BEAVERBROOK

AREA STUDY
CHAIRMAN AND MEMBERS OF THE PLANNING COMMITTEE
PLANNING COMMITTEE MEETING - MONDAY, MARCH 11, 1991 7:30 P.M.

BEAVERBROOK AREA STUDY; LANDS LOCATED SOUTH OF PROUDFOOT LANE,
NORTH OF RIVERSIDE DRIVE, WEST OF BEAVERBROOK AVENUE AND EAST OF
THE FOREST HILL APARTMENT DEVELOPMENT AND THE CN RAIL LINE

B. GOMBERG

Director of Planning and Development, submitting the proposed Beaverbrook Area Study for consideration and RECOMMENDING:

(i) that the Beaverbrook Area Study be adopted pursuant to Section 19.2.1. of the new Official Plan to provide direction for the consideration of applications to amend the Official Plan and Zoning By-law and for draft plan of subdivision approval affecting the lands located south of Proudfoot Lane, west of Beaverbrook Avenue and north of Riverside Drive.

(ii) Modifications to the new Official Plan to establish land use designations for the lands located south of Proudfoot Lane, west of Beaverbrook Avenue and north of Riverside Drive, as shown on Map No. 7 of the Beaverbrook Area Study.

BACKGROUND INFORMATION:

The Beaverbrook Area Study considers a largely undeveloped tract of land, approximately 17.8 hectares (44.1 acres) in area, located south of Proudfoot Lane, north of Riverside Drive, west of Beaverbrook Avenue and east of the existing Forest Hill apartment development and the CN Rail Line.

The area is one of the few large vacant land areas in the City suitable for residential development. It is therefore subject to mounting development pressure. An application has been submitted by the Z Group to permit townhouses, stacked townhouses and low-rise apartment buildings on a 2 hectare (5.1 acre) property on the west side of Beaverbrook Avenue. To ensure co-ordinated development of the entire block the Planning Division has prepared an Area Study. The Z Group recently revised their application such that townhouse development at a density of 35 units per hectare (14 units per acre), is now proposed. This application will be considered following Council review of the Area Study.
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The purpose of the Area Study is to recommend appropriate land use designations for inclusion in the City's new Official Plan and to provide guidelines for zoning, subdivision design, site planning, road alignments, and provision of a park site on an integrated, area-wide basis. This type of study is consistent with the policies in the new Official Plan which call for the preparation and adoption of "Area Studies" to assist in the implementation of the Plan.

A mix of low, medium and high density residential designation is proposed, with a 1.3 hectare (3.2 acre) park located in the middle of the block. The existing single family dwellings along Riverside Drive would remain, with low density and subsequently medium density townhouses recommended for the undeveloped lands to the north. Highrise apartment buildings would be confined to the north-west corner of the block along Proudfoot Lane.

An estimated maximum population of 1439 people would result from new development within the Study Area, with townhouses or low rise apartment buildings as the predominant land use. The actual population may be lower if properties are developed at less than the maximum densities indicated on the Area Plan.

Prepared by:

L.E. Draho
Director of Planning

Recommended by:

K.L. Perry
Director of Planning and Development

BG\RWP\km
February 19, 1991

Attach.
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1.0 INTRODUCTION

The Beaverbrook Area Study, as shown on Map No. 1, applies to a largely undeveloped tract of land, approximately 17.8 hectares (44.1 acres) in area, located south of Proudfoot Lane, north of Riverside Drive, west of Beaverbrook Avenue and east of the existing Forest Hill apartment development and the CN Rail line.

The area is one of the few large vacant land areas in the City suitable for residential development. It is therefore subject to mounting development pressure. An application has been submitted by the Z Group to permit townhouses, stacked townhouses and low-rise apartment buildings on a 2 hectare (5.1 acre) property on the west side of Beaverbrook Avenue, approximately 120 metres (400 feet) north of Riverside Drive. To ensure coordinated development of the entire block the Planning Division has undertaken to prepare an area study.

2.0 PURPOSE

The purpose of the Beaverbrook Area Study is to formulate a land-use concept and guidelines which will provide direction for development within the area. The Area Study will form the basis for assigning land-use designations for the New Official Plan and provide a framework for integrated development and zoning among multiple land ownerships. It is also intended to provide for:

- an appropriate mix of housing types and densities;
- an efficient road pattern with linkages to the existing transportation system;
- an adequately sized and accessible park.
3.0 AREA STUDY PROCESS

The planning process for the Beaverbrook Area Study is depicted on the next page. In brief, the process is one of analyzing existing Study Area characteristics and development constraints and/or opportunities, and subsequently working through stages of progressively greater certainty and detail with regard to land use. Ongoing consultation with key City Departments, local agencies and commissions is provided for, as are opportunities for input by landowners and residents of abutting areas at both the plan formulation and plan review stages.

At the completion of the study, or shortly thereafter, the Planning Committee and Council will be requested to adopt the following:

- a detailed Area Plan to guide future development proposals for the subject lands;
- modifications to the New Official Plan to establish the appropriate land use designations;
- guidelines for the application of height and density limits in future zoning amendments;
- site planning guidelines; and,
- a zoning by-law amendment for the application submitted by the Z Group, which would conform with the Area Plan and the designations established by the New Official Plan.

4.0 BACKGROUND INFORMATION

4.1 Existing Land Uses and Physical Characteristics

Existing land uses within the Study Area, illustrated on Map No. 2, consist of:

- single detached residential homes along the north side of Riverside Drive and the west side of Beaverbrook Avenue;
- a church at the north-west corner of Riverside Drive and Beaverbrook Avenue;
- approximately 5 hectares (12 acres) of cultivated land south of Proudfoot Lane;
- open fields over most of the balance of lands to the south.
BEAVERBROOK AREA STUDY
PLANNING PROCESS

INVENTORY AND ANALYSIS OF STUDY AREA CHARACTERISTICS

CONSULTATION WITH KEY DEPARTMENTS AND AGENCIES

LAND USE OBJECTIVES

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GENERALIZED LAND USE CONCEPTS

PROPOSED AREA PLANS

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RECOMMENDATION TO THE PLANNING COMMITTEE/PUBLIC MEETING

ADOPTION BY COUNCIL

CONSIDERATION OF APPLICATIONS TO AMEND THE ZONING BY-LAW
There are two physical features in the Study Area of note:

- a tree stand in the north-central section approximately 0.8 hectares (2 acres) in area, with basswood, black oak, and black cherry trees between 25 metres (80 feet) to 35 metres (115 feet) in height and 20-30 years in age;

- a small cattail wetland in the centre of the block. This wetland probably resulted from disrupted drainage patterns and is not considered significant.

A CN Rail line abuts the south-west corner of the Study Area for 110 metres (360 feet). The line is classified as a "principal main line", with tracks approximately 15 metres (50 feet) below grade.

Lands within the Study Area are relatively flat, sloping northward towards Mud Creek from an elevation of 258 metres (846 feet) at the south-east corner of the block to an elevation of 246 metres (807 feet) in the north-west corner of the block. (Refer to Map No. 2 for further information.)
4.2 Land Ownership

Land ownership within the undeveloped lands in the Beaverbrook Study Area is fragmented, with 21 different property owners. The ownership pattern is illustrated on Map No. 3, with the 8 largest holdings ranked below.

Table No. 1

<table>
<thead>
<tr>
<th>Land Owner</th>
<th>hectares</th>
<th>(acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>-Brook (estate)</td>
<td>4.45</td>
<td>(11.0)</td>
</tr>
<tr>
<td>-Old Oak Properties</td>
<td>2.91</td>
<td>(7.2)</td>
</tr>
<tr>
<td>-Hull</td>
<td>1.87</td>
<td>(4.6)</td>
</tr>
<tr>
<td>-Cody</td>
<td>1.64</td>
<td>(4.1)</td>
</tr>
<tr>
<td>-Taylor (excluding lands along Riverside Dr.)</td>
<td>1.46</td>
<td>(3.6)</td>
</tr>
<tr>
<td>-McDonald (Z Group Option)</td>
<td>1.28</td>
<td>(3.2)</td>
</tr>
<tr>
<td>-Z Group</td>
<td>0.97</td>
<td>(2.4)</td>
</tr>
<tr>
<td>-Vanderwel</td>
<td>0.36</td>
<td>(0.9)</td>
</tr>
</tbody>
</table>

TOTAL LAND AREA 14.9 hectares (37 acres)

Note that the 3 northernmost properties comprise 51.8% of the Study Area, while the 12 properties along Riverside Drive comprise 15% of the Study Area.
4.3 Planning History

i) Existing Official Plan

The 1971 Official Plan designates the entire 17.8 hectares (44.1 acres) of land south of Proudfoot Lane, north of Riverside Drive, west of Beaverbrook Avenue and east of the existing Forest Hill apartment development and the CN Rail line within the "Residential" designation (refer to Map No. 4). Single and two unit dwellings and attached or grouped dwellings are the main permitted uses, to a maximum density of 75 units per hectare (30 units per acre).

The West London District Plan, which elaborates upon and forms part of the Official Plan, also designates these lands "Residential" (refer to Map No. 5). A maximum density of 25 units per hectare (10 units per acre) is permitted for lands along Riverside Drive and Beaverbrook Avenue, with a higher density of 35 units per hectare (14 units per acre) permitted for undeveloped lands to the north and west. A neighbourhood park is sited approximately in the centre of the block.

Two policies relating to the Oakland Neighbourhood (where the block is located) are noteworthy:

27.9.1.8. "At the time of development of the lands in the Oakland Neighbourhood south of Proudfoot Lane, consideration shall be given to the possible alignment of a Local street which could enable those deep lots fronting on Beaverbrook Avenue and Mount Pleasant Avenue (Riverside Drive) to be severed so as to have the new lots fronting on the Local street."

27.9.11.1. "No major development shall be approved by Council in the Oakland, Capulet or Proudfoot Neighbourhoods until an agreement is entered into by the developer(s) and the City for contributions to cover the installation costs of services such as sewers, watermains, streets, sidewalks, and the costs of planning and engineering services."

Note that an internal road pattern for the Beaverbrook Study Area is not illustrated in the West London District Plan.
ii) **New Official Plan**

New Official Plan designation(s) have not been established for lands within the Study Area. Rather, Council at its meeting held on April 2, 1990 resolved:

"That the Minister of Municipal Affairs be requested to defer consideration of the designation of the lands located west of Beaverbrook Avenue, between Riverside Drive and Proudfoot Lane pending Council's consideration of a development application in this area and completion of an area study by the City of London Planning Division which is now being undertaken."

iii) **Current Zoning**

Existing residential areas along the north side of Riverside Drive and the west side of Beaverbrook Avenue are currently zoned "Residential" under Zoning By-law C.P. 952-41. Permitted uses are single family dwellings and institutional uses that existed when the by-law was passed. The balance of the block, currently undeveloped, is within a "Development" (holding) zone, permitting farm and institutional uses, single family residential uses that existed when the By-law was passed and the sale of seasonal produce.

iv) **Draft Zoning By-law**

On December 11, 1990 the Special Planning Projects Committee held a public meeting to consider the Draft Zoning By-law for the City of London. An Urban Reserve (UR) zone was recommended for lands within the Study Area. The purpose of this zone is to provide for and regulate existing uses on lands which are primarily undeveloped. The Urban Reserve Zone is intended to protect large tracts of land from premature subdivision and development in order to provide for future comprehensive development on those lands. This zoning is in conformity with Council's decision to defer consideration of new Official Plan designations for these lands until Council approval of the Area Study.

v) **Recent Applications**

The only recent application within the Study Area is the application submitted by the Z Group in October 1989 to permit townhouses, stacked townhouses and walk-up apartments on a 2.1 hectare (5.2 acre) property located west of Beaverbrook Avenue. An amendment to the West London District Plan and to the zoning by-law is required to permit these land uses and requested densities; 40 units per hectare (16 units per acre) for townhouses and 75 units per hectare (30 units per acre) for walk-up apartments.
A development concept submitted with the application shows 80 townhouse units on the property, with access from a private road located between the existing homes at 570 and 580 Beaverbrook Avenue. Townhouses would back onto the single detached lots to the south that front onto Riverside Drive.

The Z Group revised their application in February, 1991 such that townhouse development, at a density of 35 units per hectare (14 units per acre), is now proposed.

Consideration of the Z Group application has been held in abeyance pending the completion of the Area Study, to ensure that integrated development among the multiple landownerships is achieved.

There have been several recent applications to permit development on the north side of Proudfoot Lane. An amendment to the Official Plan and zoning by-law for the property at 500 Proudfoot Lane, at the north-west corner of Proudfoot Lane and Beaverbrook Avenue, to permit apartment buildings, senior citizen apartment buildings, nursing homes and retirement lodges at a density of 150 units per hectare (60 units per acre), stacked townhouses at a density of 45 units per hectare (18 units per acre) and townhouses at a density of 30 units per hectare (12 units per acre) was approved by Council on July 3, 1990.

Two apartment buildings have recently been constructed to the north, at 560 and 570 Proudfoot Lane. One building is 10 storeys high, the other 11 storeys high. The zoning by-law permits a maximum height of 32 metres (105 feet) and density of 150 units per hectare (60 units per acre).

In 1977, Council approved Official Plan and Zoning By-law amendments permitting development of the Forest Hill apartments due west of the Study Area.

4.4 Servicing Constraints

i) Storm and Sanitary Sewers

The Engineering Department advises that future storm and sanitary sewers would connect to the existing sewers to the north on Proudfoot Lane.

Based on the population densities and land uses being proposed, they do not expect any difficulties in servicing the Study Area as far as both storm and sanitary sewers are concerned. If necessary, some on-site stormwater detention facilities can be utilized to control stormwater runoff to acceptable levels.
ii) **Water Lines**

The Public Utilities Commission advise that a larger water main would be required on Beaverbrook Avenue should development occur.

iii) **Roads**

Existing roads abutting the Study Area include Proudfoot Lane, Beaverbrook Avenue and Riverside Drive.

Proudfoot Lane has a 21.3 metre (70 foot) road allowance with 2 paved lanes, curbs and gutters. It is classified as a secondary collector road and had an average traffic volume of 3,000 vehicles per day in 1989.

Beaverbrook Avenue has a road allowance that varies between 20 metres (66 feet) and 23 metres (76 feet) with 2 paved lanes, without curbs and gutters. It is classified as a secondary collector road and had an average traffic volume of 2,000 vehicles per day in 1989.

Riverside Drive has a road allowance between 20-26.2 metres (66-86 feet) wide with 2 paved lanes, curbs and gutters. It is classified as an arterial road, and had an average traffic volume of 15,000 vehicles per day in 1989. Given this volume and the curve in the road before the railway overpass, new accesses to Riverside Drive are not recommended.

An internal road will be necessary within the Study Area to service future development. The road should connect Proudfoot Lane and Beaverbrook Avenue, preferably mid-block, in order to protect their traffic movements.

The Traffic and Parking Division of the Engineering Department advise that traffic signals will be required at the intersection of Beaverbrook Avenue and Oxford Street as the first priority. Improvements to Beaverbrook Avenue between Oxford Street and Riverside Drive will also be required, so that it is to secondary collector road standards. Improvements to the intersection of Beaverbrook Avenue and Riverside Drive would take place when warranted by the necessary traffic volumes. These improvements would involve providing channelization on Riverside Drive at Beaverbrook Avenue and the installation of traffic signals. Current traffic volumes on Riverside Drive between Beaverbrook Avenue and Woodward Avenue presently exceed the design capacity of this section of road, and when Beaverbrook Avenue is fully developed it will add approximately 2,000 trips per day to this section. Widening of this section of road is not identified in the current 5 year Capital Works Budget or in the 10 year forecast.
iv) **Transit**

As for public transit, the two existing bus routes along Riverside Drive and one along Proudfoot Lane would continue to service the neighbourhood. A new route along the internal street is not planned, given these existing nearby routes and London Transit policy to avoid routing on local streets.

5.0 **LAND USE OBJECTIVES**

The following objectives are intended to guide the preparation of an Area Plan and the designation of lands within the Study Area for various generalized land uses that would conform with New Official Plan policies:

i) allocate lands for residential development that will satisfy the City's housing mix and affordability policies;

ii) focus higher intensity residential development in the north part of the Study Area;

iii) protect the existing low density residential amenity along Riverside Drive;

iv) consider the existing ownership pattern so that the development concept is realistic and fair;

v) provide an internal road link between Proudfoot Lane and Beaverbrook Avenue;

vi) protect the traffic carrying capacity of Riverside Drive and Beaverbrook Avenue, recommending improvements if appropriate;

vii) allocate lands for a park that is adequately sized and located to meet the needs of future residents and provide for its acquisition through the development approval process.

6.0 **SITE ANALYSIS**

From a land use planning perspective, there are several factors to consider in the design of the Study Area:

- large tracts of flat open land that are appropriate for residential development;

- fragmented land ownership, complicating the allocation of land uses and coordination of development;
the opportunity to allocate lands for medium and high density residential uses. These sites will have good access to arterial roads (Riverside Drive and Oxford Street), existing shopping facilities (Westown Plaza and the London Mall) and a nearby open space system. Since the area is predominantly undeveloped, appropriate measures can be taken to avoid any adverse impact on adjacent lower density residential development;

the existing single family homes located on the north side of Riverside Drive are in good repair and are viable long-term uses. Development on abutting lands to the north should be compatible with their low density residential character;

most of the properties on the west side of Beaverbrook Avenue have depths in excess of 115 metres (380 feet). Several are undeveloped, particularly in the northern section of the street. Medium density residential redevelopment may be appropriate;

a new road within the Study Area will be necessary. This road should connect Proudfoot Lane to Beaverbrook Avenue. Direct access to Riverside Drive is inappropriate given the high traffic volume on Riverside Drive, the existing single family homes along Riverside Drive and the nearby railway overpass;

the tree stand in the north-central section of the block should be preserved if possible;

noise attenuation measures, which may include setbacks and buffering, will be required for any development near the CN Rail line at the south-west corner of the block.

7.0 POLICY CONSIDERATIONS

The New Official Plan has been reviewed to determine the land-use designations that may be appropriate for portions of the Study Area. Key policies for these designations and considerations pertaining to their application to the Study Area are summarized below:

i) **Low Density Residential**

- primary permitted uses in areas of new development are single detached, semi-detached and duplex dwellings. Low-rise, low-coverage forms of multiple attached dwellings, such as townhouses, may be permitted at appropriate locations to a maximum density of 30 units per hectare (12 units per acre).

- secondary uses that may be permitted include community facilities such as parks or churches, funeral homes and group homes.
the preferred location to include within the Low Density Residential designation is the existing low density residential development north of Riverside Drive.

ii) **Multi-Family, Medium Density Residential**

primary permitted uses are townhouse dwellings and low-rise apartment buildings. Single detached, semi-detached and duplex dwellings, small-scale nursing homes and homes for the aged are also permitted.

secondary uses that may be permitted include community facilities such as parks or churches, funeral homes, group homes, small-scale office developments and office conversions.

preferred locations for Medium Density Residential designations include lands in close proximity to Shopping Areas, Commercial Districts, designated Open Space areas or Regional Facilities; lands abutting Multi-Family, High Density Residential designations; and lands abutting an arterial, primary collector or secondary collector road.

Consideration must also be given to the compatibility with any neighbouring low density residential areas, the adequacy of municipal services, the traffic impact and whether the area is of suitable shape and size. This designation is viewed as an appropriate transition between Low Density Residential areas and areas of more intensive residential development.

the general height and density limits for this designation are four storeys and 75 units per hectare (30 units per acre) respectively.

Within the Study Area, the Medium Density Residential designation would serve as an appropriate transition between low density residential uses near Riverside Drive and high density residential uses to the north and west of the Study Area. The designation is appropriate given the lack of townhouses in the vicinity, the opportunity for development that is compatible with the existing low density residential development, the high land values and servicing costs and the opportunity to provide affordable housing. For these reasons, the Multi-Family Medium Density Residential designation is proposed to be the most widely applied designation in the Study Area.

iii) **Multi-Family, High Density Residential**

primary permitted uses include low-rise and high-rise apartment buildings, multiple-attached dwellings, emergency care facilities and nursing homes or similar uses.
secondary uses that may be permitted include community facilities such as parks or churches, funeral homes, group homes, small-scale office developments and office conversions.

preferred locations for High Density Residential designations include lands in close proximity to Regional or Community Shopping Areas, designated Open Space areas or Regional Facilities and lands abutting or having easy access to an arterial or primary collector road.

Consideration must also be given to the compatibility with any neighbouring low density residential areas, the adequacy of municipal services, the impact of traffic to and from the site on stable low density residential areas, and the availability of public transit, public open space and convenience shopping facilities.

Height and density limits are to be determined on the basis of the character and scale of adjacent land uses, and availability of services and amenities. At suburban locations maximum densities would not normally exceed 150 units per hectare (60 units per acre).

Within the Study Area, the lands best suited to high density residential use, according to Official Plan criteria, are those in the north-west corner of the block, adjacent to the existing Forest Hill apartment complex, which is 12 stories in height, and opposite the recently constructed 10 and 11 storey apartment buildings on the north side of Proudfoot Lane.

The appropriate scale of development within the Multi-Family, High Density Residential designation is considered in Section 3.4.3. of the New Official Plan. Criteria considered favourable for a higher height and/or density of development are listed. Several of these criteria would be met: separation from low density residential areas by intervening land uses, and easy access to a recreational facility (the proposed park), and a location that can be well served by public transit. On the other hand, there is a sanitary sewage servicing constraint and a desire to scale down heights and densities from existing development to the north and west to reduce the impact of development on lower density residential uses to the south. Accordingly, a maximum height of 8 stories and density of 100 units per hectare (40 units per acre) is proposed for lands within the Multi-Family, High Density Residential designation.

iv) Housing Policies

the City of London's housing objectives as stated in the New Official Plan support the provision of a choice of dwelling types, encourage an adequate supply of affordable housing and support the development, at appropriate locations, of residential facilities that meet the housing needs of persons requiring specialized care.
as part of an agreement with the Ministry of Housing, the City will monitor new residential development to ensure that at least 25% of the housing produced annually is affordable and that affordable housing is developed throughout the City. The City is also to establish a policy whereby developers of plans of subdivision and other residential developments will be encouraged to provide affordable housing, including sites for non-profit housing.

Planning for the Study Area will have to provide the appropriate land use designations for the New Official Plan and promote suitable types of development to exceed the 25% affordable housing objective. This can be achieved through the creation of sites for moderately-priced townhouse and apartment development, both rental and condominium, and supporting the development of appropriately designated sites for non-profit projects.

v) Parks and Recreation

There are no parks within the Beaverbrook Study Area or parks for active recreational uses nearby.

Public Utilities Commission staff advise that a neighbourhood park is needed within the Study Area. This is consistent with the land use map of the West London District Plan which includes a neighbourhood park roughly in the centre of the Study Area.

Public Utilities Commission staff have advised that they prefer:

- a centrally located accessible park;
- flat, open land for sports and play activities;
- that the land dedication be divided among several land owners. They are prepared to accept the parkland in stages, as individual properties are developed. However, they would require that the property owners jointly develop a consolidated grading plan for the proposed parkland, for approval by the Public Utilities Commission and that the consolidated grading plan be incorporated into all relevant development agreements.

The (Draft) P.U.C. Master Plan for Parks and Recreation Services indicates that neighbourhood parks should be a minimum of 0.5 hectares (1.23 acres) in size and should be supplied at a rate of 0.5 hectares (1.23 acres) to 1 hectare (2.47 acres) per 1,000 population.

the City is entitled to a parkland dedication of up to 5% of the land area proposed for development (which would amount to approximately 0.75 hectares or 1.8 acres) or, alternatively, a dedication using the density-based formula of 1 hectare per 300 dwelling units (1 acre per 120 dwelling units).
the City may accept cash in-lieu-of a land dedication where the land area available in an individual plan would be too small, poorly located or where the remainder of the property would become unsuitable or impractical for development.

vi) **Schools**

The London Board of Education and the Separate School Board have advised that they have no requirements for land within the Beaverbrook Area Study boundaries. The closest public school is the Oxford Park Elementary School, located on Oxford Street south of Cherryhill Boulevard. The closest separate school is the Notre Dame Elementary School, located on Valetta Street, some distance away.

8.0 **LAND USE CONCEPT**

Two alternative land use concepts were prepared for discussion purposes. Input was sought from other Civic Departments, outside agencies, landowners within the Study Area and the general public. After consideration of these comments the detailed Area Plan was prepared. (Refer to Map No. 6)

The proposed Area Plan attempts to provide a reasonable balance in the mix of housing types and a park with an appropriate location, configuration and size. Nearby land uses, traffic patterns, and natural features have also been considered.

In terms of physical planning, the principal factors that determined the design of the proposed land use concept are as follows:

i) **Residential Land Uses**

Three categories of residential land uses are proposed. The existing single detached residential development along Riverside Drive would be maintained. Townhouses are proposed on the abutting lands to the north. To minimize the impact on the existing single family development three measures are recommended: to limit the density to a maximum of 30 units per hectare (12 units per acre), rather than the higher density of 35 units per hectare (14 units per acre) typically recommended; to direct access to the internal street, not Beaverbrook Avenue; and require that proposed site plan(s) be considered at a public meeting of the Planning Committee, to ensure public review of the final development proposal(s).

Medium density residential uses - townhouses, or stacked townhouses and low rise apartments-are proposed in the central portion of the block. They would be low in height and of a scale which would have a minimum impact. The medium density residential uses would provide a transition between the single detached residential uses to the south and the
BEAVERBROOK AREA STUDY - 20

High density residential use proposed further to the north. Care was given to provide blocks of adequate size and shape for development and blocks that could be developed individually or in combination with abutting properties. The Medium Density Residential area along Beaverbrook Avenue would be zoned to allow townhousing to a maximum density of 35 units per hectare (14 units per acre). The Medium Density Residential lands in the west half of the Study Area and at the south-west corner of Beaverbrook Avenue and Proudfoot Lane would be zoned to allow either townhousing or low-rise apartment buildings to a maximum density of 35 units per hectare (14 units per acre) or 75 units per hectare (30 units per acre) respectively.

High density residential uses - apartment buildings to a maximum of 8 stories in height and 100 units per hectare (40 units per acre) - are proposed for the lands in the north-west corner of the block, abutting Proudfoot Lane. The proposed height and density are lower than recently constructed high rise buildings on the north side of Proudfoot Lane or the Forest Hill apartment complex to the west.

These three densities are reflected in the proposed designations for the New Official Plan. As Map No. 7 indicates, the Beaverbrook Study Area is split among low, medium, and high density residential designations.

An estimate of the potential number and distribution of new dwelling units under the proposed land use concept has been prepared (refer to Table No. 3). A maximum of 718 new dwelling units could be built. The maximum population, based on standard household sizes for the various land uses, would be 1439 people. The distribution of the dwelling types is as follows: 28% to 58% townhouses and 52% to 72% apartment buildings. The housing mix for the West London Planning District (where these lands are located) as of June 30, 1990 is as follows: 23% single detached dwellings, 4% semi-detached dwellings, 1% townhouses and 71% apartment buildings.

To conclude, the proposed concept satisfies the previously stated land use objectives by providing a choice in the type and price range of housing, protecting existing low density housing and providing a realistic development pattern.

ii) Transportation

The Beaverbrook Study Area is bordered by three roads: Beaverbrook Avenue providing primary north-south access for the area, Proudfoot Lane providing an east-west connection, and Riverside Drive, an arterial road along the southern boundary.

An internal road connecting Proudfoot Lane and Beaverbrook Avenue is proposed to service future development. The road also serves to separate different land uses, such as townhouses and stacked townhouses/low rise apartment buildings.
The intersections with Proudfoot Lane and Beaverbrook Avenue have sufficient setbacks from the existing intersections to allow for safe traffic operations. The outlet to Proudfoot Lane lines up with the outlet to the parking lot of the existing apartment development on the north side of Proudfoot Lane. No new accesses to Riverside Drive are proposed.

The land use concept has regard for the existing ownership pattern and attempts to divide the road dedication requirement equitably. Accordingly, the east-west section of the road and part of the north-south section are proposed along property boundaries, to split the road dedication requirement. As Table No. 5 indicates, the road dedication requirement is split between 7 different property owners.

It should be noted that the road alignment would only be feasible or practical if all the affected land owners are willing to participate in its development in a timely manner. Without general agreement on the approximate alignment of the road approved through the study process, development may be hindered or would not reflect approved policies.

A cul-de-sac is provided to service the undeveloped property in the south-west corner of the Study Area. The cul-de-sac would not be necessary however should this property be purchased by the property owner to the north or east.

Development proposals in close proximity to the CN Rail line may be required to undergo a noise evaluation study to determine the impact of the rail operations on the proposed development. Mitigating measures, such as an acoustical fence and/or safety berm, may be required.

The Engineering Department advises that improvements to the local roads would be required, as development proceeds (refer to Section 4.4.iii).

iii) **Park**

Public Utilities Commission staff have advised that they prefer a centrally located accessible park with flat open land so that active play can take place and that the land dedication be divided among several property owners.

The proposed park is centrally located using lands dedicated by four different property owners (refer to Table No. 4). Some of these properties, however, might remain in private ownership for an extended period of time given different development timetables. Until they are acquired as public land through the development or subdivision approval process public use of these areas would require the consent of the property owners.

The area of the proposed park is 1.3 hectares (3.2 acres). The City is entitled to parkland dedication of up to 5% of the land proposed for development. If the parkland formula was applied, a 0.7 hectare (1.8 acre) park would be required. Alternatively, a density-based formula of 1 hectare per 300 dwelling units (1 acre per 120 dwelling units) can be used. A
2.4 hectare (5.9 acre) park would be required if this formula was used. Since the area of the proposed park is approximately half that of the density requirement, and since the area of the park is in keeping with the Public Utilities Commission's guidelines for the size of neighbourhood parks, the area of the park is considered appropriate.

9.0 DEVELOPMENT AND SITE PLAN APPROVAL GUIDELINES

i) Development proposals for specific properties will be reviewed through applications to amend the Zoning By-law and, if necessary, plan of subdivision approval. The proposed Area Plan and New Official Plan designations would provide the guidelines for the review of any development applications.

ii) Road and traffic control improvements will be required as development proceeds, generally as recommended in Section 4.4 iii) of this report.

iii) Access to the proposed low-density townhouses abutting the existing single family development along Riverside Drive should be provided by the internal road, with direct access to Beaverbrook Avenue prohibited.

iv) The number, spacing and design of driveways to Beaverbrook Avenue should be limited through the site plan approval process.

v) A public meeting of the Planning Committee should be scheduled for the consideration of site plan approvals for lands abutting the existing single family development on Riverside Drive.

vi) Parkland dedication requirements will be determined according to the density-based formula of one hectare per 300 dwelling units (1 acre per 120 dwelling units). Land dedications will be taken to provide the neighbourhood park area as shown on the Area Plan. Lands that may be required over and above the parkland dedication entitlement will be purchased. A cash payment in lieu of park dedication will be applied for developments on properties not affected by the park area.

vii) Prior to final approval of the park site a consolidated grading plan should be prepared by the property owners that will be dedicating lands and submitted to the Public Utilities Commission for review and approval.

viii) Every effort should be made to protect and maintain the tree stand in the north-central section of the Study Area through the site plan approval process.

ix) A noise attenuation report prepared by a qualified consultant will be required to support any development proposal within 300 metres (985 feet) of the CN Rail line in the south-west corner of the Study Area.
10.0 **ECONOMIC IMPACT**

The construction and upgrading of roads, provision of traffic control facilities and the extension of storm, sanitary, and water services would proceed in conjunction with development in the Study Area. These works would be undertaken by developers through conditions imposed in subdivision or development agreements. Portions of this work, including improvements to boundary roads and the construction of underground services sized to accommodate other lands in the Study Area, may be subject to claims by developers for reimbursement from the City's Urban Works Reserve Fund and/or Capital Works Budget. Based on estimates provided by the Engineering Department, claimable works within the Study Area would total approximately $1,350,000 in 1991 dollars against the Urban Works Reserve Fund. By comparison, estimated revenues to the Urban Works Reserve Fund generated by development charges for the estimated residential units that the proposed Area Plan would yield, total approximately $1,059,500. An equivalent amount of revenue from development charges would be directed to the Capital Growth Reserve Fund. Claimable works against the City's Capital Works Budget would total approximately $300,000.

Sewage flows from the Study Area, which are tributary to the Greenway Pollution Control Plant, can be accommodated in proposed plant expansions currently in the design process and scheduled for construction beginning in 1992.
**BEAVERBROOK AREA PLAN**

**PROUDFOOT LANE**

- **APARTMENT BUILDINGS**
  - Max. Density: 100 U.P.H.
  - Max. Height: 8 Storeys

- **LOW RISE APARTMENT BUILDINGS/STACKED TOWNHOUSES**
  - Max. Density: 75 U.P.H.
  - Max. Height: 4 Storeys

- **TOWNHOUSES**
  - Max. Density: 35 U.P.H.
  - Max. Height: 3 Storeys

**STREET "A"**

- **APARTMENT BUILDINGS**
  - Max. Density: 100 U.P.H.
  - Max. Height: 8 Storeys

**STREET "B"**

- **TOWNHOUSES**
  - Max. Density: 35 U.P.H.
  - Max. Height: 3 Storeys

**STREET "A"**

- **TOWNHOUSES**
  - Max. Density: 30 U.P.H.
  - Max. Height: 3 Storeys

**C.N. RAILWAY**

**RIVERSIDE DRIVE**
- PROPOSED LAND USE DESIGNATIONS -
NEW OFFICIAL PLAN

PROUDFOOT LANE

HIGH DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

LOW DENSITY RESIDENTIAL

C.N. RAILWAY

RIVERSIDE DRIVE

BEAVERBROOK AVENUE
### TABLE NO. 2
#### PROPOSED LAND USES

<table>
<thead>
<tr>
<th>PROPERTY OWNER</th>
<th>TOTAL HOLDINGS</th>
<th>HI RISE APT.</th>
<th>LOW RISE APT./T.H.</th>
<th>T.H. 35 U.P.H.</th>
<th>T.H. 30 U.P.H.</th>
<th>ROAD ALLOW.</th>
<th>PARK DEDN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROOK</td>
<td>4.33</td>
<td>2.36</td>
<td>1.22</td>
<td>0.28</td>
<td>0.47</td>
<td></td>
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</tr>
<tr>
<td>HULL</td>
<td>1.81</td>
<td>0.67</td>
<td>0.73</td>
<td>0.06</td>
<td>0.35</td>
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<tr>
<td>OLD OAK PROP.</td>
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<td>1.85</td>
<td>0.59</td>
<td>0.21</td>
<td>0.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VANDERWEL</td>
<td>0.36</td>
<td></td>
<td>0.36</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CODY</td>
<td>1.63</td>
<td></td>
<td>1.22</td>
<td>0.30</td>
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</tr>
<tr>
<td>Z GROUP</td>
<td>1.02</td>
<td></td>
<td></td>
<td>0.86</td>
<td>0.16</td>
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<td></td>
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<tr>
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<td></td>
<td></td>
<td>1.15</td>
<td>0.13</td>
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</tr>
<tr>
<td>TAYLOR</td>
<td>1.46</td>
<td></td>
<td></td>
<td>1.38</td>
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</tr>
<tr>
<td>TOTAL (in Ha)</td>
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<td>2.4</td>
<td>3.7</td>
<td>2.9</td>
<td>3.4</td>
<td>1.2</td>
<td>1.3</td>
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<tr>
<td>(ACRES)</td>
<td>(36.8)</td>
<td>(5.8)</td>
<td>(9.2)</td>
<td>(7.2)</td>
<td>(8.4)</td>
<td>(3.0)</td>
<td>(3.2)</td>
</tr>
</tbody>
</table>

Figures are based on MAXIMUM permitted densities and would have to be adjusted should development at lower densities occur. Areas recommended for road and park dedication are not included.

### TABLE NO. 3
#### POTENTIAL NO. OF DWELLING UNITS & MAXIMUM POSSIBLE POPULATION

<table>
<thead>
<tr>
<th>PROPERTY OWNER</th>
<th>NO. OF UNITS</th>
<th>HI RISE APT.</th>
<th>LOW RISE APT./T.H.</th>
<th>T.H. 35 U.P.H.</th>
<th>T.H. 30 U.P.H.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROOK</td>
<td>327</td>
<td>236</td>
<td>91</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HULL</td>
<td>76</td>
<td>50</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OLD OAK PROP.</td>
<td>160</td>
<td>139</td>
<td>21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VANDERWEL</td>
<td>13</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CODY</td>
<td>43</td>
<td>42</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Z GROUP</td>
<td>26</td>
<td></td>
<td></td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>MCDONALD (Z OPT)</td>
<td>34</td>
<td></td>
<td></td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>TAYLOR</td>
<td>41</td>
<td></td>
<td></td>
<td>41</td>
<td></td>
</tr>
<tr>
<td>POTENTIAL # OF UNITS</td>
<td>720</td>
<td>236</td>
<td>280</td>
<td>101</td>
<td>101</td>
</tr>
<tr>
<td>MAXIMUM POSSIBLE POPULATION</td>
<td>1439</td>
<td>379</td>
<td>451</td>
<td>305</td>
<td>304</td>
</tr>
</tbody>
</table>
TABLE NO. 4
PARK DEDICATION

<table>
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<tr>
<th>PROPERTY OWNER</th>
<th>PROP. DEDN.</th>
<th>DENS. CALC.</th>
<th>5% OF LAND</th>
<th>CASH IN-LIEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROOK</td>
<td>0.47</td>
<td>1.09</td>
<td>0.22</td>
<td>$11,857</td>
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<tr>
<td>HULL</td>
<td>0.35</td>
<td>0.25</td>
<td>0.09</td>
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</tr>
<tr>
<td>OLD OAK PROP.</td>
<td>0.34</td>
<td>0.53</td>
<td>0.15</td>
<td>$2,721</td>
</tr>
<tr>
<td>VANDERWEL</td>
<td>0.04</td>
<td>0.02</td>
<td>0.02</td>
<td>$6,045</td>
</tr>
<tr>
<td>CODY</td>
<td>0.12</td>
<td>0.14</td>
<td>0.08</td>
<td>$325</td>
</tr>
<tr>
<td>Z GROUP</td>
<td>0.08</td>
<td>0.05</td>
<td>0.05</td>
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<td>MCDONALD (Z OPT)</td>
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<td>0.06</td>
<td>0.06</td>
<td>$15,810</td>
</tr>
<tr>
<td>TAYLOR</td>
<td>0.14</td>
<td>0.07</td>
<td>0.07</td>
<td>$19,065</td>
</tr>
<tr>
<td><strong>TOTAL (in Ha)</strong></td>
<td><strong>1.3</strong></td>
<td><strong>2.4</strong></td>
<td><strong>0.7</strong></td>
<td><strong>$67,913</strong></td>
</tr>
<tr>
<td><strong>(ACRES)</strong></td>
<td><strong>(3.2)</strong></td>
<td><strong>(5.9)</strong></td>
<td><strong>(1.8)</strong></td>
<td></td>
</tr>
</tbody>
</table>

TABLE NO. 5
PROPOSED ROAD & PARK DEDICATIONS

<table>
<thead>
<tr>
<th>PROPERTY OWNER</th>
<th>ROAD DEDN.</th>
<th>PARK DEDN.</th>
<th>TOTAL HOLD.</th>
<th>% DEDN.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROOK</td>
<td>0.28</td>
<td>0.47</td>
<td>4.45</td>
<td>17.3%</td>
</tr>
<tr>
<td>HULL</td>
<td>0.06</td>
<td>0.35</td>
<td>1.87</td>
<td>22.6%</td>
</tr>
<tr>
<td>OLD OAK PROP.</td>
<td>0.21</td>
<td>0.34</td>
<td>2.91</td>
<td>18.4%</td>
</tr>
<tr>
<td>VANDERWEL</td>
<td></td>
<td></td>
<td>0.36</td>
<td></td>
</tr>
<tr>
<td>CODY</td>
<td>0.30</td>
<td>0.12</td>
<td>1.64</td>
<td>25.8%</td>
</tr>
<tr>
<td>Z GROUP</td>
<td>0.16</td>
<td></td>
<td>1.02</td>
<td>15.7%</td>
</tr>
<tr>
<td>MCDONALD (Z OPT)</td>
<td>0.13</td>
<td></td>
<td>1.28</td>
<td>10.2%</td>
</tr>
<tr>
<td>TAYLOR</td>
<td>0.08</td>
<td></td>
<td>1.46</td>
<td>5.5%</td>
</tr>
<tr>
<td><strong>TOTAL (in Ha)</strong></td>
<td><strong>1.2</strong></td>
<td><strong>1.3</strong></td>
<td><strong>15.0</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(ACRES)</strong></td>
<td><strong>(3.0)</strong></td>
<td><strong>(3.2)</strong></td>
<td><strong>(37.0)</strong></td>
<td></td>
</tr>
</tbody>
</table>

Figures are based on MAXIMUM permitted densities and would have to be adjusted should development at lower densities occur.