railway spur line to the west, design guidelines have been developed through the Community Plan process which encourage street-oriented development and discourage noise attenuation walls along arterial roads. New development should be designed and approved consistent with the design guidelines in the Hyde Park Community Plan.</p>
3.5.13.14 Fox Hollow Community Planning Area	<p>In the areas identified as "Residential Special Policy Area" in the Preferred Land Use Concept for the Fox Hollow Community Planning Area bonusing for low density residential development, including cluster housing, will be considered where upland woodlots are identified for preservation as a result of a vegetative assessment.</p>
3.5.14.15 Kilally North Planning Area	<p>This applies to lands within the Kilally North Planning Area (bounded by Stoney Creek on the north, the urban growth boundary on the east, the Thames River on the south, the Highbury Avenue on the west) located in the City of London.</p> <p>The development of lands within the vicinity of the Extractive Industrial Area or Aggregate Resource Area, as shown on Schedule "<u>BB1</u>", shall have regard for the mitigation of the noise and dust impacts of extraction operations on the proposed development. The review of applications for rezoning or plan of subdivision approval shall include the following considerations:</p> <ul style="list-style-type: none"> i) prior to rezoning or final approval of a plan of subdivision within 300 metres (984 feet) of an Extractive Industrial Area or Aggregate Resource Area, a noise, dust and vibration impact study shall be completed by a qualified consultant and any recommended setbacks for development or mitigation measures contained therein shall be carried out to the satisfaction of the City of London. Mitigation measures will be implemented at the sole cost of the proponent of the development. With respect to residential development, the subdivider shall notify prospective lot purchasers, in agreements of purchase and sale and in notices registered on title that are binding on successors and assigns to the subdivision lands and in a separate agreement with the City, of the potential for new licenses in the identified aggregate resource area and of the long-term continuation of active aggregate operations adjacent to the Kilally North area and of the noise and dust impacts associated with extraction and related operations.
3.5.15.16 Uplands North Community Planning Area	<p>At the northern municipal boundary, between Richmond Street and Adelaide Street, an upland corridor will be established through the planning approvals process relating to applications for subdivision, severance, site plan and condominium. The width of this corridor will be variable, but in all cases will be adequate to meet the following functions:</p> <ul style="list-style-type: none"> i) to serve as natural heritage corridor linking natural heritage features on both sides of the municipal boundary; ii) to allow for a landscaped recreational pathway facility with a minimum corridor width of 15 metres;

	<p>iii) to help mitigate potential conflicts at the rural/urban interface.</p> <p>In determining the amount of land required south of the municipal boundary needed to meet these functions, consideration will be given to the Uplands North Area Plan, the securing of required easement agreements north of the municipal boundary along the Sun-Canadian Pipeline easement, and the extent to which such agreements may assist in fulfilling these functions.</p> <p>(Section 3.5.16. added by OPA 289 on March 27, 2004)</p>
3.5.16-17 Sunningdale North Planning Area	The following policy applies to lands within the Sunningdale North Area Plan, located generally north of Sunningdale Road West, west of Richmond Street, east of Wonderland Road North, and south of the municipal boundary. These policies are to be read in conjunction with the Sunningdale North Area Plan, which has been adopted by Council as a guideline document under Section 19.2. of this Plan.
Mixed Use Area	i) Within the Sunningdale North Area Plan, a Mixed Use Area has been identified. This area includes a commercial block, several residential blocks, and a park block. Specific objectives and corresponding policies have been adopted by Council for this area and applications for the Official Plan and Zoning By-law amendments, plans of subdivision and condominium, consents, and site plans within this Mixed Use Area will be reviewed on the basis of the following policies and a Council-adopted concept plan.
General Concept	ii) This Mixed-Use Area will allow a range of retail and service-related commercial uses, office uses, institutional uses and medium to high density residential uses. These uses will be mixed horizontally in multiple buildings and/or vertically within single buildings. Such a mix is intended to provide live-work opportunities and pedestrian accessibility to consumer goods and services within the area and the surrounding residential communities. An integrated design for this community, with a clear focal point and quality pedestrian linkages, is intended to support walkability and a strong sense of place for Sunningdale North.
Concept Plan, Zoning and Site Plans	iii) Zoning amendments, plans of subdivisions, plans of condominium, consents and site plan applications for lands within the Mixed Use Area will be consistent with a concept plan to be adopted by Council as a guideline document under Section 19.2. of this Plan. The concept plan will include, but not be limited to, the approximate allocation of uses, layout of buildings, parking areas, access points, streetscape and architectural design features, driveways, pedestrian linkages, transit service facilities, landscaped areas, focal points and gateway features. It will also include design guidance, including graphic representations of the planned built form that will be applied to individual buildings and sites to achieve the stated objectives for this Mixed Use Area.
Design Objectives	<p>iv) A critical element of the plan for this Mixed Use Area is the Village Commons which will act as the primary focal point for the entire community plan area. It will be important to create a sense of enclosure around the Village Commons by building a relatively intense building streetscape along the frontage of those streets which surround the Commons. Similarly, it is intended that both residential and commercial buildings along the primary collector roads, leading to the Commons, be lined with a well defined and continuous street edge to establish a strong entrance into the commons and a pedestrian supportive environment. The concept plan will include build-to lines, building mass objectives and minimum frontage coverages to ensure that large gaps are not present around the Commons or along the collector roads in close proximity to the Commons.</p> <p>Equally as important, the commercial uses which are located adjacent to the collector road and the Commons will provide active frontage and a high quality of architectural design to create a Mainstreet look and feel. Where active frontage is not deemed to be possible onto the collector road, buildings will be designed such that they appear as building frontages, incorporating windows, doors and other architectural features that enforce this appearance and enhance the pedestrian streetscape. Sidewalks on the south side of the collector road will be wider than those traditionally constructed along arterial roads to further support this pedestrian objective. All buildings within this Mixed Use Area will be designed with architectural features and landscaping to enhance pedestrian streetscapes.</p>
Business District Commercial	v) The lands designated Business District Commercial within the Mixed

Designation	<p>Use Area are addressed through Policy 4.4.8. of this Plan.</p> <p>As described in the Sunningdale North Area Plan, a focus of the commercial block will be to support smaller-scale retail uses of a distinct character within a Mainstreet setting. In addition, more traditional building forms will be permitted on this block in prescribed proportions. Office uses fronting the Village Commons are to include ground floor retail uses to enhance, and capitalize upon, the Commons experience. Retail uses on the entire site will not exceed 16,000 m² and office uses will be of a medium scale, as defined in Section 5.5.1. of this Plan, and will not exceed 10,000 m² in total floorspace.</p>
Linkages	<p>vi) Commercial uses will be designed to support both pedestrian access from the surrounding community and destination shopping from more distant locations. A strong pedestrian streetscape will be developed along the primary collector road and around the Village Commons. Strong internal pedestrian linkages will be supported, through the concept plan, between all buildings within the commercial block. Linkages to the Village Commons will be supported from the internal areas of the commercial block.</p>
Building Form	<p>vii) Single family detached, semi-detached and duplex buildings will not be permitted within the Multi-family, Medium Density Residential blocks located in the Mixed Use Area. Triplexes and fourplexes will only be permitted where the goals of establishing a strong street edge are maintained. Various forms of row housing and low-rise apartment buildings, which cover a large portion of the site's street frontage, will be identified in the concept plan. Buildings fronting the Village Commons and the primary collector road will be a minimum of two storeys in height.</p>
Gateway Treatment	<p>viii) Gateways will be addressed through the concept plan in two ways. Recognizing that Richmond Street is a major northern gateway to London, a high standard of landscaping and architectural design will be required for all buildings along this frontage. Subdivision designs will be required which orient residential building frontages on Richmond Street in order to eliminate the need for extensive noise walls. Similarly, this standard will be applied on Sunningdale Road West close to the intersection of Richmond Street. The concept plan will ensure that the buildings on either side of the primary collector road will provide a strong street edge and high quality design standard as a gateway into the Sunningdale North community.</p>
Alternative Standards	<p>ix) Alternative design standards may be considered for the Sunningdale North community. For example, reduced parking rates may be considered for the commercial block, recognizing and supporting pedestrian and transit usage. Alternatives may also be considered relating to the width of the road allowance surrounding the Village Commons and along the northern collector, with the goal of creating a sense of enclosure and pedestrian amenity. Similarly, reduced front yard setbacks will be established for commercial and residential blocks fronting the Village Commons and collector roads.</p>
Housing Density	<p>x) Notwithstanding the policies of Section 3.3.3. and 3.4.3. of the Official Plan, the concept plan will establish minimum residential densities in the Mixed Use Area for development within the Multi-Family, Medium Density Residential and Multi Family, High Density Residential designations to provide for the efficient utilization of land and provide a critical mass to support the mixed use concept and transit servicing.</p>
Collector Roads	<p>xi) Within the Mixed Use Area, a primary collector road will be located from Richmond Street North to Sunningdale Road West. It is expected that the width of the road allowance for this collector will be kept to a minimum, within the scope of requirements for a widened sidewalk and on-street parking. It will be important to encourage a minimal road allowance and minimal building setbacks along the Mainstreet corridor and the Village Commons. The Concept Plan will address maximum right-of-way, traveled road, on-street parking, sidewalk widths and access points.</p>
Street Oriented Development	<p>xii) Within the Sunningdale North Area Plan, new residential development adjacent to arterial and collector roads will be oriented to the street to provide a high quality of urban design. Alternative design standards will be explored, where practical, to assist in realizing this objective. Noise attenuation walls along arterial roads will be discouraged</p>
Phasing	<p>xiii) The concept plan shall include a phasing plan for the Mixed Use Area. This phasing plan shall identify the mix of uses within each phase. A residential development component will be included in all phases of the</p>

	<p>development of the Mixed Use Area. A substantial component of residential development shall be completed to support the Mixed Use Area prior to the approval of the final phase.</p> <p>(Section 3.5.17. added by OPA 354 on April 5, 2005)</p>
<p>3.5.17.48 Bostwick East Community Planning Area</p> <p>3.5.18.49</p>	<p>In the area bounded by Southdale Road W on the north, Wonderland Road S on the west, and the north-west portion of the lands comprising 1451 Wharnccliffe Road S, design guidelines have been developed through the Area Plan process which encourage street-oriented development, discourage noise attenuation walls along arterial roads, promote a community focal point and encourage a high standard of design compatibility of medium density residential uses adjacent to existing residential lands on the north side of Southdale Road W. New development and re-development should be designed and approved consistent with the design guidelines in Bostwick East Area Plan.</p> <p>Consideration shall be given to alternative development standards and associated zoning regulations for small groupings of multiple attached dwellings, such as street townhouses, and a mix of residential dwelling types along local and collector street frontages provided on-street parking and other zoning requirements are achieved. The intent is to achieve a mix of residential uses along the streetscape. Alternative development standards will be considered where urban design guidelines have been approved by Council to address such matters as building form and massing prior to draft plan of subdivision approval.</p> <p>For lands designated Multi-family Medium Density Residential the permitted uses shall not include conventional free-hold lots for single detached, semi-detached and duplex dwellings.</p> <p>Alternative development standards and regulations may include, but are not limited to: neighbourhood parkettes, urban design through innovative treatment of building facades, and reduced front yard setbacks to bring building facades closer to the street. Zoning on individual sites may not allow for the full range of permitted uses.</p> <p>For a portion of lands located on the south side of Southdale Road W, opposite Andover Drive, designed Multi-family Medium Density Residential, a maximum building height of eight storeys (30 metres) will be permitted provided the development is designed and occupied for senior citizens' housing. The retirement community development will be consistent with the design guidelines of the Bostwick East Area Plan.</p> <p>(Section 3.5.18. added by OPA 358 on June 13, 2005)</p>
<p>3.7.</p>	<p><u>PLANNING IMPACT ANALYSIS</u></p>
<p>3.7.1. Purpose</p>	<p>Planning Impact Analysis will be used to evaluate applications for an Official Plan amendment and/or zone change, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses. <u>Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered.</u></p>
<p>3.7.2. Scope of Planning Impact Analysis</p>	<p>Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public in accordance with the provisions for Official Plan amendment and/or zone change applications as specified in Section 19.12.</p> <p>Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. <u>Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change.</u></p>
<p>General — Proposals</p>	<p>↳ Where an Official Plan amendment and/or zone change application is for a general change in land use and does not relate to a specific development proposal, or where site specific information on the future development of the site is not required, <u>all or some of being considered,</u> the following criteria may be considered:</p>

	<p>(a) 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.</p> <p>(b) 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;</p> <p>(c) the supply of vacant land in the area which is already designated and/or zoned for the proposed use; and</p> <p>(d) the proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.</p> <p>(e) the need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.</p>
<p>Site Specific Proposals</p>	<p>ii) Where an Official Plan amendment and/or zone change is for a specific development proposal, or where more site specific and detailed information on the type and nature of future development is required, all or some of the following criteria may be considered:</p> <p>(a) all of the criteria listed in policy 3.7.2. i);</p> <p>(b)-(f) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p> <p>(e)-(g) 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;</p> <p>(d)-(h) the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;</p> <p>(e)-(i) the exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p> <p>(f)-(j) the potential impact of the development on surrounding natural features and heritage resources;</p> <p>(g)-(k) constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p> <p>(h)-(l) 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; and</p> <p>(i)-(m) 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.</p> <p><u>(n) impacts of the proposed change on the transportation system, including transit.</u></p>
<p>3.7.3. Information Required</p>	<p>An applicant for a proposed change in land use may be required to provide information and details on the development and its likely impacts, for the purpose of assisting the City in undertaking Planning Impact Analysis.</p> <p><u>An applicant proposing a residential intensification development, as defined in</u></p>

3.7.3.1 Residential Intensification

section 3.2.3.1 of the Plan, within the Low Density Residential designation, or requesting an Official Plan Amendment to a more intensive residential land use designation or requesting Bonus Zoning pursuant to policy 19.4.4, shall be required to submit the following detailed reports:

(a) **Neighbourhood Character Statement.** A detailed statement of the character of the existing neighbourhood that demonstrates how the proposed development respects the character of the existing neighbourhood shall be submitted by the applicant. This inventory of urban design characteristics shall include a review of structures and the natural environment within the surrounding neighbourhood. Although the extent of the area to be reviewed will be established at the pre-consultation stage, it shall include an area consisting of a minimum 120 metres radius from the subject site. The conceptual design of the project needs to be based on specific built form principles which guide what it is that the project wants to achieve. The Neighbourhood Character Statement shall incorporate the following items:

Character & Image:

- i) description of the existing street character;
- ii) description of the project in the context of the neighbourhood;
- iii) visual components; and,
- iv) retention and role of natural environment

Site Design:

- i) the location of buildings, as well as their orientation to the street edge and sidewalks;
- ii) the location of building entrances;
- iii) how the design relates to its site and greater surrounding area;
- iv) views in to and out of the site – how does the building function as a view terminus – provide pedestrian perspectives (at-grade views) and important views; and,
- v) vehicular and pedestrian circulation

Servicing:

- i) accessibility and connectivity of the site to the adjacent neighbourhood, community facilities and destinations, including consideration of the circulation for automobile, pedestrians, cyclists and persons with disabilities;
- ii) access to transit; and,
- iii) shared service locations, parking, ramps, drop-offs, service areas for garbage, loading, utilities, etc.

(b) **Compatibility Report.** As part of an application for residential intensification, the applicant shall be required to provide a detailed statement of the compatibility of the project, to demonstrate that the proposed project is sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood. The conceptual design of the project shall incorporate the following items:

Built Form Elements:

- i) how the building(s) addresses the street;
- ii) street wall and treatment of grade level;
- iii) roof top and cornice lines;
- iv) location of entrances and other openings;
- v) relationship of the building(s) to the street at intersections; and,
- vi) design for comfort and safety (i.e. privacy, lighting, sun and wind protection, etc.)

Massing and Articulation:

- i) the rhythm of at-grade openings;
- ii) setbacks;
- iii) transition to adjacent uses / buildings, and among buildings within the site;
- iv) transition of scale;
- v) street proportion / street sections (building to street ratio); and,
- vi) shadowing caused by mid-rise and tall buildings should be minimized and impacts on adjacent private amenity areas (natural light and privacy for example) should be minimized.

Architectural Treatment:

	i) <u>style;</u> ii) <u>details;</u> iv) <u>materials; and</u> v) <u>colour.</u>
--	---