

SECTION 4

GENERAL PROVISIONS

4.0 APPLICATION OF GENERAL PROVISIONS

No person shall erect or use any building or structure or use any land, or cause or permit any building or structure to be erected or used or cause or permit any land to be used in any zone within the City of London for lands affected by this By-Law except in conformity with the regulations specified by the applicable general provisions set out in all subsections of Section 4. (Z.-1-051390)

4.1 ACCESSORY USES

1) ACCESSORY USES PERMITTED IN ALL ZONES

Where this By-Law permits a lot to be used or a building or structure to be erected or used for a purpose, that purpose shall include any building, structure or use accessory thereto, except that open storage shall only be permitted in any zone in which such a use is specifically listed as a permitted use. No accessory building, structure or use in an agricultural zone or a residential zone shall be used for human habitation, except where a dwelling unit is permitted as an additional residential unit or where the zone permits a bed and breakfast establishment, secondary farm dwelling, temporary garden suite or hotel. (Z.-1-051390 deleted and replaced by Z.-1-233111)

2) LOT COVERAGE

The total lot coverage of all accessory buildings or structures on a lot shall not exceed 10 percent (10%) of the lot area of the said lot. In agricultural zones the size of accessory buildings is limited to 25% of the size of the dwelling excluding main farm buildings such as barns, greenhouses, stables and driving sheds. The percent coverage's of accessory buildings and structures are included in the percentage total coverage permitted on a lot. (Z.-1-051390; Amended by Z.-1-243185)

3) HEIGHT RESTRICTIONS

Notwithstanding the definition of height, the height of an accessory building shall be measured from the average finished grade to the upper most point of the building or structure and shall not exceed the following overall height : (Z.-1-97490)

- a) all Residential Zones, 4.0 metres (13.1 feet) except as provided in 4.1.4(b) where the height may be increased to 6.0 metres (19.7 feet); (Z.-1-97490)
- b) all Commercial, Agricultural and Institutional Zones, 6.0 metres (19.7 feet); (Z.-1-051390)
- c) all other zones, 10.0 metres (32.8 feet).

4) LOT REQUIREMENTS OR LOCATION

Accessory buildings or structures are permitted in the following locations: (Z.-1-051390)

- a) no accessory building or structure shall be permitted within a required front yard or the required exterior side yard; (Z.-1-97490; Amended by Z.-1-243185)
- b) when such accessory building or structure is within a residential zone and is located in an interior side yard or a rear yard, it shall be no closer than 0.6 metres (2.0 feet) to the side lot line and rear lot line. Where the height exceeds 4.0 metres (13.1 feet) but in no case more than 6 metres (19.7 feet), the side and rear lot line setback shall be increased by the difference in the height above 4.0

metres (13.1 feet); (Z.-1-97490; Amended by Z.-1-243185)

- c) when such accessory building or structure is within a non-residential zone and is located in an interior side yard or a rear yard, it shall be no closer than 1.2 metres (3.9 feet) to the side lot line and rear lot line. Where such an accessory building or structure abuts a residential zone, the setback requirement shall be equal to one-half of the overall height of the structure but in no case less than 1.2 metres (3.9 feet) to the side lot line and rear lot line; (Z.-1-97490)
- d) when such accessory building or structure is wholly or partly located in an exterior side yard, or a rear yard abutting a street, the minimum setback shall not be less than the required exterior side yard setback for the zone in which the lot is located; (Z.-1-97490; Amended by Z.-1-243185)
- e) when such an accessory building or structure is less than 10 square metres (108 square feet) no yard setbacks shall be required provided the building or structure is located entirely in the rear yard, except as provided in 4.1.4(d); (Z.-1-97490)
- f) when the accessory building or structure is a gatehouse, it may locate in the front yard or the exterior side yard in an industrial zone;
- g) when the accessory building or structure is a satellite dish, it shall be restricted to interior side yards or rear yards;
- h) swimming pools shall comply with the provisions of Subsection 4.25 (Swimming Pools) of this By-Law;
- i) air conditioning units and heat pumps shall comply with the provisions of Subsection 4.27 . (Yard Encroachments Permitted);
- j) Greenhouses shall comply with the provisions of Section 4.38 (Urban Agriculture) of this By-law. (Z.-1-222977)

5) PARKING STRUCTURES

Within this By-Law, a parking structure will be considered an accessory use but will not be subject to the general provisions subsections 4.1(2), (3) or (4), but rather, subject to the building regulations of the zone in which it is located.

- 6) Minor Motor Vehicle Service and Repair is permitted as an accessory and incidental residential use in all residential zones that permit single, duplex, semi-detached, duplex, triplex, fourplex or converted dwellings excluding uses ancillary to an existing agricultural use, if all of the following conditions are met:
 - 1. The vehicle being serviced or repaired must have a current valid ownership permit issued to an occupant or a spouse, child or sibling of an occupant currently residing in the dwelling.
 - 2. The minor motor vehicle service repair shall be conducted between the hours of 8:00 am to 8:00 pm.
 - 3. No more than one vehicle may be serviced or repaired at the same time.
 - 4. Minor motor vehicle service repair shall not occur for more than 6 consecutive calendar days.
 - 5. Motor vehicle painting, except for minor touch-ups, is prohibited at all times.
 - 6. Minor motor vehicle service repair as a commercial use is prohibited at all times. (Z.-1-071653)
- 7) Detached Additional Residential Units will not be subject to the general provisions subsections 4.1(2), 4.1(3), or 4.1(4), but rather, shall comply

with the provisions of Section 4.37 (Additional Residential Units) of this By-law. (Z.-1-243186)

4.2 ACCESS REGULATIONS

No person shall hereafter erect any main building or structure on any lot in any zone unless such lot or an abutting lot held under the same ownership abuts an improved street or is a lot on a registered plan of subdivision. In the case of a parcel of land for which a Development Agreement, Subdivision Agreement and/or a Site Plan or any one of them has been approved and registered against title pursuant to Section 41 or Section 50 of the *Planning Act, R.S.O. 1990, c. P.13*, as amended from time to time, then the single parcel of land to which the Development Agreement and/or plan applies shall be deemed to be the lot for application of this Section, notwithstanding that part of the parcel may be in separate ownership; does not otherwise satisfy the definition of lot; or does not abut an improved street. (Z.-1-94236) (O.M.B. File # R910387 - Appeal #9006-2 June 4, 1993)

4.3 BONUS ZONES

1) HERITAGE BUILDING DESIGNATION BONUS - FLOOR AREA AND DWELLING UNIT DENSITY BONUS:

For buildings and/or structures designated as historically significant by the City of London, under the *Ontario Heritage Act*, in consideration for their designation, the following regulations shall apply for:

Non Residential Uses:

- a) a 25 percent (25%) increase in the gross floor area of the existing building and/or a 25 percent (25%) decrease in the required minimum parking for a permitted use on the lot or;

Residential Uses:

- b) for every 15 square metres of existing gross building floor area of a designated building, 1 additional dwelling unit shall be permitted for a permitted use on the lot to a maximum increase of 25% of the dwelling units permitted in the zone.

The increase in gross floor area and/or dwelling units shall be permitted in accordance with the regulations of the applicable zone. Where the proposed building is a mixture of residential and non-residential permitted uses, the bonus shall not exceed a combined total percentage of 25 percent (25%) increase in maximum number of dwelling units and non-residential floor area for the lot.
(Excluding 120 Kent Street - Z.-1-95316)

2) PUBLIC OPEN SPACE

For every 100.0 square metres (1,074 square feet) of public open space which is dedicated to the City (in excess of the required parkland dedication any undevelopable floodplain lands and Class 1,2, or 3 Wetlands), the density of the residential development may be increased by one unit per each 100.0 square metres (1,074 square feet) up to 25 percent (25%) of the total number of units that would otherwise be permitted by this by-Law.

(Excluding 120 Kent Street - Z.-1-95316)

3) DAY CARE FACILITIES

Where day care facilities are provided within commercial or mixed-use buildings of larger than 1858.0 square metres (20,000 square feet), the floor area devoted to the day care facilities shall not be included in the floor area ratio, the maximum gross or gross leasable floor area permitted, or in the calculation of the parking requirements for the building.

4) SITE SPECIFIC BONUS PROVISIONS

Notwithstanding the Density (D) and Height (H) zones which apply to a lot where a B (Bonus) zone also applies to the lot, the maximum permitted density and/or height and/or parking may be altered in accordance with the provisions set out below on having entered into a Development Agreement, with bonusing clauses, with the City of London. (Z-1-051390)

The number following the letter "B" on the Zone Maps indicates the number of the applicable Bonus Zone provision set out below.

B-1

(Added by Z.-1-95315)
(Deleted by Z.-1-98591)

B-2

- i) The maximum permitted density may be increased to 325 units per hectare (132 units per acre) if the building design approved by Council, as contained in the bonusing clause of the development agreement, is built. The design is intended to be sympathetic, with regard to the design of the porch and the colour, to the heritage structure located to the south at 530 Ridout Street North. (Z.-1-98590)

B-3 435 Colborne Street

- i) The subject site is being bonused for enhanced urban design and underground parking. The maximum number of units may be increased by thirteen (13) to a total of forty-three (43) if the building design as contained in the bonusing clauses of the development agreement, is built. The building design is identified through the elevations, site plan, and floor plans included in the development agreement. (Z.-1-051380) (Z.-1-071604)

B-4 484-500 Ridout Street North

- i) The maximum permitted density may be increased to 750 units per hectare (303 units per acre) if the building design approved by Council, as contained in the bonusing clause of the development agreement, is built. The design is intended to be sympathetic to the existing streetscape and surrounding buildings. The design includes a "human scale" ground level and an upper level setback in addition to complementary colours and balcony treatments. The preferred site plan, landscape plan and building elevation are attached to the development agreement. (Z.-1-051396)

B-5 180 Mill Street

- i) To ensure compatibility and a transition between high-rise development to the east and lower scale development to the west, three design features are required to obtain bonus zoning. They include 1) an apartment building on the eastern portion of the site with a progressively lower height as it approaches Mill Street and 2) a row of street-orientated townhouse units along St. George Street and a retaining wall with a high quality "street friendly" design and 3) a high quality "street-friendly" treatment for the townhouses along Mill Street. The maximum permitted density and/or height may be increased with the approval of a design to the satisfaction of the City of London and on having entered into a Site Plan Agreement with the City of London. The cumulative impact of using this bonusing provision shall not result in a density greater than 250 units per hectare (100 units per acre) and a building height greater than 40 metres (131.2 feet). (Z.-1-061457)

B-6 305-325 Queens Avenue

- i) A maximum height of 90 m (295 ft.) will be permitted on this site subject to the property owner entering into a development agreement which establishes a high quality of architectural design for this building. The location of the new structure will be identified on the future site plan and bonusing clauses will be inserted in the resultant development agreement to implement the bonusing provisions. (Z.-1-061460)

B-7 59-73 King Street, 342-360 Ridout Street North and 68 York Street

- i) To implement Council's initiative to significantly increase the number of new residential units in the Downtown and in return for the contribution of \$100,000 towards public art to be installed on this site, transit-supportive design, enhanced landscaping, commercial uses at grade, the provision of some amount of underground parking, the integration of design features which reduce the visual massing of the building, articulate the base of the building to be sympathetic with surrounding building heights and create a quality pedestrian streetscape and positive contribution to the London skyline, as specified in the bonusing clauses in the development agreement, the maximum density allowed on this site may be increased from 350 units per hectare to 750 units per hectare and height from 90 metres to 95 metres. (Z.-1-061557)

B-8 863, 867 and 869 Adelaide Street North, and on a portion of 859, 861, and 865 Adelaide Street North

The subject site is being bonused for enhanced urban design. The building design is identified through the elevations, site plan, and landscaping plan included in the development agreement, which includes one apartment building, 42 units, 3 storeys in height (maximum 10.0 metres), located along the northern boundary of the site, and one stacked townhouse development, 10 units, 2 storeys in height (maximum 8.0 metres), located along the western boundary of the site.

A design character statement has also been included in the development agreement to provide guidance to any minor changes that are made as these plans are finalized through the site plan process.

The following regulations apply with the approved site plan:

Permitted Uses:

- i) Apartments and Stacked Townhouses
 - Lot Area (minimum): 6,000 square metres
 - Lot Frontage (minimum): 15.0 metres
 - Front Yard Setback (minimum): 7.0 metres
 - Interior Side Yard – north (minimum): 3.0 metres
 - Interior Side Yard – south (minimum): 9.0 metres
 - Rear Yard Depth (minimum): 4.5 metres
 - Landscaped Open Space (%) (minimum): 30%
 - Lot Coverage (%) (maximum): 30%
 - Height (maximum): 10.0 metres
 - Density – units per hectare (maximum): 87
 - Parking: 1 space per unit

The cumulative impact of using this bonusing provision shall not result in a density greater than 87 units per hectare (215 units per acre) and a building height greater than 10 metres (32.8 feet). (Z.-1-071641)

B-9 590 & 598 Beaverbrook Avenue

The subject site is being bonused for enhanced urban design. The building design is identified through the elevations, site plan, and landscaping plan included in the development agreement, which includes two apartment buildings, 72 units each (combined total of 144 units), and 5 storeys in height (maximum 16.0 metres), located along the southern boundary of the site. An underground parking deck will also be included in the final design.

Design guidelines will be included in the development agreement to provide guidance to any minor changes that are made as these plans are finalized through the site plan process.

The following regulations apply with the approved site plan:

Permitted Uses:	Apartments
Lot Area (minimum):	1.0 hectares
Lot Frontage (minimum):	70.0 metres
Front Yard Setback (minimum):	6.0 metres
Interior Side Yard – north (minimum):	13.0 metres (building); 4.5 metres (parking structure)
Interior Side Yard – south (minimum):	6.0 metres
Rear Yard Depth (minimum):	7.0 metres
Landscaped Open Space (%) (minimum):	30%
Lot Coverage (%) (maximum):	40%
Height (maximum):	16.0 metres (or 5 stories, whichever is less)
Density – units per hectare (maximum):	100
Parking:	1 space per unit

The cumulative impact of using this bonusing provision shall not result in a density greater than 100 units per hectare (247 units per acre) and a building height greater than 16.0 metres.
(Z.-1-071660)

B-10 725, 729 Dundas Street and 704, 738 King Street and 380, 382 Lyle Street and 387, 389, 391 Hewitt Street

Deleted by Z.-1-152397

B-11 570, 572, 576 & 580 Beaverbrook Avenue

The subject site is being bonused for enhanced urban design. The building design is identified through the elevations and site plan included in the development agreement, which includes four apartment buildings, 74 units each (combined total of 296 units), and 5 storeys in height (maximum 18.0 metres).

Design guidelines will be included in the development agreement to provide guidance to any minor changes that are made as these plans are finalized through the site plan process.

The following regulations apply with the approved site plan:

Permitted Uses:	Apartments
Lot Area (Minimum)	3.0 hectares
Lot Frontage (Minimum)	65.0 metres
Front Yard Setback (Minimum)	3.0 metres
Interior Side Yard – North (Minimum)	3.0 metres
Interior Side Yard – South (Minimum):	7.0 metres
Exterior Side Yard North (Minimum)	3.0 metres
Rear Yard Depth (Minimum)	3.0 metres
Landscaped Open Space (Minimum)	40%
Lot Coverage (Maximum)	30%

Height (Maximum)	18.0 metres (or 5 storeys, whichever is less)
Density – units per hectare (Maximum)	82
Parking: (Z.-1-091825)	1 space per unit

B-12 726, 728, 732, 740, 742, 744, 746, 748 Dundas Street and 415 English Street

The subject site is being bonused for enhanced urban design, underground parking, green roof and the revitalization of the Old East Village. The building design is identified through the elevations and site plan included in the development agreement, which includes a mixed use building with 154 residential units and 9 commercial units.

The following regulations apply with the approved site plan:

i)	Density (Maximum)	483 units per hectare
ii)	Secure Bicycle Parking Spaces (Minimum)	30 (notwithstanding the requirements of Section 4.19 (16)) of this By-law
iii)	Front Yard Depth (Minimum)	3.0 metres above the first 12 metres of building Height
iv)	Setback of balcony projections from lot line (Minimum)	1.5 metres

The cumulative impact of using this bonusing provision shall not result in a density greater than 483 units per hectare (1,194 units per acre). (Z.-1-091836)

B-13 637 Dundas Street

The subject site is being bonused for enhanced urban design, landscaping and the promotion of transit usage and the revitalization of the Old East Village District. The required building design is identified through the elevations, site plan, and landscaping plan included in the development agreement, which includes one three storey commercial building with residential units above fronting Dundas Street and a senior apartment building 30m (maximum 9 storeys) in height fronting on Marshall Street with a total of 72 units (280 units/ha).

The following regulations apply with the approved site plan:

Height (maximum):	30.0 metres
Density – units per hectare (maximum):	280
Parking:	15 spaces minimum
Secure Bicycle Parking Spaces	0 spaces minimum
Interior side yard setbacks to 9 storey senior apartment building:	
East:	7.5 metres
West:	21 metres

Dwelling units are permitted on the whole of the first floor including the frontage on Marshall Street, but excludes the Dundas Street frontage.

The cumulative impact of using this bonusing provision shall not result in a density greater than 280 units per hectare and a building height greater than 30.0 metres (100 feet). (Z.-1-101920)

B-14 1235, 1237, 1245, 1247, and 1253 Richmond Street

The subject lands are being bonused for enhanced urban design including: Building orientation toward Richmond Street with parking area located to the rear; building elevations that have been divided into a series of modulated components and are defined by complementary changes in height, massing, and cladding materials; the division and articulation of the base, middle and cap of the building; a variation of building materials and the use of cornices that define the major changes in cladding materials on the elevations; the development of a paved and landscaped urban forecourt along Richmond Street; and, a main entrance area marked by an entry canopy, a change in cladding materials, and a 5-storey colonnade. The building design is identified through the elevations and site plan included in the development agreement, which includes a mixed use building with 311, two-bedroom residential units and 1 commercial unit.

The following regulations apply with the approved site plan:

i)	Density (Maximum)	450 units per hectare
ii)	Number of Bedrooms per Dwelling Unit (Maximum)	2 bedrooms
iii)	Front Yard Depth from ultimate road allowance (Minimum)	4.4 metres
iv)	Rear yard depth (Minimum)	1.8 metres
v)	Interior side yard depth (north) (Minimum)	5.1 metres
vi)	Interior side yard depth (south) (Minimum)	2.1 metres
vii)	Landscaped open space (Minimum)	23%
viii)	Lot coverage (Maximum)	64%
ix)	Height (Maximum)	55 metres
x)	Off-street Parking (Minimum)	174 spaces

Notwithstanding these Zoning Regulations, the cumulative impact of this bonus zone shall not result in the creation of more than 311 residential dwelling units. (Z.-1-112002)

B-15 307 Fanshawe Park Road East

The subject site is being bonused for:

1. enhanced urban design features:
 - The proposed project provides an appropriate built form height given its location along Fanshawe Park Road and the width of the Public Right-of-Way;
 - Parking is located underground and/or behind the built form (not in the front setback), which provides a distinguishable built edge to the public realm;
 - The project provides for a residential infill opportunity that creates an active frontage along Fanshawe Park Road by orienting building access and including gathering space along the Public Right-of-Way;
 - Underground parking garage is to provide vehicle and bicycle parking along with garbage storage;

- The development retains the original building and incorporates it into the overall design by using design features and materials found in the surrounding neighbourhood. These include: pitched roofs; brick masonry and decorative wood elements;
- The proposal is organised around a common open space, with landscaping, that provides residents of the site opportunities to socialise;
- Maintaining the existing trees along the western boundary of the site;
- The proposed built form and its massing transitions with the topography of the site;
- Mitigation of the building mass through:
 - . variation of height 2 storey and three storey sections
 - . includes a flat roof which decrease height associated with a pitched roof
 - . moderation of facades with vertical banding and store piers
 - . variation of building material
 - . introduction of vegetation and screening on third storey
 - . terracing of end units (wedding cake form)

and the following services and matters:

2. a centralized courtyard which provides a common open space that is functional for passive recreational use;
3. 54% landscaped open space;
4. 42 underground parking spaces; and
5. 0.0m front yard setback to allow for a pedestrian accessibility ramp.

The building design will be in accordance with the elevations sections, and site plan attached as Appendix “B” of this By-law, which includes one apartment building, 16 units, 3 storeys in height (maximum 13.0 metres), and a converted dwelling with two units.

The following regulations apply with the approved site plan:

Permitted Uses:	Apartment and a converted two unit dwelling
Lot Area (minimum):	5,651 square metres
Lot Frontage (minimum):	53.3 metres
Front Yard Setback (minimum):	0.0 metres
Interior Side Yard – east (minimum):	7.2 metres to the converted dwelling
Interior Side Yard- east (minimum):	9.8 metres to the apartment building
Interior Side Yard – west (minimum):	7.1 metres to the stairwell
Interior Side Yard- west (minimum):	9.7m to the apartment building
Rear Yard Depth (minimum):	9.5 metres
Landscaped Open Space (%) (minimum):	54%
Lot Coverage (%) (maximum):	32%
Height (maximum):	13.0 metres
Density – units per hectare (maximum):	32
Parking:	42 Underground spaces and 5 surface spaces
Secure Bicycle Parking	15 Minimum

The cumulative impact of using this bonusing provision shall result in a density not greater than 32 units per hectare (79 units per acre) and a building height not greater than 13 metres (42.6 feet).

(Z.-1-112013)

B-16 909 Southdale Road West and 3045 Pomeroy Lane

The increase in height and density to the zoning of the subject lands shall be permitted in return for enhanced urban design elements and urban design features that consist of:

- Constructing two apartment buildings that are “L” shaped in plan, with terraced profiles that will achieve a maximum height of 50.5m and contain a maximum of 434 dwelling units;
- The two apartment buildings shall be constructed in a mirror image with one apartment building located at the northeast corner of the subject lands with the two building faces constructed parallel to Southdale Road West and Pomeroy Lane and the other building located at the northwest corner of the subject lands with the two building faces constructed parallel to Southdale Road West and the westerly rear lot line in order to frame public realm;
- Defining the base, middle, and top of the apartment buildings:
 - with the base consisting of the portion of the façade between the ground floor and the third and fourth floors and using architectural stone and cornice lines to define the base;
 - with the middle consisting of the portion of the façade between the top of the base to the fourteenth floor and using coloured concrete and cornice lines to define the middle; and,
 - with the top consisting of the portion of the façade above the fourteenth floor and using coloured concrete differentiated from the middle, floorplate setbacks and a roof form profile to define the top;
- Addressing the intersection of Southdale Road and Pomeroy Lane with the concentration of massing and architectural treatment of the eastern apartment building to naturally direct the user to the primary entrances;
- Introducing of trees and vegetation along the street frontage to improve the pedestrian experience along this section of Southdale Road;
- Designing and constructing an attractive, curb free paved and landscaped forecourt using unit pavers between the north facade and the Southdale Road West and the east façade and Pomeroy Lane to create an appealing interface between the buildings and the abutting roads;
- Designing the parking structure elevations to complement the architectural details and materials used in the elevations of the base of the two residential apartment buildings to create visual consistency between the apartment buildings and parking structure;
- Constructing of a 1.8m high solid board privacy fence along the southern property line to provide a visual barrier between the parking structure and the rear yards of the abutting single detached residential lots to the south; and,
- Planting a dense row of coniferous trees between the privacy fence and the parking structure to augment the visual barrier between the parking structure and the rear yards of the abutting single detached residential lots to the south.

The building design is identified through the elevations, site plan, and landscaping plan included in the development agreement.

The following regulations apply with the approved site plan:

- | | | | | |
|------|---|-----------------------|-----------|---------------------|
| i) | Height | 50.5 metres | (Maximum) | (165.7 feet) |
| ii) | Density | 207 units per hectare | (Maximum) | (83 units per acre) |
| iii) | Interior side yard depth (south) from main building | 35.0 metres | (Minimum) | 114.8 feet) |
| iv) | Rear yard depth | 18.1 metres | (Minimum) | (59.4 feet) |

v)	Lot coverage (Maximum) (Z.-1-122088)	40.5%
----	--	-------

B-17 1461 Huron Street.

The subject site is being bonused for providing:

1. an affordable apartment building 13m (maximum 3 storeys) in height with a total of 25 units (81 units/ha); and
2. enhanced urban design including the following:
 - site the building in general alignment with property lines and prevailing setbacks of adjacent buildings;
 - provide landscaping which:
 - incorporates a hard surface forecourt with fixed seating that defines the building's main entrance and corner lot location;
 - integrates stone salvaged from the demolished place of worship;
 - defines private outdoor amenity areas with hard surfaced terraces and fence-wall privacy screens for all at-grade residential units;
 - minimizes the need for extensive watering;
 - provide a building which:
 - clearly expresses a base, middle, and top (roof) on all elevations, predominantly using masonry materials;
 - uses variations in massing, materials, scaling and architectural features to identify the north façade and entrance as the front of the building and the south façade and entrance as a service egress; and employs ample glazing to distinguish stairwell forms from the residential units and maximize visibility for security purposes.

The cumulative impact of using this bonusing provision shall not result in a density greater than 81 units per hectare. (Z.-1-122096)

B-18

To complement the urban design features in the Council direction given to the Site Plan Approval Authority, the subject site is being bonused for:

- Enhanced urban design features;
- A built form (apartment building) and smaller dwelling unit size that promotes intrinsically affordable housing;
- The provision of parking spaces within the building;
- The use of sustainable design features; and
- The provision of the main entry access at grade for universal accessibility.

The development shall be in accordance with the site concept and renderings attached as Schedule "A" of this By-law and as further addressed or modified below, which includes one new apartment building with a maximum of 33 dwelling units, a maximum height of 15 metres, and a maximum density for the site of 256 units per hectare including the existing building, and shall specifically incorporate the following:

Site

- The building is perpendicular to the street allowing views through the site between Hope Street and Princess Avenue.
- A landscaped forecourt in front of the building between the front (south) façade and Princess Avenue.
- The closure of the Hope Street vehicular access while allowing for access to the site for pedestrians.
- The parking area between Hope Street and Princess Avenue is to be treated as a shared vehicular/pedestrian space.
- Green design elements.

Building

- The four storey height of the building stepping down to two storeys at Hope Street.
- The use of similar design and cladding materials as the existing building on the site and in the surrounding neighbourhood, including brick, pilasters, flat arches topped with keystone details, and quoin corners to complement the existing building.
- The provision of the pedestrian entrance on Princess Avenue in the centre of the front face of the new building.
- Transparent glazing of doors and windows wherever possible, or in the case of the parking garage, open metalwork.
- The use of cornice lines where the building steps back, where the materials and/or colours change between the third and fourth storeys, and at the roofline.
- Provision of residents' common areas and amenities on the main level of the building.
- Placement of a minimum of 30% of the required parking for the site within the apartment building and away from public view.
- Facilities for waste, recyclables and compostibles (where City programs exist) incorporated within the building.
- The extension of the red brick to the top of the building in the central section of the front façade of the building.
- Elimination of the narrow door beside the double door on the rear (north) façade of the building.
- Green design elements.

Notwithstanding anything in the By-law to the contrary including Section 4.28, the following regulations apply to any new building within the approved site plan:

Front Yard Depth (minimum)	6.7 metres (22.0 feet)
West Interior Side Yard Depth (minimum)	5.5 metres (18.1 feet)
Rear Yard Depth (minimum)	5.0 metres (16.5 feet)
Parking spaces (minimum)	0.6 spaces per unit

All other regulations of the Residential R8 (R8-4) Zone apply. (Z.-1-122150)

B-19

B-20

B-21

B-22 the lands located on Wellington Street on the east side, between South Street and the Thames River

The subject site is being bonused to facilitate a development design which includes a 26 storey (94m tall) mixed use building on the southeast corner of Wellington Street and South Street with 19 storeys of residential apartment use, 6 storeys, 4,650m² gross floor area of medical/dental, clinic and independent health facility use and 929m² of ground floor commercial retail which shall be implemented through a development agreement as described in Appendix "E" attached to the Staff Report dated June 20, 2013 in return for the provision of the following services facilities and matters:

- underground parking spaces;
- placement of the building at the corner of Wellington and South Streets, with the design at its skyline to provide visual signals that both define and distinguish the Gateway area, and building facades using a composition of high quality materials including glass, metal panel, and stone veneer in proportions that, with minor variations at the City's discretion, match the elevations shown in Schedule "1", so the

- architecture of the building itself creates the Gateway;
- utilization of a non-residential podium base with multiple step-backs, and above it a residential point tower, to have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets and to ensure the form and design of the new development complements the river valley and parklands located adjacent to the site;
- orientation of the primary building and unit entrances into the ground floor commercial spaces so that they face and open onto the Wellington street frontage in order to provide for the enhancement of the pedestrian environment;
- a green roof atop the building podium portions to support innovative and environmentally sensitive development;
- two publicly accessible pedestrian connections through the site, one from Wellington Street and one from South Street to the public open space bordering the Thames River to minimize the obstruction of views of natural features and to provide for improved access to riverside public open space supplementary to any parkland dedication requirements; and,
- landscaping enhancements including financial contribution therefor that are above City standards, of the abutting South Street and Wellington Street road allowances, to achieve high quality landscaping and the creation of an attractive street edge at this strategic Gateway location, to provide for Green Streets as detailed in the SoHo Community Improvement Plan, for suitable locations to accommodate the planting of street trees, and to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space.

The following regulations apply with the approved site plan:

Lot Area (minimum):	0.47ha
Lot Frontage (minimum):	50m
Front Yard Setback (maximum):	1.0m
Exterior Side Yard – (maximum): from the future Bus Rapid Transit road widening	1.0m
Lot Coverage (%) (maximum):	78%
Height (maximum):	94.0m
Density – units per hectare (maximum):	354
Parking:	510
Bicycle Parking	36
Rear and Interior Side Yard Setbacks (minimum)	0.0m

The cumulative impact of using this bonusing provision shall result in a density not greater than 354 units per hectare and a building height not greater than 94 metres. (Z.-1-132208)

B-23 Lands within the area, bounded by Waterloo Street on the east, South Street on the north, the limit of the Open Space designation to the south, and the limit of the Main Street Commercial Corridor designation on Wellington Street to the west excluding the lands municipally known as 293 and 299 South Street.

The subject site is being bonused to facilitate a development design which includes an 18-storey (67m tall) residential building on the southwest corner of Waterloo Street and South Street with 78 retirement lodges and 130 nursing home care units, 65 stacked townhouse dwelling units (15m tall) along South Street with a maximum of 1000m² of convenience commercial uses which include Convenience stores, Convenience service establishments, Financial institutions, Personal service establishments, Bake shops, Commercial schools, Florist shops, and Restaurants, at ground level without a drive through and a place of worship use which

shall be implemented through a development agreement as described in Appendix “E” attached to the Staff Report dated June 20, 2013 in return for the provision of the following services facilities and matters:

- secured bicycle parking spaces and temporary bicycle parking spaces for a total of 150 bicycle parking spaces;
- orientation of buildings to the street so that all principal facades of all units face the street and include active building elements such as primary entrances, porches, canopies and windows in order to provide for the enhancement of the pedestrian environment;
- utilization of a podium base with multiple step-backs and a residential point tower above on the building abutting the northeast corner so as to have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets and to ensure the form and design of the new development complements the river valley and parklands located adjacent to the site;
- building facades using a composition of high quality materials including glass, metal panel, and stone veneer in proportions that, with minor variations at the City’s discretion, match the elevations shown in Schedule “2”, and townhouse facades that vary in their projection and recession along South Street so that they do not appear as one solid plane, so as to ensure a high standard of design for buildings to be constructed in this prominent location at the perimeter of the Downtown, near the edge of the river valley;
- a green roof atop the parking structure and building podium portions to support innovative and environmentally sensitive development;
- a publicly accessible pedestrian and sight line connection through the site from South Street to the public open space bordering the Thames River to minimize the obstruction of views of natural features and to provide for improved access to riverside public open space supplementary to any parkland dedication requirements;
- provision of enhanced landscaped open space at street level and along the Thames Valley corridor to support the provision of common open space that is functional for active or passive recreational use; and,
- landscaping enhancements including financial contribution therefor that are above City standards, of the abutting South Street and Waterloo Street road allowances, to provide for Green Streets as detailed in the SoHo Community Improvement Plan, for suitable locations to accommodate the planting of street trees, and to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space.

The following regulations apply with the approved site plan:

Lot Area (minimum):	0.87ha
Lot Frontage (minimum):	118m
Front Yard Setback (minimum):	1.0m
Exterior Side Yard (minimum):	1.0m
Lot Coverage (%) (maximum):	46%
Height (maximum):	67.0m
Density – units per hectare (maximum):	275
Parking:	232
Bicycle Parking	150 (secure)

The cumulative impact of using this bonusing provision shall result in a density not greater than 275 units per hectare and a building height not greater than 67 metres. (Z.-1-132209)

B-24 1057 Richmond Street, 1059 Richmond Street, 1061 Richmond Street

Increased residential density, up to a total of 9 dwelling units within the existing building at 1061 Richmond Street, will be permitted by this bonus zone in return for heritage preservation by designating 1061 Richmond Street, under Section 29(1) of the Ontario Heritage Act, and also in return for enhanced landscaping

and site design, by constructing a masonry wall, of no more than 1 metre (3.28 ft) in height, matching the materials and architectural character of the existing building located at 1061 Richmond Street, to provide for screening and the creation of a built street edge along the majority of the Richmond Street frontage and by allowing for no vehicular access to the site from the municipal laneway adjacent to the west. Site design will be in accordance with the conceptual site plan shown in the bonusing clause of any development agreement for this site.

a) Permitted Uses:

- i) Dwelling units in existing place of worship.

b) Regulations

- | | | |
|-------|---|---------------------------------|
| i) | Number of Dwelling Units
(Maximum) | 9 units |
| ii) | Number of bedrooms per dwelling unit
(Maximum) | 3 |
| iii) | Parking Area Setback from east lot line
(Minimum) | 6.0m (19.7 feet) |
| iv) | Parking Area Setback from west
and south lot line
(Minimum) | 1.5m (4.9 feet) |
| v) | Parking for Dwelling Units
(Minimum) | 1.2 spaces per
dwelling unit |
| vi) | Landscape Open Space
(Minimum) | 30% |
| vii) | Density
(Maximum) | 50 units per hectare |
| viii) | The parking area shall be located south of the southernmost portion of the existing place of worship building; | |
| ix) | No part of the yard located to the west of the existing place of worship building at 1061 Richmond Street shall be used for any purpose other than landscaped open space; | |
| x) | Permitted uses are confined to the existing place of worship building at 1061 Richmond Street on the date of the passing of the By-law.
(Z.-1-132252 OMB Decision November 26, 2013) | |

B-25 100 Fullarton Street and 475 Talbot Street

This bonus zone is intended to facilitate a development design which includes a 33-storey (108.15m tall) mixed-use apartment building; with a podium base accommodating commercial/retail space on the ground floor and a mix of structured parking, residential, and/or office space above the ground floor; which shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

- A point-tower building design which, with minor variations at the City's discretion (such variations may include the extension of the podium northward), matches the Site Plan, Elevations, Sections and Renderings shown in Schedule "1" attached to this amending by-law, and includes an architecturally differentiated base, middle and top:
- With the base consisting of the portion of the façades between the ground floor and the top of the 6th floor with a maximum height of six (6) storeys; positioned at the front and exterior lot lines at the corner of Talbot Street and Fullarton Street; incorporating architectural detail which creates a prominence on the Talbot/Fullarton Street corner; including retail uses at street level abutting the Fullarton and Talbot Street frontages, with a minimum ceiling height of 3.6 metres and transparent glazing of at least 2.5 metres in height, for 60% or more of the frontages; with entrances to each retail unit provided,

where possible, directly to the street, flush with the sidewalk grade; including permanent canopies or architectural elements projecting above pedestrian entrances at street level; and a mix of structured parking, residential, and/or office space above the ground floor; with any above-grade structured parking being screened with a variation in materials and colours;

- With the middle portion consisting of the portion of the façades between the top of the base and the top of the 32nd floor; clad primarily in glass window-wall panels, and employing balcony design which creates articulation and variation in the facades; includes variation in the massing of the tower through building step-backs; with a combination of vegetated green roof and outdoor amenity space incorporated into the building step-backs and terraces;
- With the top consisting of the portion of the façades above the top of the 32nd floor; employing building step-backs on the 33rd floor to provide for outdoor terraces; employing further step-backs above the 33rd floor to articulate the top of the building; using attractive materials and architectural design to screen all mechanical elements located above the 33rd floor; using high-quality building materials and incorporating decorative lighting elements to create an aesthetically pleasing cap;
- 2-levels of below grade parking (minimum 65 spaces);
- Locating waste and recycling facilities within the proposed building screened from views of adjacent properties;
- Providing barrier-free access to all floors (to the extent feasible to facilitate access and use); and,
- The provision of public art.

The following regulations apply within the bonus zone:

i)	Height (Maximum)	110.0 metres
ii)	Density (Maximum)	1,155 units per hectare
iii)	All Yard Setbacks (Minimum)	0.0 metres (From existing road allowance) (Z.-1-142269)

B-26 670 Garibaldi Avenue

This bonus zone is intended to facilitate a development design which includes a 6-storey (21 metre) apartment building with underground parking and a total of 138 units, which shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

- A 6-storey apartment building design that is aesthetically pleasing, functional and pedestrian supportive which, with minor variations at the City’s discretion matches the conceptual plan shown in Schedule “1” of the amending By-law, and includes:
- Exterior construction materials including brick facade and articulation as shown in Schedule “1”.
- Minimum of One (1) level of below grade parking with a minimum of 100 vehicular parking spaces.
- Berm and dense landscaping along the Garibaldi Avenue frontage, south of the location of the Civic Space, to maximize privacy between the proposed parking area on the subject lands and the abutting residential properties to the west.
- Minimal yard depths from the apartment building to Adelaide Street North to allow the maximum achievable yard depth possible from the apartment building to Garibaldi Avenue.
- Pedestrian connections from the subject property to the abutting commercial lands, existing sidewalks and future municipal pathway.
- Dedication of a portion of land, with an area of approximately 500 square

metres, to be used as a Civic Space abutting the pedestrian pathway with a frontage on Garibaldi Avenue. The total land area of this Civic Space may be in combination with the lands at 660 Garibaldi Avenue.

- The Civic Space shall be improved to the satisfaction of the Managing Director, Planning and City Planner at no cost to the City of London prior to its dedication.

The following regulations apply within the bonus zone:

- | | | |
|-----|--------------------------------------|----------------------|
| i) | Density
(Maximum) | 99 units per hectare |
| ii) | Height
(Maximum)
(Z.-1-142290) | 21 metres |

B-27 545 Fanshawe Park Road West

The increase in height and density to the zoning of the subject lands shall be permitted in return for enhanced urban design elements consisting of 2 residential apartment buildings and a podium base which is generally in keeping with the illustrations attached as Schedule "1" of the amending by-law, which shall be implemented through a development agreement in return for the provision of the following services, facilities, and matters:

- A development design which includes two point tower forms with a common podium in the form of two-storey townhouses comprised of:
 - a maximum of 235 residential dwelling units within the two point tower forms (Tower A: 115 units; Tower B: 120 units);
 - a maximum of 15 residential dwelling units within the two-storey townhouses (Tower A: 7 units; Tower B: 8 units);
- Building orientation toward the Fanshawe Park Road West corridor;
- Building elevations that have been divided into a series of modulated components that are defined by complementary changes in articulation and cladding materials;
- A variation of building materials and the use of cornices that define the major changes in cladding materials on the elevations;
- The inclusion of a base, middle and cap with a base consisting of a two-storey townhouse form, a middle that consists of 14-storeys above the base for Tower 'A' and 13-storeys above the base for Tower 'B', and a one-storey cap above the middle;
- A mix of underground and surface parking spaces that are located in the rear yard;
- Enhanced landscaping features including a centralized park feature and an outdoor amenity area integrating the existing open space setting;
- Ground floor and second floor private amenity space; and,
- Rooftop patios

- | | | |
|------|--|-------------------------|
| a) | Regulations | |
| i) | Building Height
(Maximum) | 60 meters |
| ii) | Number of Dwelling Units
(Maximum) | 250 units |
| iii) | Density
(Maximum) | 246 units per hectare |
| iv) | Front Yard Setback
(Minimum) | 5.0 meters (16.4 feet) |
| v) | Interior Side Yard Setback (East)
(Minimum) | 12.4 meters (40.8 feet) |

vi) Interior Side Yard Setback (West) (Minimum)	9.2 meters (30.2 feet)
vii) Rear Yard Setback (Z.-1-142294)	9.5 meters (31.2 feet)

B-27 96 Ridout Street South

This bonus zone is intended to facilitate a development design which includes a 22-storey (72m tall) residential apartment building; with a 3-storey podium base accommodating eight apartment units and structured parking; with the street-facing podium facades designed to appear as stacked townhouses; and up to 183 residential apartment units in the apartment tower from floors 4 to 22; which shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

- A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, matches the Site Plan, Roof Top Terrace Plan, and Elevation Drawings shown in Schedule “1” of the amending by-law, and includes an architecturally differentiated base, middle and top:
- With the base consisting of the portion of the façades between the ground floor and the top of the 3rd floor; positioned toward the front lot line along Ridout Street, generally in line with the established street wall; incorporating architectural detail which creates a prominence on the Ridout Street frontage; including apartment units which appear as “stacked townhouses” along the street-facing facade; with entrances to each “stacked townhouse” unit provided directly to the street; including architectural elements projecting above pedestrian entrances at street level; and above-grade structured parking which is screened with a variation in materials and colours; with specific architectural detail provided to pronounce the primary building entrance along the northern building facade to accentuate the entrance;
- With the middle portion consisting of the portion of the façades between the top of the base and the top of the 20th floor; including two separate columns of glazed window-wall on both the north and south facades, and, one column on both the east and west facades; employing balcony design which creates articulation and variation in the facades; includes substantial tower step-backs at the 4th floor; with an outdoor terrace on the 4th floor which includes a combination of soft landscaping, passive amenity space, communal gardens, and vegetated green roofing;
- With the top consisting of the portion of the façades above the top of the 20th floor; employing building step-backs on the 21st floor to provide for outdoor terraces; employing further step-backs above the 21st floor to articulate the top of the building; using window-wall columns to break up the visual massing of the facades; using attractive materials and architectural details to screen all mechanical elements located above the 22nd floor; using high-quality building materials and incorporating decorative lighting elements to create an aesthetically pleasing cap;
- Locating waste and recycling facilities within the proposed building screened from views of adjacent properties; and
- Providing barrier-free access to all floors (to the extent feasible to facilitate access and use);

The following regulations apply within the bonus zone:

i)	Height (Maximum)	73.0 metres (239.5 feet)
ii)	Density (Maximum)	322 units (130 units per hectare per acre)
iii)	Front Yard Setback For Podium Component of Building (Minimum)	5.5 metres (18.0 feet)

iv)	Front Yard Setback For Tower Component of Building (Minimum)	10.9 metres (35.8 feet)
v)	South Interior Yard Setback (Minimum)	4.6 metres (15.1 feet)
vi)	North Interior Yard Setback for Podium Component of Building (Minimum)	6.4 metres (21.0 feet)
vii)	North Interior Yard Setback for Tower Component of Building (Minimum)	19.2 metres (63.0 feet)
viii)	Landscaped Open Space (%) (Minimum)	17.0
ix)	Lot Coverage (%) (Maximum) (Z.-1-142316)	56.0

B-28 Number not used

B-29 21 Central Avenue and 585 & 581 Waterloo Street

This bonus zone is intended to facilitate a development design which includes a 6-storey (20m tall) residential apartment building with a maximum of 35 residential apartment units and underground parking and shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

- A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is generally consistent with the Site Plan and Illustrations shown in Schedule “1” of the amending by-law, and includes an architecturally differentiated base, middle and top:
- With the base consisting of the portion of the facades between the ground floor and the top of the 3rd floor; positioned at, or near, the front and exterior lot lines along Waterloo Street and Central Avenue, generally in line with the established street wall; incorporating architectural detail which creates a prominence at the corner of Waterloo Street and Central Avenue; including apartment units which appear as “townhouses” spanning the length of both the Waterloo Street and Central Avenue street-facing facades; with individual entrances to each “townhouse” unit provided directly to the street; including architectural elements or canopies projecting above pedestrian entrances at street level; including patios and/or amenity space in front of each “townhouse” unit; with specific architectural detail provided to pronounce the primary building entrance along the northern building façade and accentuate the entrance;
- With the middle portion consisting of the portion of the facades between the top of the base and the top of the 4th floor; including building step-backs at the 4th floor with outdoor terraces provided which may include a combination of soft landscaping, passive amenity space, and vegetated green roofing;
- With the top consisting of the portion of the facades above the top of the 4th floor; employing building step-backs on the 5th floor to provide for outdoor terraces; incorporating an internal communal amenity space with the exterior facades comprised of primarily transparent glazing in order to provide for views into and out of the building to animate the upper floors of the building; using attractive materials and architectural details to screen all mechanical elements located above the 6th floor;
- Locating waste and recycling facilities within the proposed building screened from views of adjacent properties and the public realm;

- Locating all parking facilities below grade within the proposed building screened from views of adjacent properties and the public realm;
- Providing barrier-free access to all floors (to the extent feasible to facilitate access and use);
- Reclamation of suitable building materials such as windows, doors, mouldings, columns, bricks, etc. for potential reuse in the new building on the site or as replacement components for other buildings in the neighbourhood which require repair and restoration over time is required.

The following regulations apply within the bonus zone:

a) Permitted Uses:

Apartment Buildings

b) Regulations:

i)	Lot Area (Min.)	1,600m ²	(0.4 ac.)
ii)	Lot Frontage (Min.)	40m	(131 ft.)
iii)	Front Yard Depth (Min.)	0.0m	(0 ft.) (From existing road allowance)
iv)	Interior Side Yard (Min.)	9.3m	(30.5 ft.)
v)	Exterior Side Yard Depth (Min.)	0.0m	(0 ft.) (From existing road allowance)
vi)	Rear Yard Depth (Min.)	0.0m	(0 ft.)
vii)	Landscaped Open Space (Min.)	25%	
viii)	Lot Coverage (Max.)	55%	
ix)	Height (Max.)	20m	(66 ft.)
x)	Density (Max.) (Z.-1-14234)	210 Units Per Hectare	

B- 30 2118 Richmond Street

The subject site is being bonused for:

- Enhanced urban design features;
- Underground parking and related additional open space; and,
- The planting of nine mature shade trees (minimum diameter at breast height (dbh) of 11 cm) as part of the landscaping plan between the south building face and Sunningdale Road East.

The development shall be in accordance with the site concept and elevations attached as Schedule “1” of the amending By-law which includes an apartment building with a maximum height of 33 metres with eight, three-storey townhouses integrated into the base of the building adjacent to Sunningdale Road East, for a total maximum of 107 units (123 units per hectare). The apartment building component of the structure shall be restricted to the north portion of the property, thereby locating the maximum intensity away from the single detached dwellings within the residential neighbourhood south of Sunningdale Road East. The development shall specifically incorporate the following key components:

Building

- a building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, matches the site concept and elevation drawings shown in Schedule “1” of the amending By-law;
- the proposed building has an “L” shaped configuration with townhouses located along the Sunningdale Road East frontage and the apartment building portion located along the Richmond Street frontage;
- the building is located in close proximity to the Richmond Street property line and as close as possible to the Sunningdale Road East property line given the setback for the oil pipeline and the need to provide a landscaped amenity area between the building and the street;
- the townhouses facing Sunningdale Road East include individual accesses from each townhouse unit directly out the landscaped open space located along Sunningdale Road East;
- individual entrances to the apartments are located on the ground floor of the apartment building adjacent to Richmond Street and function as front doors rather than patio doors;
- the main entrance into the apartment building is located on the west façade facing Richmond Street;
- The building includes a differentiated base, middle and top:
 - with the base consisting of the portion of the façade between the ground floor and the top of the third floor; design elements from the three storey townhouses being carried through the first three floors of the apartment building.
 - with the middle consisting of the portion of the façade between the top of the base and the 8th floor, including material changes, large windows and balconies, and a column of windows following the width of the lobby.
 - with the top consisting of the portion of the façade above the top of the 8th floor, including the southern portion of the top of the building as a window wall set back on the 9th floor and set back further on the 10th floor.

Site

- Landscape plans include a minimum of nine mature trees with a minimum dbh of 11 cm between the building face and the south property line in order to reduce the visual impact of the new building on the single detached dwellings located on the south side of Sunningdale Road East;
- All parking is located behind and below the building;
- A limited amount of parking in the rear of the building in order to accommodate a landscaped amenity area.

Notwithstanding anything in the By-law to the contrary the following regulations shall apply:

i)	Lot Area (minimum)	0.8 hectares (1.98 acres)
ii)	Lot Frontage (minimum)	60.0 metres (196.8 feet)
iii)	Front Yard Depth (Sunningdale Road East) (minimum)	16.0 metres (52.5 feet)
iv)	Exterior Side Yard Depth (minimum)	8.2 metres (26.9 feet)
v)	Rear Yard Depth (minimum)	8.7 metres (28.8 feet)
vi)	Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)

		6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the subject site abuts lands zoned Residential R1 or Residential R2
vii)	Landscaped Open Space (minimum)	55 %
viii)	Coverage (maximum)	30%
ix)	Height (maximum)	33.0 metres (108.3 feet)
x)	Density (maximum) (Z.-1-142350)	123 units per hectare

B-31

B-32 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street

Phase 1 & 2 – 690, 696, 698, 700 King Street, and 400 Lyle Street

Phase 1 & 2 include three existing apartment buildings with two 21 storey towers, and one 24 storey tower, municipally known as 700 King Street and 400 Lyle Street. This part of the subject site was previously bonused for enhanced urban design, underground parking, the promotion of transit usage and the revitalization of the Old East District.

Phase 3 – 725, 729, 735, 737 Dundas Street and 389, 391, 393 Hewitt Street

Phase 3 includes the properties municipally known as 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street. The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality mixed-use building, with a maximum height of 24 storeys (82m) and 243 dwelling units, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law, and provides for enhanced urban design, underground parking and affordable housing. The affordable housing component may be implemented through phase 1, 2 and/or 3 and shall consist of:

- A total of thirteen (13) residential dwelling units provided as nine (9) one bedroom units, and four (4) two-bedroom units;
- Two of the residential dwelling units shall be provided as accessible units, which may be the one or two bedroom units, or a combination thereof;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability shall be set at 30 years from the point of initial occupancy.

The following special regulations apply within the bonus zone:

- a) Regulations:
- | | | |
|------|---|--|
| i) | Height:
(Maximum) | 82.0 metres (269 feet) |
| ii) | Density:
(Maximum) | 750 units per ha
(292 units per ac) |
| iii) | Parking spaces:
(Minimum) | 900 spaces |
| iv) | Secure Bicycle Parking spaces:
(Minimum) | 465 spaces |
| v) | For the purpose of this by-law the front lot line shall be interpreted as Dundas Street | |

- vi) Balcony Encroachment in all yards provided the projection is no closer than 1.5 metres (4.9 feet) to the lot line. 1.5 metres (5 feet)

Phase 1 & 2

- i) Exterior Side Yard (Minimum) 0 metres (0 feet)
- ii) Exterior Side Yard (Maximum) 4.5 metres (15 feet)
- iii) Dwelling units are permitted on the entirety of the ground floor including the King Street, Lyle Street and Hewitt Street frontages, but excluding the Dundas Street frontage.

Phase 3

- i) Ground floor commercial space (Minimum) 850m² (9,149 sq ft)
- ii) Ground floor ceiling height (Minimum) 4.5m (15ft)
- iii) Front Step-back above the fourth storey (Minimum) 9m (29 ft)
- iv) Front Step-back above the sixth storey to tower (Minimum) 25m (82 ft)
- v) Tower floor plate above 6th Storey (Maximum) (Z.-1-152397 deleted and replaced by Z.-1-212904/OLT-22-002111) 1,075m² (11,571 sq ft)

B-33 505-511 Talbot Street and 94 Dufferin Avenue

This bonus zone is intended to facilitate a development design which includes a 29-storey (97m tall) building with a maximum density of 990 units per ha and three levels of underground parking and shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

1. A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and Illustrations shown in attached Schedule “1” of the amending by-law.
2. Architectural Continuity with Heritage Designated Property
The massing and site-specific design of the development provide for continuity and harmony in architectural style with the heritage designated place of worship abutting the subject property to the north, achieved by:
 - a. Establishing a building podium height consistent with the height of the roof peak of the place of worship;
 - b. Using the height of the place of worship’s peaked Talbot Street main entrance and its building setback distance from the street as datum lines for the canopy height over the building’s main residential entrances and the building’s setback from Talbot Street;
 - c. Setting back the building’s podium approximately 5.3m from the northern lot line and 13m from the easterly lot line, to provide space between the new structure and the heritage place of worship and to provide new light into the windows of the place of worship’s south façade and apse;
 - d. Establishing a new heritage courtyard within the space created by (c) above, to provide a common open space that is functional for active and/or passive recreational use. This space will be landscaped, include seating, and will include interpretive signage

relating to the heritage attributes and history of the buildings that are currently located on the site;

- e. Using light brick masonry on the podium of the building that is compatible with the place of worship exterior cladding and other nearby buildings;
- f. Employing a street façade design for the podium that incorporates brick material in discrete units to echo the rhythm of the building massing that currently exists along Talbot Street;
- g. Salvaging and reclaiming significant architectural artefacts and building materials from the existing buildings on the subject site, for incorporation into the new building's interior and/or exterior; some of these materials may be incorporated into the heritage courtyard.

3. High Design Standards

The site-specific building design to be constructed in this prominent Downtown location, promoted by:

Podium Features

- a. A podium height which is equal to, or lesser, than the height of the peak of the adjacent heritage place of worship;
- b. Podium design sympathetic to the heritage context of the streetscape, as described above;
- c. Generous floor-to-ceiling heights on the ground floor, with interior spaces visible through window walls from outdoors, with overhead projecting canopies lining the pedestrian-oriented street wall frontages;
- d. Abundant use of brick and clear glass materials;
- e. Prominence of the Dufferin Ave-Talbot Street corner, expressed through the use of entrances, clear glazing and architecturally integrated canopies;
- f. Recessed vehicular entrances located well away from the street corner and using driveway materials that continue the sidewalk treatment and character;
- g. Punctuation of the upper storey podium walls with windows clad with frosted glass, allowing for the internal illumination of the parking garage and providing nighttime lighting on the street and a glow that offers a sense of occupancy.

Tower Features

- a. Step-back of the tower, from the podium, to the greatest extent possible on the street facing facades, given the limitations of the small lot size. This step-back is expressed in the regulations of the by-law;
- b. A point-tower form with tower floor-plate perimeter dimensions being relatively equal;
- c. Mitigation of building mass with a high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials; the use of transparent curtain glass wall, running in vertical bands on each façade of the tower. Use of clear glass balcony barriers;
- d. Further mitigation of building mass by varying and articulating the plane of all facades.

Building Cap Features

- a. A visually interesting building top and distinguishable cap of a design quality that will contribute positively to London's skyline;
- b. The use of building step-back at the top storey, with mechanical penthouse completely concealed in the building's top storey;
- c. Significant amounts of clear glazing, and planned lighting features for the building cap.

4. Site Landscaping/Public Realm

Landscaping used to enhance the appearance of building setback and yard areas by:

- a. Continuous planting in the at-grade green space west of the building;
 - b. Raised concrete planters along Talbot Street and Dufferin Avenue, to define the interface of the subject site and the public right of way and to function as informal seating, as approved by the City through the site plan process;
 - c. Shade trees in the raised concrete planters;
 - d. Widened sidewalks and the incorporation of non-asphalt materials and paving patterns in driveways and drop-off areas as approved by the City through the site plan process;
 - e. The heritage courtyard feature, as described above.
5. Underground Parking
- a. Three levels of underground parking to allow for a podium building height that is not greater than the height of the heritage designated place of worship to the north;
 - b. Provision of dedicated, sheltered and secure bicycle parking.
6. Sustainability Features
- a. Provision of a green roof on portions of both the podium and the tower roofs;
 - b. Provision of sustainability features incorporated into the building that will be equivalent to a LEED gold standard, to the satisfaction of the City Planner.

7. Public Art Contribution
 - a. The contribution of funding for public art in the amount of 1% of the overall project construction value, up to a total of \$250,000.
 - b. Such public art will be established through a process that is consistent with the City’s public art policy as applicable, to the satisfaction of the Manager of Culture and the City Planner, and ensuring input from the developer.

The following regulations apply within the bonus zone:

- b) Regulations:
 - i) Density: 990 units per hectare (Maximum)
 - ii) Height 97 metres (Maximum)
 - iii) Bicycle Parking 0.4 spaces per residential unit (Minimum)
 - iv) Residential Component of Buildings N/A
 - iv) Setback of tower portion of building from lot lines (minimum):
 - a. 4.5 m setback from the northerly property line;
 - b. 3 m setback from the easterly property line;
 - c. 0.7 m setback from the southerly property line;
 - d. 4.5 m setback from the westerly property line.
(Z.-1-152416)

B-34 356 Dundas Street

This bonus zone is intended to facilitate a development design which includes a 6-storey residential apartment building with a maximum of 69 residential apartment units at an increased density up to 558 units per hectare, front yard setback of 0 metres and a minimum rear yard depth of 1.5 metres in return for the provision of the following services, facilities and matters which are described in greater detail in the recommended by-law:

A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and Illustrations shown in attached Schedule “1” of the amending by-law, except where the below criteria require more specific detail than shown in Schedule “1”, and includes the following:

- i. A 6-storey building design which responds to the existing built form on the abutting lands to the east and west of the subject site. This includes continuing the datum line established by the existing built form to the west of the site and a height and massing which is compatible with the West Woodfield Heritage Conservation District abutting the subject site immediately to the north. The building itself shall maintain a “U” shaped building footprint with the creation of a common outdoor landscaped area located within the interior portion of the “U”.
- ii. Other specific features include a minimum front building façade height on the ground-floor of 3.65 metres (12 feet) across the entire length of the building frontage to establish the building “base” and a glass canopy located above the principal front building entrance extending approximately one-third the length of the building façade. There shall also be a horizontal cornice line located above the glass canopy which visually separates the ground-floor front façade and the upper building storeys and distinguishes the “middle” of the building from the ground-floor “base”. A masonry building material such as brick or block will be used on the façade of the base while avoiding the use of field stone or similar material.
- iii. The use of brick on the exterior façade on the “middle” of the building extending the entire length of the front building elevation between floors 2-4 (inclusive) beginning above the cornice line and the inclusion of decorative moulding between floors 4 and 5 to create visual interest and distinguish the “top” of the building from the “middle”.

- iv. Alternative window treatments shall be used to provide an enhanced appearance. The use of clear vision glass in all of the building's openings on the entire building frontage between floors 2-6 (inclusive) will be required. The use of spandrel glass panels will be avoided. Clear vision glass will be required in all of the transom windows on the base of the building and where the windows are associated with internal facilities/rooms that promote active uses.
- v. A minimum of three glass Juliette balconies per floor between floors 2-5 (inclusive) and the inclusion of decorative moulding and decorative bracket detail at the top of the 6th floor to cap the "top" of the building.

The following regulations apply with the bonus zone:

Density (maximum):	558 units per hectare (222 units per acre)
Front Yard Setback (minimum)	0 metres (0 feet)
Rear Yard Setback (maximum) (Z.-1-152424)	1.5 metres (4.92 feet)

B-35 89 York Street

This bonus zone is intended to facilitate a 10 storey mixed-use development design which includes commercial and retail floorspace, and 18 residential units, with a density of 754 units per hectare, in return for the provision of the following services, facilities and matters:

1. A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and elevations shown in attached Schedule "1", except where the below criteria require more specific detail than shown in attached Schedule "1" of the amending by-law.
2. A high quality of building design, including the following:
 - i. Abundant use of transparent glazing on the ground and second floors;
 - ii. A high proportion of glass materials and natural stone and a relatively low proportion of exposed concrete or similar materials;
 - iii. Provision of an outdoor area on the second storey in the form of a patio or terrace which faces the street to provide: articulation of the front façade, shelter for the ground floor entry, and activation of the street edge along York Street;
 - iv. Parking provided by a mechanical parking system to be located on the third storey (spanning a maximum of 1.5 storeys in height).
 - v. Inclusion of floor to ceiling translucent glazing on the third storey to screen the parking level which may be backlit or have graphics etched on or placed behind, to provide a visibly interesting and artistic treatment, and animation of the street edge;
 - vi. All parking spaces provided are to be accessible parking spaces;
 - vii. The use of solar panels on the 10th floor roof;
 - viii. Sustainable development features including green roof treatments on the fifth and tenth levels; and
 - ix. The visually interesting angled and stepped back building cap that will contribute positively to the Downtown London skyline;
3. The following regulations apply within the bonus zone:
 - i. Density (Maximum): 754 units per hectare (305 units per acre)
 - ii. Height (Maximum): 44.3 metres (145.3 feet)
 - iii. Residential Portion Setback (Minimum): 0 metres (0 feet)

- iv. Notwithstanding Section 4.19, the parking provided by the mechanical stacked parking system shall be exempt from the size requirements of Section 4.19 2) *Dimensions of Parking Spaces*, and no access aisles are required as per Sections 4.19 2.1) *Access Aisles*, and 4.19 6) (j) *Access Aisles for Parking Spaces with Disabilities* of the Z.-1 Zoning By-law. (Z.-1-162446)

B-36 50 King Street (Z.-1-162447)

This bonus zone is intended to facilitate a development design which includes a mixed-use apartment building with a maximum height of 95 metres (28-storeys) and a maximum density of 750 units per hectare, which shall be implemented through a development agreement in return for the facilities, services and matters outlined in the site-specific “Bonusing Criteria” attached hereto as Schedule “1” to the amending by-law.

The following regulations apply within the bonus zone:

- a) Regulations:
 - i) Density (Max.) 750 units per hectare
 - ii) Height (Max.) 95 metres
 - iii) Setback for residential component of building (Min.) 0 metres

B-37 455 Clarence Street

This bonus zone is intended to facilitate a development design which includes a 32-storey mixed-use apartment building with a maximum of 182 residential apartment units and 700m² of retail space on the ground floor. The apartment will exist at a density up to 1180 units per hectare, height of 105 metres, and a setback of 4.5 metres for any residential use above 15 metres in return for the provision of the following services, facilities and matters:

A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and Illustrations shown in attached Schedule “1” of the amending by-law, except where the below criteria require more specific detail than shown in attached Schedule “1”, and includes the following:

- i) A podium design which is sensitive to, and responds to, the surrounding heritage features and implements the design criteria of the Downtown Heritage Conservation District.
- ii) A high quality of building design, including the following design elements:
 - Podium
 - i. The use of stone veneer and granite, similar to the materials used on the historic office building across the street.
 - ii. Generous double height transparent windows at the base of the podium along Clarence Street in order to activate the street frontage.
 - iii. A projecting glass canopy along the length of the podium, along the Clarence Street frontage, in order to provide weather protection to pedestrians.
 - iv. Large bay windows with transparent glass above the main floor to help soften and break up the stone veneer walls while providing light into the parking garage and animating the upper levels of the podium.
 - Mid-Block Connection
 - i. A covered pedestrian alley, along the south property line, with active storefronts in order to implement the “laneways connection”

transformational project found in *Our Move Forward: London's Downtown Plan*.

Tower

- i. A point tower form with the massing of the building mitigated by a high proportion of glass materials and a relatively low proportion of panels or similar materials.
- ii. A variation of material colours in order to add interest and break up blank wall sections.
- iii. Continuous window wall within groupings of vertical window sections accented by a colour and projecting (roughly 1ft) in order to provide a unique architectural element to the building and break up the large flat portion of wall on the Clarence Street façade.
- iv. A visually interesting building cap that will contribute positively to the Downtown London skyline.

Streetscape

- i. High quality design and landscaping, within the City Boulevard as required to achieve the goals of the Downtown Master Plan.

Public Art

- i. The provision of public art, to be administered in accordance with the City of London Art Policy in the amount of 1% of construction value up to \$250,000

The following regulations apply with the bonus zone:

- | | | |
|------|---------------------------------------|---|
| i) | Density
(Maximum) | 1180 units per hectare
(475 units per acre) |
| ii) | Height
(Maximum) | 105 metres
(335 feet) |
| iii) | Podium Height
(Maximum) | 19.5 metres |
| iv) | Residential Component | The required setback for the residential portion of Building of the building shall be a minimum of 4.5 metres (14.76 feet) for any portion above 15 metres (49.2 feet). |
| v) | Parking
(minimum)
(Z.-1-162488) | 0 parking spaces |

B-38 100 Fullarton Street, 475-501 Talbot Street and 93-95 Dufferin Avenue

This bonus zone is intended to facilitate a development design which includes three new mixed-use apartment buildings ranging from 9 to 38 storeys (max. 129m tall) in height, with a maximum density of 1200 units per hectare across the overall site. It is intended that the proposed development will occur in a phased manner over time with Phase One including a 9-storey (39m) building with 92 residential units and 610m² of commercial space, with Phase Two including a 38-storey (128.85m) building with 349 residential units and 660m² of commercial space, and Phase Three including a 29-storey (101.5m) building with 262 residential units and 660m² of commercial space. The proposed development shall be implemented through one or more agreements in return for the provision of the following services, facilities and matters:

1. A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and Illustrations attached as Schedule "1" to the amending by-law (variations may include, but are not limited to, the reduction of above-grade structured parking in lieu of additional underground parking and/or the reduction of the total number of parking spaces and variations in the proposed unit types).

2. High Design Standards

Specifically, the building design referred to in Clause 1 above, and shown in the various illustrations contained in attached Schedule "1" of the amending by-law, is being bonused for the following features which serve to support the City's objectives of promoting a high standard of design for buildings constructed in prominent locations such as the Downtown, as outlined in Chapter 11 of the Official Plan and the Downtown Design Guidelines:

Overall Design Features

- a. A modern architectural design that utilizes vision glass and spandrel glass (window-wall) as the primary form of cladding, contains a low proportion of exposed concrete, and uses clear glass balcony barriers, all of which serve to mitigate the overall visual building mass and provide a light and refined appearance in the city skyline.

Podium Design

- a. Incorporates architectural details that creates a prominent and distinctive base including ceramic panels skirting the face of the second and third floor terraces.
- b. A ground floor ceiling height that is appropriate for a range of commercial uses, with the façade comprised primarily of floor-to-ceiling vision glazing for views into and out of the building contributing to an animated streetscape.
- c. Separate and direct exterior entrances to commercial uses on the ground floor to animate the pedestrian realm from the city sidewalk.
- d. Permanent architecturally integrated canopies above the first floor to architecturally differentiate the building base and provide overhead protection from natural elements.

Tower Design

- a. Point tower forms with floor-plates no greater than 1,000m².
- b. Clad primarily in vision glass and spandrel glass (window-wall) panels.
- c. Includes horizontal projecting balconies and vertical precast end panels to create articulation and variation in the massing of the facades.

Building Caps

- a. A visually interesting building top and distinguishable cap of a design quality that will contribute positively to London's skyline.
- b. The use of building step-backs and variation in massing to define the building cap with mechanical elements completely concealed within the overall architectural design of the top of the buildings.

3. Heritage Conservation (93-95 Dufferin Avenue)

The significant attributes of the built heritage resource located at 93 and 95 Dufferin Avenue shall be conserved in the following manner:

- a. The designation of heritage attributes (generally associated with the northerly and westerly facades) of the original building under Part IV of the Ontario Heritage Act.
- b. The complete retention, in-situ, of 93-95 Dufferin until such time as partial removal is necessary to facilitate Phase 3 of the proposed redevelopment.
- c. The incorporation of significant heritage attributes of the original building, including the northern and western facades in situ, into the overall design of Phase 3 of the new development as is depicted in attached Schedule "1" to the amending by-law.

4. Heritage Commemoration - Camden Terrace (479-489 Talbot Street)
 - a. The documentation and appropriate storage of original materials including brick and exterior masonry work to retain their integrity.
 - b. The construction of a commemorative monument which interprets a range of the significant heritage attributes of the Camden Terrace front facade in the manner documented in the January 4, 2016 "Heritage Overview Report" prepared by Stantec Consulting Ltd. and further described in the accompanying August 19, 2016 "Commemoration Overview" letter and shown in attached Schedule "1" to the amending by-law, and which generally includes the following features:
 - i. Multi-structure residential row house proportions including six buildings enclosed within three sections, with each containing two terrace residences with mirrored facades;
 - ii. With the individual row house sections containing the same proportion of bay windows, doors and upper-storey windows as the original structures.
 - iii. A uniformed setback from the public sidewalk.
 - iv. A uniformed eaves line.
 - v. The use of original building materials salvaged during the demolition of Camden Terrace including stone lintels and original yellow (London) brick.
 - vi. Other details such as pilasters, drip course, and cornice frieze, high transforms above front entry doors, and half-elliptical lintels on upper storeys.
 - c. The provision of plaques, interpretive signage and/or other commemorative items which relate to the heritage attributes of the site and includes the following subject matter: site history with an emphasis on 19th century character of the Talbot Street Corridor; the origins and construction of Camden Terrace; and, details regarding the deconstruction and reconstruction of the commemorative monument (facade replication).
 - d. The provision of clear glazing along the length of the Talbot Street building façade which is east of the commemorative monument so as to maintain public views to the monument in perpetuity.
5. Urban Plaza/Forecourt
 - a. The provision of a publically accessible urban plaza/forecourt along the Talbot Street frontage which is generally located in the vicinity of the primary entrance to the Talbot Street building (Phase 1), east of the commemorative monument as shown in attached Schedule "1" to the amending by-law.
 - b. The provision of two-storey vision glass panels along portions of the Talbot Street building facade that front the urban plaza/forecourt to maintain views to active ground floor uses and the commemorative monument.
6. Parking Strategy
 - a. A minimum of 3 levels of underground parking for Phase 1 and a minimum of 4 levels of underground parking for subsequent phases.
 - b. Any necessary above grade structured parking is to be located to rear of the proposed building(s) and screened from the street by commercial and/or residential uses.
7. Site Landscaping/Public Realm

Landscaping used to enhance the appearance of building setback and yard areas by:

 - a. A continuous row of planting along the western lot line of the property currently known as 93 Dufferin Avenue.
 - b. Raised concrete planters along Talbot Street and Dufferin Avenue

and Fullarton Street, to define the interface of the subject site and the public right of way and to function as informal seating, as approved by the City through the site plan process.

- c. Shade trees in the raised concrete planters.
- d. The incorporation of non-asphalt materials and paving patterns into pedestrian sidewalks and pathways adjacent to the proposed buildings as approved by the City through the site plan process.

8. Public Art Contribution

- a. The contribution of funding for public art in the amount of \$250,000 to be provided during the site plan approval process for Phase One.
- b. Such public art will be established through a process that is consistent with the City's public art policy as applicable, to the satisfaction of the Manager of Culture and The City Planner, and ensuring input from the developer.

The following special regulations apply within the bonus zone:

a) Regulations:

- i) Density: 1200 units per hectare
(Max.)
- ii) Height: 129 metres
(Max.)
- iii) Setback for Residential Component of Buildings: 0 metres
(Min.)
(Z.-1-162518)

B-39 545 Fanshawe Park Road West

The increase in height and density to the zoning of the subject lands shall be permitted in return for enhanced urban design elements described below consisting of 2 residential apartment buildings and a podium base which is generally in keeping with the Site Plan attached as Schedule 1 to the amending by-law and Architectural Elevations attached as Schedule 2 to the amending by-law, which shall be implemented through a development agreement in return for the provision of the following services, facilities, and matters:

- i. Supporting the preservation of natural areas;
- ii. Supporting the provision of common open space that is functional for active or passive recreational use;
- iii. Supporting the provision of, and improved access to, public open space supplementary to any parkland dedication;
- iv. The inclusion of arbors/ pergolas and seating areas along the planned pedestrian trail in the large outdoor amenity area planned for the northwest quadrant of the site, with this trail being connected to the existing trail located along the stormwater management pond to the north of the site;
- v. The inclusion of green roof features in order to reduce the building's heating and cooling requirements, and reduce the heat island effect;
- vi. The inclusion of "hardscape" forecourts on either side of the main driveway in front of the entrances into the apartment buildings leading to one of the entrances of the planned pedestrian trail in the Open Space lands on the north portion of the site;
- vii. The preservation of the view corridor to the Open Space lands on the north portion of the site by way of the main driveway from Fanshawe Park Road West;
- viii. A building design that provides for a positive interface with Fanshawe Park Road West by including:
 - Extensive landscaping along the Fanshawe Park Road West frontage

- to create a more pleasant and engaging experience for pedestrians;
- Definition to the base, middle and top of the buildings with the base consisting of an articulated two storey brick section that extends beyond the main south elevation of the tower acting as a partial podium for the tower above, the middle consisting of a 15 storey tower above the base for Tower “A” and a 14storey tower above the base for tower “B”, and a top consisting of architectural features that will create a dynamic skyline;
- Individual ground floor unit entrances with access to Fanshawe Park Road West by way of a landscaped court yard;
- Tower elevations that have been divided into a series of modulated components that are defined by complimentary changes in articulation. These components have been defined by the use of architectural walls that protrude beyond the main building wall and return at the top of the tower;
- The inclusion of a variety of window sizes and types in order to add visual interest and further break up the massing of the building; and,
- Underground parking for the majority of the required parking with a limited amount of at-grade parking spaces located behind the buildings away from the street edge.

a) Regulations

i)	Front Yard Depth (Minimum)	0.0 meters (0.0 feet)
ii)	Rear Yard Depth (Minimum)	4.0 metres (13 feet) to an OS4 Zone
iii)	Interior Side Yard Depth (East) (Minimum)	12.0 meters (39 feet)
iv)	Interior Side Yard Depth (West) (Minimum)	9 meters (29 feet)
v)	Landscaped Open Space (%) (Minimum)	29%
vi)	Lot Coverage (%) (Maximum)	64%
vii)	Height (Maximum)	Tower “A” 62 metres (203 ft.) Tower “B” 65 metres (213 ft.)
viii)	Density (units per hectare) (Maximum)	281
ix)	Off-street Parking (Minimum) (Z.-1-172546)	327 parking spots

B-40 801 Sarnia Road

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high-quality apartment building with a maximum height of 20 meters with a total maximum of 100 units (124 units per hectare), which substantively implements the Site Plan, Renderings, Elevations and Views attached in Schedule “1”. The development shall specifically incorporate the following services, facilities, and matters:

1. Provision of Affordable Housing
 - i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
 - ii) Rents not exceeding 80% of the Average Market Rents (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;

- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations; and,
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

2. Design Principles

- i) A mid-rise (6 storey) built form located along the Sarnia Road that establishes a built edge with primary building entrance, street oriented residential units and active uses along these frontages.
- ii) Direct walkway connections from primary building entrance and ground floor residential unit entrances to the City sidewalk along Sarnia Road.
- iii) Articulated facades including recesses, projections, balconies, and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
- iv) A variety of materials, textures, and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
- v) Common outdoor amenity space at ground level combined along with the entrance to future City Pathway.
- vi) Locates majority of the parking behind the building and away from the street while screening the exposed parking with a combination of landscape and masonry walls.

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

a) Regulations

i)	Front Yard Depth to Arterial Road (minimum)	4.0 meters (13.1 feet)
ii)	Rear Yard Setback to Open Space (minimum)	13 meters (42.6 feet)
iii)	Height (maximum)	20 meters (65.6 feet)
iv)	Parking (minimum)	1 space per unit
v)	Parking for Affordable Units (minimum)	0.25 spaces per unit
vi)	Density (maximum)	124 units per hectare (100 dwelling units)
		(Z.-1-172553 deleted & replaced by Z.-1-223041)

B-41 515 Richmond Street

The increase in height and density to the zoning of the subject lands shall be permitted in return for the enhanced urban design elements described below consisting of a residential point-tower, pedestrian plaza and forecourt which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is in keeping with the architectural elevations, site plan and renderings included as Schedule 1 of the amending by-law, and shall be implemented through a development agreement in return for the provision of the following services, facilities, and matters:

Base Features:

- a. A base height equal to two stories, including floor to ceiling vision glass on the east façade and wrapping around partially to the south and north facades.
- b. 60% vision glass on the south, east and north facades, including a secondary entrance on the south façade facing the storefronts of the adjacent commercial building.
- c. Seven architectural stainless steel columns to the east and south of the building supporting the residential floors above.
- d. A large canopy supported by steel columns, extending towards the street on a slight angle with lighting integrated on the underside.
- e. An enclosed corridor attaching the main building to the parking structure, including alternating resident storage areas and vision glass into the corridor.

Tower Features:

- a. A point tower form with a tower floor-plate maximum of 700 square metres.
- b. 60% (linear) vision glass on residential floors.
- c. Fully wrap-around balconies on floors 3 through 28, alternating every 4th or 5th floor between the following:
 - i. wood finish metal panel on the underside and visible portions of the balcony, paired with tinted glass and a coordinated colour for metal portions of the railing; balconies rotated on a slight angle (~ 3 degrees) from the angle of the building.
 - ii. Light grey finish metal panel on the underside and visible portions of the balcony, paired with clear glass and a coordinated colour for metal portions of the railing; balconies rotated on the opposite angle of above.
- d. Light grey finish metal panel balconies wrapping two separate portions of the building on floors 29 through 32, with wood finish metal panel balconies wrapping the north east corner with a higher portion of vision glass and a taller roof height and cap.
- e. A mechanical penthouse fully enclosed and clad in materials complimentary to the building.

Pedestrian Plaza and Forecourt:

- a. A pedestrian-only plaza located in the setback from Richmond Street, delineated from the public sidewalk by fixed, architectural planters with integrated seating.
- b. A decorative pavement pattern extending across the east entry plaza and into the linear plaza on the south side of the building.

a)	Regulation[s]	
i)	Height (maximum)	101 metres (332 ft.)
ii)	Density (maximum)	342 units per hectare (845 units per acre)
iii)	Front Yard Depth (maximum) (Z.-1-172581)	4.5 (15 ft.)

B-42 420 Fanshawe Park Road East

The Bonus Zone shall be implemented through a development agreement to provide for an apartment building of 14.6m (48 ft) with an increased density up to 100 units per hectare in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A high quality development which substantively implements the site plan and elevations attached as Appendix “1” to the amending by-law, with minor revisions at the discretion of the Managing Director of Planning and City Planner;

- ii. A contemporary building design with a mix and articulation of building materials including brick, metal panels, concrete, wood veneer and vision and spandrel glass;
- iii. The provision of individual entrances to ground floor units on the south façade, with operable and lockable front doors, pedestrian scale features such as lighting and weather protection, and private amenity areas designed as courtyards enclosed with a combination of planters and decorative fencing;
- iv. The provision of all but 18 required parking spaces below grade generally located under the building footprint;
- v. The provision of enhanced universally accessible features such as barrier-free access to all floors, and wide routes, paths and corridors which provide adequate width for persons using wheelchairs, scooters, pushing strollers;
- vi. The location of all service and loading facilities within and behind the building and not visible from the public street;
- vii. The enhanced provision of landscaping and retention of mature trees in a park-like setting at the north of the site with a minimum 60% landscaped open space;
- viii. The provision of a commemorative garden and/or signage to acknowledge the historic affiliation of the property within the landscaped open space towards the north of the site.

The following regulations apply within the bonus zone:

a) Permitted Use:

Apartment Building

b) Regulations:

i)	Lot Area (Min.)	14,232m ²	(3.5 ac.)
ii)	Lot Frontage (Min.)	121m	(397 ft.)
iii)	Front Yard Depth (Min.)	15m	(49 ft.)
iv)	East Interior Side Yard (Min.)	15m	(49 ft.)
v)	West Interior Side Yard (Min.)	11m	(36 ft.)
vi)	Rear Yard Depth (Min.)	39m	(128 ft.)
vii)	Landscaped Open Space (Min.)	60%	
viii)	Lot Coverage (Max.)	24%	
ix)	Height (Max.)	14.6m	(48 ft.)
x)	Density (Max.) (Z.-1-172582)	100 Units Per Hectare	

B-43 633, 635, 637, 645, 649, 651, 655 Base Line Road East

The Bonus Zone shall be implemented through a development agreement to provide for a continuum of care facility and 12 townhouse units with an increased building height of eight (8) storeys in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A development that is consistent with the site plan and elevations attached as Appendix “1” to the amending by-law, with minor revisions at the discretion of the Managing Director, Planning and City Planner;
- ii. A high quality building design, including a coordinated palette of high quality materials to be further refined through the site plan approval process, with a high proportion of brick and glass;
- iii. A significant stepback above the two (2) storey podium along Base Line Road East to provide a pedestrian scale that is in keeping with the character of the buildings to the north;
- iv. The provision of active ground floor uses and access to the front terrace located at grade along Base Line Road East;
- v. A building design that breaks up the building horizontally and vertically through articulation, architectural details and an appropriate proportion and rhythm of windows and balconies;
- vi. The provision of one level of underground parking;
- vii. The provision of enhanced universal accessibility of all common open spaces, including exterior landscaped amenities, as well as barrier-free bathrooms in all independent seniors living suites ;
- viii. The use of low impact development (LID) features including the bioswale environmentally sensitive stormwater management; and Enhanced landscaped open space including an outdoor amenity area on the west portion of the site including enhanced landscaping of the bioswale and native plant palate to provide pollinator species habitat.

The following regulations apply within the bonus zone:

- a) Permitted Uses:
 - Continuum-of-Care Facility
 - Cluster Townhouse Dwellings
- b) Regulations:
 - i) Lot Area (Minimum) 12,120m² (130,459 sq. ft.)
 - v) Lot Frontage (Minimum) 129m (423 ft.)
 - vi) Front Yard Depth (Minimum) 6m (19 ft.)
 - vii) Landscaped Open Space (Minimum) 34%
 - viii) Lot Coverage (Maximum) 36%
 - ix) Density (Maximum) 68 Units Per Hectare

Regulations - Continuum of Care Facility:

- i) Height (Maximum) 38.5m (126 ft.)
- ii) East Interior Side Yard (Minimum) 13.5m (42 ft.)
- iii) West Interior Side Yard (Minimum) 32m (104 ft.)
- iv) Rear Yard Depth (Minimum) 20m (66 ft.)

Regulations – Cluster Townhouse:

- i) Height (Maximum) 12m (39 ft.)
- ii) East Interior Side Yard (Minimum) 4m (13 ft.)

- iii) West Interior Side Yard (Minimum) 4m (13 ft.)
- iv) Rear Yard Depth (Minimum) 6m (19 ft.)

c) Special Definitions applying exclusively to this zone:

- i) "SENIOR CITIZEN APARTMENT BUILDING" means an apartment building designed for the accommodation of the elderly. (Z.-1-172591)

B-44 150 Dundas Street and 153 Carling Street

This bonus zone is intended to facilitate a high quality development which substantively implements the site plan and elevations attached as Appendix "1" to the amending by-law, with minor revisions at the discretion of the Managing Director of Planning and City Planner; and

The contribution to My Dundas Place for the provision of facilities, services, programming, public art or other matters that will provide for positive project enhancements including:

- i) The financial contribution of funding in the amount of 1% of the construction value up to \$250,000, to be provided at the time of site plan approval, or
- ii) The provision of 465m² (5,000 sq ft) of storage space, in a form and configuration to the satisfaction of the City, for a long-term lease not less than 15 years, at a cost to the City of \$1.00 per annum.

The following special regulations apply within the bonus zone:

a) Regulations:

- i) Density: (Maximum) 1,498 units per hectare
- iii) Height: (Maximum) 85 metres (278 ft)
- iii) Ground Floor Commercial Uses: (Minimum) 600m² (6,458 sq ft)
- iv) Residential Component Of Building (Minimum) The required east and west setbacks for the residential tower portion of the building shall be a minimum of 2.5 metres (8.2 feet) above 15m (49.2m)

v) Tower Setback Storeys 4 and 5

The required setback for the tower portion shall be 5m from the property boundaries along the Dundas Street and Carling Street frontages, save and except a maximum of 10m (32.8 ft) width in the middle which shall have a minimum setback of 1.2m (3.9 ft)

Tower Setback Storeys 6 and above

The required setback for the tower portion shall be 5m from the property boundaries along the Dundas Street and Carling Street frontages, save and except a maximum of 10m (32.8 ft) width in the middle which shall have a minimum setback of 3.5m (11.4 ft).

(Z.-1-172601)

B-45 32, 36, and 40 York Street and part of 330 Thames Street

This bonus zone is intended to facilitate a high quality development which substantively implements through the required development agreement(s), the

Site Plan, Landscape Plan, Elevations, Renderings and Floor Plans attached as Schedule “1” to the amending by-law; and,

- i) The contribution of funding for an identified component for *Back to the River* in the amount of \$100,000 to be provided during the site plan approval process. The identifiable component of Back to the River will be identified by the City Planner with input from the applicant.

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

- a) Regulations:
 - i) Density: 414 units per hectare
(maximum)
 - ii) Setback for Residential Component of Buildings: 1.0 metres (3.3 ft.) north
2.5 metres (8.2 ft.) east
(minimum) 2.0 metres (6.5 ft.) south
8.0 metres (26.2 ft.) west
 - iii) Parking (underground) 108 spaces
(minimum) (Z.-1-172610)

B-46 32, 36, and 40 York Street

This bonus zone is intended to facilitate a high quality development which substantively implements through the required development agreement(s), the Site Plan, Landscape Plan, Elevations, Renderings and Floor Plans attached as Schedule “2” to the amending by-law; and,

- i) The contribution of funding for an identified component for the *Back to the River project* in the amount of \$150,000 to be provided during the site plan approval process. The identifiable component of Back to the River will be identified by the City Planner with input from the applicant.
- ii) The contribution of funding for the *Downtown Heritage Conservation District* in the amount of \$100,000 to be provided during the site plan approval process.

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

- a) Regulations:
 - i) Density: 534 units per hectare
(maximum)
 - ii) Setback for Residential Component of Buildings: 13 metres (42.6 ft.) north
2.5 metres (8.2 ft.) east
(minimum) 8.5 metres (27.9 ft.) south
6.0 metres (19.7 ft.) west
 - iii) Parking (underground) 101 spaces
(minimum) (Z.-1-172610)

B-47 661 and 667 Talbot Street

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high quality, multi-storey residential apartment building, with an increased building height of up to sixteen (16) storeys (49.5m) and a maximum of 236 dwelling units (403 units per hectare), which substantively implements the Site Plan, Elevations, and Renderings attached as Schedule “1” to the amending by-law; and,

- i) The provision of two levels of underground parking.

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

- a) Regulations:

i)	Density (maximum)	403 units per hectare (163 units per acre)
ii)	Height (maximum)	49.5 metres (162 feet)
iii)	Front Yard Setback (minimum)	2.5 metres (8.2 feet)
iv)	Rear Yard Setback (minimum)	0 metres (0 feet)
v)	North Interior Side Yard Setback (minimum)	16 metres (52 feet)
vi)	South Interior Side Yard Setback (minimum)	10 metres (32 feet)
vii)	A 2.5 metre stepback after the first 4-storeys in height on the portion of the building fronting Talbot Street to a maximum of 7-storeys in height before an additional 9.5m stepback is required before 16-storeys (49.5m) of building height is permitted.	
viii)	Parking (minimum)	171 parking spaces
ix)	Lot Coverage	42%
x)	Landscaped Open Space (Z.-1-172622)	23%

B-48 329 and 331 Richmond Street

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high quality, multi-use building, a total of 36 dwelling units and density of 556 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law.

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

a)	Regulations:	
i)	Density hectare (maximum) per acre)	556 units per (226 units per acre)
ii)	Height (maximum)	27 metres (88.58 feet)
iii)	Parking (minimum)	0 parking spaces
iv)	Front/Exterior Side Yard (minimum)	0 metres (0 feet)
v)	Stepback after 4 th storey at 331 Richmond Street (Minimum)	2 metres (6.56 feet)
vi)	Stepback after 5 th storey at 329 Richmond Street (Minimum) (Z.-1-182632)	2 metres (6.56 feet)

B-49 250, 268, 270, and 272 Springbank Drive

The Bonus Zone shall be implemented through a development agreement to provide for a development that is consistent with the site plan and elevations attached as Appendix “1”, in return for the provision of the following services, facilities and matters:

- i. enhanced building and site design features including buildings with a multi

- faceted street face and setback podium creating a pedestrian area linked to the public sidewalk.
- ii. remediation of an existing brownfield condition notwithstanding potential compensation through brownfield incentives;
- iii. construction of 2 levels of fully underground parking;
- iv. dedication of the open space (OS4) lands as a public link and to compliment the adjacent Environmentally Sensitive Area with all existing asphalt and buildings removed and landscaped in conjunction with landscaping plans for this area to be approved by Parks Planning;
- v. to provide a green roof on the office commercial podium for active open space for building residents
- vi. current public transit lines (23 and 5);
- viii. construction of a LEED certified building

The following regulations shall apply with the approved Site Plan:

i) Height Maximum (Residential Towers)	51.0 metres (167 feet)
ii) Height Maximum (3 storey Commercial podium)	17.0 metres (56 feet)
iii) Front Yard setback Minimum residential	4.0 metres (6.6 feet)
iv) Front Yard setback Maximum podium	6.0 metres (19.7 feet)
v) Density Maximum	306 units per hectare (114 units per acre)
vi) Maximum commercial gross floor area	2,000 sq. m (21, 528 sq. ft)
vii) Minimum easterly side yard	0.0 metres from OS4 zone
viii) Minimum westerly side yard	24.0 metres (59 feet)
ix) Minimum rear yard westerly building	30.0 metres (98.4 feet)
x) Maximum coverage (OMB File No. PL160951 - Z.-1-182657)	28%

B-50 1039, 1041, 1043, 1045, 1047 Dundas Street

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high quality, multi-use building, a total of 41 dwelling units and density of 205 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law.

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

a) Regulations:

i)	Density (maximum)	205 units per hectare (83 units per acre)
ii)	Height (maximum)	18 metres 52.50 feet)
iii)	Parking (minimum)	22 Parking Spaces
iv)	Bedrooms (maximum)	1 per unit
iv)	Dwelling units are permitted on the whole of the first floor. (Z.-1-182664)	

B-51 391 South Street

This bonus zone is intended to facilitate a high quality development which substantively implements through the required development agreement(s), the Site Plan, Renderings and Concept Landscape Plan, attached as Schedule “1” and Schedule “2” to the amending by-law; and

- i) Conservation, retention and adaptive re-use of the existing heritage designated Colborne Building;
- ii) Provision of the publicly accessible courtyard and public art within the courtyard
- iii) Provision of two levels of underground parking

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

- a) Regulations:
 - i) Density: 705 units per hectare
Maximum
 - ii) Frontage: 98m (328 ft)
Minimum
 - iii) Lot Area: 9,000m² (9,687 sq ft)
Minimum
 - ix) Front, Interior, Exterior and Rear Setbacks: 0m (0ft)
Minimum
 - x) Height: 80 metres (262 ft)
Maximum
 - xi) Tower floor plate above 9th Storey 800m²
Maximum
 - xii) Parking total for all uses: 360 spaces
Minimum

B-52 147-149 Wellington Street and 253-257 Grey Street

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high quality apartment building with a maximum of 18 storeys, 246 dwelling units and density of 560 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law; and

- i) Transit Station
The financial contribution of funding to the future Transit Station at Wellington Street and Grey Street in the amount of \$200,000, for the provision of public art or other station enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.
- ii) Provision of Affordable Housing
The provision of 10 affordable housing units, established by agreement at 95% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London, to secure those units for this 20 year term.
- iii) 2 levels of underground parking
- iv) The construction of a civic space provided at the main pedestrian entrance to the building and enhanced landscaping along Wellington Street, consistent with the conceptual site plan and renderings shown in Schedule 1 of the amending by-law.

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

- a) Regulations:

ii)	Density (Maximum):	560 units per hectare (226 units per acre)
iii)	Height (Maximum):	63 metres (206.7 feet)
iv)	Parking (Minimum):	197 Parking Spaces
v)	Interior Side Yard Depth (Minimum):	1.6 metres (5.25ft) for floors 1-4
vi)	Interior Side Yard Depth (Minimum):	6.0 metres (19.7ft) for floors 5-8
vii)	Interior Side Yard Depth (Minimum):	11.5 metres (37.7ft) for floors 9-18
viii)	Lot Coverage	31%
ix)	Dwelling units are permitted on the first floor. (Z.-1-182701)	

B-53 131 King Street

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum of 30-storeys, 266 dwelling units and density of 931 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law; and

i) Public Parking

The provision of 41 publicly accessible parking spaces on level 1 of the underground parking facility and accessed from York Street. An agreement shall be entered into between the Corporation of the City of London and the property owner to facilitate this requirement.

ii) Design Feature

As depicted in the elevations shown in Schedule “1” to the amending By-law a design feature will be located over the main vehicular access off of King Street. The details for this feature, including design, appearance and materials, will be determined in consultation with Staff through the site plan approvals process.

iii) Public Art

The financial contribution of funding to a future public art project within the Downtown Area in the amount of 1% of the construction value up to a maximum of \$250,000, to be provided at the time of site plan approval.

iv) 3 levels of underground parking

v) Publicly accessible civic space located at the York Street entrance.

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

a) Regulations:

i)	Density	931 uph
ii)	Height (Maximum):	102 metres (334.6 feet)
iii)	Residential Component Easterly Side Yard (Minimum):	1.2 metres
iv)	Residential Component Westerly Side Yard (Minimum):	1.5 metres
v)	Residential Component	1.3 metres

Northerly Side Yard
(Minimum):
(Z.-1-182708)

B-54 809 Dundas Street

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality apartment building with a maximum of 24 storeys, 480 dwelling units and density of 710 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” and Schedule “2” to the amending by-law; and

- i) Provision of one level of underground parking
- ii) Provision of Affordable Housing

The provision of 25 affordable housing units, established by agreement at 95% of average market rent for a period of 25 years. An agreement shall be entered into with the Corporation of the City of London, to secure said affordable housing units for the 25 year term.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) For the purpose of this by-law the front lot line shall be deemed to be Dundas Street
 - ii) Density: 710 units per hectare
(Maximum):
 - iii) Height: 82 metres
(Maximum): (269 ft)
 - iv) Front Stepback of Tower above the Third Storey 11 metres
(Minimum): (36 ft)
 - v) Individual Tower floor plate above 3rd Storey 1,060m²
(Maximum): (11,409 sq ft)
 - vi) Ground Floor Commercial Uses 1,750m²
(Minimum): (18,836 sq ft)

B-55 230 North Centre Road

The Bonus Zone shall be implemented through the required development agreements to facilitate the development of a high quality residential apartment building, with a maximum of 15-storeys, 222 dwelling units and density of 192 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law; and

- i) Transit Station
The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.
- ii) 1 level of underground parking
- iii) Publicly accessible civic space located at the southwest corner.

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

- a) Regulations:
 - i) Density 192 uph
 - ii) Height 56 metres

	(Maximum):	(183.7 feet)
iii)	Front Yard Depth for floors 1-3 (Minimum):	4.5 metres (14.76ft)
iv)	Exterior Side Yard Depth for floors 1-2 (Minimum):	7.5 metres (24.60ft)
v)	Rear Yard Depth for floors 1-3 (Minimum):	3.5 metres (11.48ft)
vi)	Rear Yard Depth for floors 4-14 (Minimum):	6 metres (19.68ft)
vii)	Rear Yard Depth for floor 15 (Minimum):	8.5 metres (26.25ft)
viii)	Maximum Lot Coverage (Maximum):	64.5%
ix)	Landscaped Open Space (Minimum):	28.5%

B-56 3080 Bostwick Road (Site 1)

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality apartment building with a maximum of 21 storeys, 372 dwelling units and density of 262 units per hectare, which is generally in accordance with the Site Plan and Elevations attached as Schedule "1" and Schedule "2" to the amending by-law, except where described in more detail below or in the Urban Design Guidelines for the High Density Residential designated lands within the Bostwick Neighbourhood; and

- 1) Contribution of \$25,000 towards creating a skate park on the Community Centre lands;
- 2) Provision of 20% accessible apartment units;
- 3) Large caliper boulevard tree planting with a minimum 100mm caliper and a minimum distance of 10m between tree planting for the extent of the site frontage for Southdale Road West, Bostwick Road, and both sides of Street A;
- 4) Provision of one accessible electric vehicle charging station located on the Community Centre lands or in a publicly accessible location on Site 1;
- 5) Provision of two publicly accessible vehicle share facilities/spaces;
- 6) Provision of ten publicly accessible bicycle share facilities;
- 7) The following provisions shall be delivered as part of the first development phased of either Site 1 or Site 5 at the time of the development agreement:
 - i) Dedication of 0.64ha of park land identified as Block 4 in the draft plan of subdivision 39T-18502 to the City of London, above and beyond (in excess of) the full standard dedication required by by-law CP-9 for parkland or cash-in-lieu for both Sites 1 and 5; and other proposals on Sites 2, 3 and 6;
 - ii) Provision of a pavilion and lighting within the dedicated park land, or the commensurate financial equivalent for the features as identified in by-law C.P.-1496-244, to the City's discretion;
 - iii) Provision of a pedestrian bridge from the park land across the Thornicroft Drain to the Bostwick Community Centre, or the

commensurate financial equivalent for the feature as a identified in by-law C.P.-1496-244, to the City's discretion;

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) Density (Maximum): 262 units per hectare
 - ii) Height (Maximum): 77 metres (252 ft)
 - iii) Exterior Side Yard Setback (Minimum): 0.3m (0.98 ft)
 - iv) Rear Yard Setback (Minimum): 20m (65.6 ft)
 - v) Interior Side Yard Setback (Minimum): 14m (45.9 ft)
 - vi) Lot Coverage 38%
 - vii) Parking Total for All Uses 725 spaces

B-57 3080 Bostwick Road (Site 5)

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a three storey (13.5m (44 ft)) mixed office and commercial building and one 17 storey (68m (223ft)) tower, with an increased density up to 209 units, which is generally in accordance with the Site Plan and Elevations attached as Schedule "1" and Schedule "2" to the amending by-law, except where described in more detail below or in the Urban Design Guidelines for the High Density Residential designated lands within the Bostwick Neighbourhood; and

- 1) Contribution of \$25,000 towards creating a skate park on the Bostwick Community Centre lands;
- 2) Provision of 20% accessible apartment units;
- 3) Large caliper boulevard tree planting with a minimum 100mm caliper and a minimum distance of 10m between tree planting for the extent of the site frontage for Southdale Road West, and both sides of Street B;
- 4) Provision of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publicly accessible location on Site 5;
- 5) Provision of two publicly accessible vehicle share facilities/spaces;
- 6) Provision of ten publicly accessible bicycle share facilities;
- 7) The following provisions shall be delivered as part of the first development phased of either Site 1 or Site 5 at the time of the development agreement:
 - a. Dedication of 0.64ha of park land identified as Block 4 in the draft plan of subdivision 39T-18502 to the City of London, above and beyond (in excess of) the full standard dedication required by by-law CP-9 for parkland or cash-in-lieu for both Sites 1 and 5; and other proposals on Sites 2, 3 and 6;
 - b. Provision of a pavilion and lighting within the dedicated park land, or the commensurate financial equivalent for the features as a identified in by-law C.P.-1496-244, to the City's discretion;
 - c. Provision of a pedestrian bridge from the park land across the Thornicroft Drain to the Bostwick Community Centre, or the commensurate financial equivalent for the feature as an identified in by-law C.P.-1496-244, to the City's discretion.

The following special regulations apply within the bonus zone:

- a) Regulations:

i)	Density (Maximum):	209 units per hectare
ii)	Height (Maximum):	68 metres (223 ft)
iii)	Exterior Side Yard Setback (Minimum):	3.5 metres (11 ft)
iv)	Rear Yard Setback (Minimum):	5 metres (16 ft)
v)	Interior Side Yard Setback (Minimum):	15 metres (42 ft)
vi)	Number of dwelling units (Maximum):	208
vii)	Parking Total for All Uses (Z.-1-182713)	472 spaces

B-58 440 Clarke Road

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum of 4-storeys, 65 dwelling units and density of 95 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law and the provision of affordable housing in the form of 65 dwelling units (95 units per hectare), consisting of one and two bedroom units.

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

- a) Permitted Uses:
 - i) Apartment Building;
- b) Regulations:
 - i) Density 95 uph
 - ii) Height (maximum): 18 metres (59 feet)
 - iii) Parking (Z.-1-192730) 65 spaces

B-59 462, 468, 470, 472 Springbank Drive

The B-59 Zone shall be implemented through the required development agreements to facilitate the development of a high quality residential apartment building, with a maximum of 9-storeys with 186 dwelling units which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law; and

- i) Provision of Affordable Housing
10% of the total unit count (rounded up to the nearest unit), above the 150 unit per hectare threshold, to a maximum of 8 units, shall be allocated for affordable housing units (1 bedroom units) established by agreement at 95% of average market rent for a period of 25 years. An agreement shall be entered into with the Corporation of the City of London, to secure those units for this 25 year term.
- ii) 1 level of underground parking
The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):
 - a) Additional Permitted Uses:
 - i) Bake shops;
 - ii) Brewing on Premises Establishment;
 - iii) Clinics;
 - iv) Commercial schools;

- v) Convenience business service establishments;
- vi) Convenience service establishments;
- vii) Convenience stores;
- viii) Day care centres;
- ix) Financial institutions;
- x) Florist shops;
- xi) Food stores;
- xii) Medical/dental offices;
- xiii) Offices;
- xiv) Personal service establishments;
- xv) Pharmacies;
- xvi) Retail Stores;
- xvii) Restaurants, eat-in;
- xviii) Restaurants, take-out;
- xix) Studios;

b) Regulations:

- i) Density 265 uph (107.25 units per acre)
- ii) Height (Maximum): 32 metres (105 feet)
- iii) Front Yard Depth (Minimum): 2.5 metres (8.2 feet)
- iv) Rear Yard Depth (Minimum): 7.0 metres (23 feet)
- v) Westerly Interior Side Yard Depth (Minimum): 5.5 metres (18 feet)
- vi) Easterly Interior Side Yard Depth (Minimum): 12.1 metres (39.70 feet)
- vii) Residential Parking (Minimum): 1 space per unit
- viii) Commercial Parking (Minimum): 17 spaces
- ix) No drive-through will be permitted for any of the additional permitted uses.
- x) The permitted commercial uses will only be permitted on the first floor of an apartment building.
- xi) The maximum gross floor area for specific individual uses shall be as follows:
 - a) Commercial schools and Pharmacies 300 m² (3,229 sq. ft.)
 - b) Restaurants - eat-in and take-out 300 m² (1,616 sq. ft.)
 - c) Food stores 500 m² (5,382 sq. ft.)
 - d) All other permitted uses 400 m² (4,305 sq. ft.) (Z.-1-192748)

B-60 3087 White Oak Road

This bonus zone is intended to facilitate a high quality development which substantively implements through the required development agreement(s), the Site Plan, Elevations and Concept Landscape Plan, attached as Schedule "1" to the amending by-law; and

- i) Enhanced landscaping along White Oak Road with wrought iron (or similar) fencing and provision of a pedestrian pathway from Petty

Road to White Oak Road;

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

- a) Regulations:
 - i) For the purpose of this by-law the front lot line shall be interpreted as Petty Road
 - ii) Front Yard Depth (Minimum): 3m (9.8ft)
 - iii) Density (Maximum): 79 units per hectare
 - iv) Height (Maximum): four storeys 16m (52.5 ft)
(Z.-1-192756)

B-61 475 Edgevalley Road

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of three (3) low-rise apartment buildings, with a maximum of four (4) storeys (Building A = 16m), five (5) storeys (Building B= 18m) and six (6) storeys (Building C = 22m), a total of 147 dwelling units (Building A = 39 dwelling units; Building B = 49 dwelling units; Building C = 59 dwelling units), and a density of 100 units per hectare,

Provision of Affordable Housing

The provision of four (4) affordable rental housing units, established by agreement at 85% of the CMHC average market rent for a period of 15 years. An agreement shall be entered into with the Corporation of the City of London, to secure said affordable housing units for the 15 year term.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) For the purpose of this by-law, the front lot line shall be deemed to be Kilally Road.
 - ii) Density: (Maximum): 100 units per hectare
 - iii) Height of Building A (Maximum): Four (4) storeys
16 metres (52.5 feet)
Height of Building B (Maximum): Five (5) storeys
18 metres (59.1 feet)
Height of Building C (Maximum): Six (6) storeys
22 metres (72.2 feet)
 - iv) Front Yard Setback (Minimum): 2.0 metres (6.6 feet)
(Maximum): 6.0 metres (19.7 feet)
 - v) Exterior Side Yard Depth - Edgevalley Road (Minimum): 3.0 metres (9.8 feet)
(Maximum): 7.0 metres (23.0 feet)
 - vi) Exterior Side Yard Depth - Agathos Street (Minimum): 2.0 metres (6.6 feet)
 - vii) Interior Side Yard Depth (Minimum): 2.75 metres (9.1 feet)
(Z.-1-192785)

B-62 800, 805 and 810 Chelton Road

The Bonus Zone shall be implemented through the required development agreement(s) to facilitate the development of low to mid-rise apartment buildings

up to a maximum of five (5) storeys and six (6) storeys which substantially implements the vision and principles of the Chelton Road Master Plan for 800, 805 and 810 Chelton Road attached as Schedule “1”, and site concept plans attached as Schedule “2” to the amending by-law; and,

- i. Enhanced building and site design features including an active street edge along Bradley Avenue, Chelton Road, and Meadowgate Boulevard;
- ii. Dedication of public open space (OS5) lands;
- iii. Measures to enhance the Natural Heritage System including substantial buffer planting with native vegetation to protect adjacent natural features;
- iv. Large quantities of secure bicycle parking and cycling infrastructure including indoor and outdoor storage facilities, and a multi-use pathway internal to the site providing connections to surrounding public sidewalks and pedestrian trails; and,
- v. Substantial tree planting of large caliper trees to be planted along the street frontage and outdoor amenity areas.

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

- a) Regulations:

805 Chelton Road		
i)	Height of Buildings A and D (Maximum):	Five (5) storeys 18 metres
800 – 810 Chelton Road		
i)	Height of Buildings A and E (Maximum):	Six (6) storeys 22 metres
ii)	Height of Buildings B and D (Maximum): (Z.-1-192794)	Five (5) storeys 18 metres

B-63 1339 – 1347 Commissioners Road West

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum height of 5 storeys, 34 dwelling units and a maximum density of 132 units per hectare, which substantively implements the Site Plan, Landscape Plan and Elevations attached as Schedule “1” to the amending by-law, provides for affordable housing in the form of 34 dwelling units (132 units per hectare), enhanced landscaped open space and underground parking. The affordable housing component shall consist of:

- a total of 3, two-bedroom affordable rental units (two of which, at minimum, are to be accessible and located on the ground floor);
- rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy; and,
- the duration of affordability shall be set at 15 years from the point of initial occupancy of all 3 two-bedroom units.

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

- a) Regulations:

i)	Front Yard Depth (Minimum):	2.0 metres (6.56 ft.)
ii)	Interior Side Yard Depth (West) (Minimum):	2.2 metres (7.2 ft.)
iii)	Height (Maximum):	17.5 metres (57.41 ft.)
iv)	Density	132 units per hectare

(Maximum):
(Z.-1-192795)

B-64 676-700 Beaverbrook Avenue and 356 Oxford Street West

The Bonus Zone shall be implemented through one or more agreements to provide for 3 apartment buildings at a maximum density of 262uph with the northerly apartment having a maximum height of 18-storeys, the easterly building having a maximum height of 16-storeys, and the westerly building having a maximum height of 8-storeys. The development must substantively implement the site concept plan and elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

i) Provision of Affordable Housing

The provision of 20 affordable housing units which will include 17 one-bedroom units and 3 two bedroom units with a minimum of 6 affordable units per apartment building. The affordable housing units shall be established by agreement at 90% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London to secure those units for this 20 year term and the term of the contribution agreement will begin upon the initial occupancy of the last subject bonused affordable unit on the subject site.

ii) 2 levels of underground parking

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

a) Regulation[s]:

iii)	Height (Maximum):	62 metres (203.4 ft)
iv)	Density (Maximum):	262uph (106 upa)
v)	Interior Side Yard (Floors 1-2) (Minimum):	3.46 metres (11.35 ft)
vi)	Interior Side Yard (floors 3-8) (Minimum):	6.0 metres (19.68 ft)
vii)	Exterior Side Yard (floors 1-3) (Minimum):	0 metres (0 ft)
viii)	Exterior Side Yard (floors 4-18) (Minimum):	8.0 metres (26.25 ft)
ix)	Rear Yard (Floors 1-2) (Minimum):	4.0 metres (13.12 ft)
x)	Rear Yard (Floors 1-8) (Minimum):	3.2 metres (10.5 ft)
xi)	Rear Yard (Floors 9-16) (Minimum):	11.0 metres (36.10 ft)
xii)	Lot Coverage (Maximum):	74%

- xiii) Setbacks for existing developments shall be recognized as existing on the date of passing of this By-law. (Z.-1-192797)

B-65 1018 and 1028 Gainsborough Road

The Bonus Zone shall be enabled through one or more agreements to facilitate development of a residential apartment building, with a maximum height of 12 storeys, 182 dwelling units and a maximum density of 392 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “1” to the amending by-law, with further refinements to occur to the orientation of the apartment building and parking area through the site plan approval process, in return for the following facilities, services and matters:

- A total of 18 affordable rental apartment units consisting of 16, one bedroom units and 2, two bedroom units to be provided and located within Building “B”;
- A minimum of 3, one-bedroom and 1, two-bedroom accessible units are to be provided and located within Building “B”;
- 4, one bedroom units and 2, two bedroom units shall not exceed 90% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by CMHC at the time of building occupancy; and duration of affordability shall be set at 10 years from the point of initial occupancy; and,
- 12, one bedroom units shall not exceed 75% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by CMHC at the time of building occupancy; and duration of affordability shall be set at 20 years from the point of initial occupancy.
(Z.-1-202816)

B-66 2300 Richmond Street

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of two residential apartment buildings, with a maximum height of eight (8) storeys, and a maximum of 320 dwellings units, which substantively implements the Site Plan, Renderings and Elevations attached as Schedule “1” to the amending by-law, providing for:

- A site designed to appropriately accommodate the provision of the City proposed Pedestrian Bridge to cross over Richmond Street;
- The incorporation of urban design features into the building elevations and overall site design to help create a gateway into the City;
- The provision and naturalization of a corridor linkage along the easterly property line; and
- A monetary contribution toward enhancements to the design and construction of the Pedestrian Bridge/Gateway feature.

The development shall specifically incorporate the following key components:

- A building design which, with minor variations at the discretion of the Director of Development Services, matches the site plan, renderings and elevation drawings shown in Schedule “1”;
- Buildings collectively forming a T-shaped configuration, located in staggered positions, perpendicular to the Richmond Street frontage and with at least 60 metres of building wall facing Richmond Street;
- Inclusion of underground parking, which may be partially exposed where grades necessitate, except in the southwesterly area where the underground parking requires plantings at grade level as part of a buffer function;
- A central drive aisle provided between the two apartment buildings, leading to a parking structure that provides underground parking integrated into the buildings;
- Provision for locating the City proposed pedestrian bridge crossing at Richmond Street;

- Site design that makes best efforts to maintain the existing “knoll” feature;
- A built form which includes a high standard of design, in accordance with the Urban Design policies (chapter 11) of the Official Plan, as well as the Placemaking Guidelines, as this site is located at a major entryway into the City;
- Include on the west, north and south facades articulation, generous amounts of glazing, and a variety of materials and colours to add interest to these facades;
- Building heights stepping down to 7 storeys at the rear of the buildings, and to 7 and then 6 storeys at the front of the buildings as per attached elevations;
- Design which breaks up the building horizontally by differentiating the top two or three floors of the building as per attached elevations;
- Design which breaks up the building vertically by articulating the façade as per attached elevations;
- Bird friendly design, snow removal control (no snow storage in the buffer or the ecological feature), lighting controls on parking lot and building lights so as to minimize shining into the natural area;
- A monitoring plan for the ecological buffers/features.

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

i)	Front Yard Depth (Minimum):	8.0 metres
ii)	Interior Side Yard Depth for Main Buildings (Minimum):	2.0 metres
iii)	Interior Side Yard Depth for Parking Structures (Minimum):	0.0 metres
iv)	Rear Yard Depth for Parking Structures (Minimum):	0.0 metres
v)	Number of Dwelling Units (Maximum):	320
vi)	Building Height (Maximum):	28.0 metres
vii)	Landscaped Open Space (Minimum): (Z.-1-202833)	28 percent

B-67 754-760 Base Line Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum height of 4-storeys and a maximum density of 165 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law, provides for affordable housing and enhanced landscaped open space. The affordable housing component shall consist of:

- one, one-bedroom barrier-free affordable rental unit;
- rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy; and,
- the duration of affordability shall be set at 25 years from the point of initial occupancy the unit.

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

- a) Regulations
- | | | |
|------|--|------------------------|
| i) | Base Line Road East shall be deemed to be the front lot line | |
| ii) | Front Yard Depth
(Minimum) | 0.1 metres (0.32 feet) |
| iii) | Exterior Side Yard Depth
(Minimum) | 1.7 metres (5.57 feet) |
| iv) | Interior Side Yard Depth
(Minimum) | 2.6 metres (8.53 feet) |
| v) | Height
(Maximum) | 17 metres (55.7 feet) |
| vi) | Density
(Maximum) | 165 units per hectare |
| vii) | Parking
(Minimum)
(Z.-1-202853) | 0.9 spaces per unit |

B-68 1230 Hyde Park Road

The Bonus Zone shall be implemented through a development agreement to facilitate the development of high quality mixed-use apartment buildings and standalone apartment buildings with a maximum height of 22 metres (6-storeys) which substantively implements the site-specific “Design Criteria”.

Design Criteria

Site Development

- Building Sitting:
 - Buildings shall be located along the majority of the Hyde Park Road and Street ‘A’ frontages to provide for a built edge along the street;
 - All service and loading facilities associated with building shall be located within and/or behind buildings away from amenity areas and not visible from the public street.
- Pedestrian Connectivity:
 - Mid-block walkway connections from Hyde Park Road through Block 1 shall be provided between buildings fronting Hyde Park Road, leading to internal parking area and to walkways behind buildings leading to sidewalks along the northern and southern portions of Street ‘A’;
 - Walkway connections from the sidewalk along Hyde Park Road shall be provided from both ends of the building for Block 2, with a further connection to the sidewalk along Street ‘A’.
- Access and Parking:
 - Vehicular access for both Blocks 1 and 2 shall be provided from Street ‘A’.
 - No parking or vehicular drive isles shall be located between buildings and the Hyde Park road frontage.
 - Low masonry walls (max. 0.75m), complimentary in design to the buildings, shall be provided with a combination of landscaping to screen any parking located along the edge of Street ‘A’.
- Common Outdoor Amenity Areas:
 - Outdoor common amenity areas shall be provided for each building, alternatively these spaces can be combined into one, centrally located common outdoor amenity space per Block.
 - These spaces shall be an appropriate size to provide adequate amenity for the proposed number of residents and provide the opportunity for passive and/or active recreation.
 - These spaces shall be located within close proximity to a building entrance/exit. Alternatively a safe, appropriately sized, and conveniently aligned walkway connection(s) will be provided from the

nearest building entrance/exit. If the spaces are combined into one centrally located space provide for walkways from each building to the space.

- Enhanced landscaping shall be provided along the Hyde Park Road frontage in the form of small amenity areas and trees between buildings. Efforts will be made to provide opportunities for additional amenity space through site and building design, with the intention of providing spaces for residents and visitors to enjoy the outdoors and animating street frontages to facilitate pedestrian oriented environments

Built form

- All buildings:
 - The development shall feature contemporary building designs with a mix and articulation of building materials including brick, metal panels, concrete, wood veneer and vision and spandrel glass;
 - Buildings shall be designed in a way that breaks up the structures horizontally and vertically through articulation, architectural details, and an appropriate proportion and rhythm of windows and balconies
 - Buildings along Hyde Park frontage:
 - The design for buildings facing Hyde Park Road shall be defined by complementary changes in building articulation and design above the 4th floor that will contribute to the provision of a human-scaled environment along the street. Potential design solutions may include a step-back, balconies or outdoor areas, which would provide proportionate step-backs from the front face of the building.
 - Buildings shall include active commercial uses along the Hyde Park Road frontage, and all main floor commercial unit entrances shall be oriented towards Hyde Park Road.
 - The ground-floor street façade shall be primarily comprised of vision glazing for views into and out of the building. Where vision glazing is not used, alternative urban design measures that contribute to an animated streetscape shall be required.”;
 - Overhead protection from natural elements shall be provided above the first floor in locations such as pedestrian entrances where appropriate to architecturally differentiate the building base from the upper levels;
 - Buildings along the Street ‘A’ frontage:
 - The development shall provide street-oriented features for residential buildings, including individual entrances to ground-floor residential units with operable and lockable doors, and pedestrian-scale features such as lighting and weather protection. Private amenity areas shall also be provided and may include enclosed courtyards with a combination of planters and low decorative fencing.
 - The design for buildings facing Street ‘A’ shall be defined by complementary changes in building articulation and design above the 4th floor that will contribute to the provision of a human-scaled environment along the street. Potential design solutions may include a step-back, balconies or outdoor areas, which would provide proportionate step-backs from the front face of the building.
- a) Regulations:
- | | | |
|------|--|------------------------------------|
| i) | Height
(maximum) | 22 metres (72 feet)
(6-storeys) |
| ii) | Ground Floor Height
(minimum) | 4.5 metres (14.76 feet) |
| iii) | Dwelling units shall be permitted on the first floor of internal apartment buildings, continuum-of-care facilities, retirement lodge or retirement homes and nursing homes, this does not include apartment buildings, continuum-of-care facilities, | |

retirement lodge or retirement homes and nursing homes fronting Hyde Park Road which shall be mixed-use buildings. (Z.-1-202869)

B-69 122 Base Line Road West

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a low-rise apartment building with a maximum height of 4-storeys, 61 dwelling units and density of 100 units per hectare and provides:

i) Affordable Housing

The provision of a minimum 30% of each unit type (i.e. type by number of bedrooms) set aside at affordable rent of approximately 70% of Average Market Rent. Affordable rental units will be established by an agreement entered into with the Corporation of the City of London, which will secure those units for a minimum twenty (20) year term.

ii) Design Principles

Implementation of a site development concept, to be implemented through a future development agreement, which substantially achieves design principles that include:

1. Building footprint and spatial orientation that: serves to activate the street, is pedestrian in scale; and, establishes safe, direct and barrier-free accessible pedestrian connections throughout the Site and from the Site to the public realm;
2. A principle building entrance that further serves to activate the streetscape and reinforce the “front facing” built form;
3. A building footprint that mitigates impacts, noting an enhanced rear yard setback and enhanced interior side yard setback are identified in the Bonus Zone;
4. A parking area that provides for safe, direct and barrier-free accessible pedestrian connections; is suitably sized to accommodate projected demand; and, is strategically located to minimize impacts on the public realm;
5. An outdoor amenity area that is sufficiently-sized and strategically located to provide for privacy and additional buffering opportunities and plantings, and also serves to mitigate overland flows and other potential stormwater management (SWM) impacts; and
6. Maintain, to the greatest extent possible, on-site green infrastructure in a manner consistent with the findings of the preliminary Tree Preservation Plan.

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

a) Regulations

xiv) Density (Maximum)	100 units per hectare (247 units per acre)
xv) Parking (Minimum)	61 Parking Spaces
xvi) Bicycle Parking (Minimum)	15 Parking Spaces
xvii) Rear Yard Depth (Minimum)	15.0 metres (49.2 feet)
xviii) Interior Side Yard Depth (Minimum)	3.0 metres (9.8 feet) for building walls containing no windows to habitable

rooms or 8.0 metres (26.2 feet) minimum for building walls with windows to habitable rooms.
(Z.-1-202874)

B-70 1150 Fanshawe Park Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality development comprised of stacked townhouses and an apartment building, with a maximum height of 6 storeys (21m), and density of 133 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law and provides for enhanced urban design and affordable housing.

- i) The provision of affordable housing shall consist of:
 - A total of six (6) stacked townhouse affordable rental units;
 - Rents not exceeding 90% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability shall be set at 20 years from the point of initial occupancy of all affordable units.

The following special regulations apply within the bonus zone:

- a) Regulations
 - i) Frontage (Minimum) 22 metres (72 feet)
 - ii) Front yard depth (Minimum) 3 metres (9.8feet)
 - iii) Exterior yard depth (Minimum) 2 metres (6.6 feet)
 - iv) Interior side yard depth (Minimum) 4.5 metres (14.7 feet)
 - v) Density (Maximum) 133 units per hectare
 - vi) Height (Maximum) 21 metres (68.9 feet)
 - vii) Parking Spaces (Minimum) 110 spaces
 - viii) West Parking area depth (Minimum) 9.5 metres (31.2 feet)
 - ix) South Parking area depth (Minimum) 15 metres (49.2 feet)
 - x) Any permitted convenience commercial and/or restricted office uses may be located within the apartment building (Z.-1-202891)

B-71 1761 Wonderland Road North

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality mixed-use commercial/residential apartment building with a maximum density of 226 units per hectare and a maximum height of 63 metres (17-storeys) which substantially implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law in return for the following facilities, services and matters:

- (a) Provision of Affordable Housing including:

A total of twelve (12) one-bedroom units, including a maximum of two (2) accessible one-bedroom units, established by agreement not exceeding

85% of the CMHC Average Market Rent (AMR) for a duration for affordability set at 50 years from initial occupancy.

(b) A high quality development which substantially implements the site plan and elevations as attached in Schedule "1" to the amending by-law:

Building Design

i) High quality architectural design (building/landscaping) including a common design theme for residential and commercial elements; and provision of structure parking facilities and screening for surface parking areas.

Underground Parking

i) Underground Parking Structure parking provided to reduce surface parking areas (a minimum 189 subsurface spaces provided).

Outdoor Amenity and Landscaping

i) Common outdoor amenity area to be provided in the northeast quadrant of the site; and rooftop terraces above the 4th, 16th and 17th floors.

ii) Landscape enhancements beyond City design standards, including theme lighting and public seating at strategic locations.

iii) Large caliper boulevard trees planted with a minimum 100mm caliper and a minimum distance of 10m between tree planting for the extent of the Wonderland Road North frontage.

iv) Landscape plans for common outdoor amenity areas to incorporate hard landscape elements and drought resistant landscaping to reduce water consumption.

Sustainability

i) Four electric vehicle charging stations within the publically accessible surface parking area, as well as 16 charging stations within the parking garage.

ii) Dedicated areas for bicycle parking along the Wonderland Road North frontage (with convenient access to building entrances). Secure bicycle storage within the structured parking facility. Walkway connections from the tower podium and surface parking filed to provide connectivity to Wonderland Road North bike lanes.

(c) Public Transit

i) The financial contribution of funding towards construction of transit shelters in close proximity to Wonderland Road North/Fanshawe Park Road West intersection in the amount of \$10,000 to promote bus ridership.

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

a) Regulations:

- | | | |
|------|---|----------------------|
| i) | Density
(maximum) | 226 uph |
| ii) | Height
(maximum) | 63 metres |
| iii) | Off Street Parking
(minimum) | 322 spaces |
| iv) | Non-residential space
within an apartment building
on the first and second floor
(maximum) | 1,200 m ² |

- v) Gross floor area 600m²
individual permitted
non-residential use
(maximum)
- vi) *Notwithstanding the compound zoning permissions of
Section 3.9.1) of the Zoning By-law this zone variation is
excluded*
- vii) Additional Permitted Use: Pharmacy
(Z.-1-212894)

B-72 185 Horton Street East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality mixed-use commercial/dormitory apartment building with a maximum density of 389 units per hectare and a maximum height of 51 metres (16-storeys) which substantially implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law in return for the following facilities, services and matters:

- (a) A high quality development which substantially implements the site plan and elevations as attached in Schedule “1” to the amending by-law:

Building Design

- i) High quality architectural design (building/landscaping) including a common design theme for residential and commercial elements; and provision of structure parking facilities and screening for surface parking areas.

Underground Parking

- i) Underground Parking Structure parking provided to reduce surface parking areas (a minimum of 27 subsurface spaces provided).

Outdoor Amenity and Landscaping

- i) Common outdoor amenity area to be provided in the northeast quadrant of the site; and rooftop terraces above the 7th, 12th and 16th floors.
- ii) Landscape enhancements beyond City design standards, including theme lighting.
- iii) Landscape plans for common outdoor amenity areas to incorporate hard landscape elements and drought resistant landscaping to reduce water consumption.

Sustainability

- i) Provides a pedestrian-oriented environment along Horton Street East, which facilitates passive surveillance of the streetscape and, ultimately, safer streets.
- ii) Fosters social interaction and facilitates active transportation and community connectivity with Downtown.
- iii) The subject lands are close to public open space and parkland in the area, particularly Thames Park, Charles Hunt Park, and the Thames River Pathway system, which provides recreational opportunities for residents (passive and active).

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

- a) Regulations:
 - i) Density 389 uph
(maximum) 3:1 ratio of 3 beds equals 1
dwelling unit, 296 beds converts
to a density of 389 units per
hectare

ii)	Height (maximum)	51 metres
iii)	Off Street Parking (minimum)	27 spaces
iv)	West Interior Side Yard Depth (maximum)	0.98m (3.2 ft)
v)	East Interior Side Yard Depth (maximum)	1.3m (4.3 ft)
vi)	Rear Yard Depth (maximum)	5.5m (18.0 ft)
vii)	Lot Coverage (maximum) (Z.-1-212908)	51%

B-73 3080 Bostwick Road (Site 2)

The Bonus Zone applying to Block 2 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15.0 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “1” to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i) High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road;
- ii) Underground parking to reduce surface parking requirements. Surface parking spaces are to be largely dedicated for visitor parking;
- iii) Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows;
- iv) Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publicly accessible location of Block 2;
- v) Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature;
- vi) Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) Density
(Maximum): 205 units per hectare
 - ii) Height (Maximum):
Apartment Building 75.0 metres (18 storeys)
Stacked Townhouses 15.0 metres
 - iii) Front Yard Depth
(Minimum) 5.5 metres
 - iv) Exterior Side Yard Depth
(Minimum): 1.0 metre
 - v) Rear Yard Depth 22.0 metres

(Minimum):
(Z.-1-212921)

B-74 3080 Bostwick Road (Site 6)

The Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “2” to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- 1) Provision of Affordable Housing
 - i) The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;
 - ii) Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
 - iii) The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;
 - iv) The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.
 - v) These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies
- 2) High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) Density (Maximum): 320 units per hectare
 - ii) Height (Maximum): 75.0 metres (17 storeys)
 - iii) Front Yard Depth (Minimum): 3.0 metres
 - iv) Interior Side Yard Depth (Minimum): 6.0 metre
 - v) Rear Yard Depth (Minimum): 7.5 metres
- (Z.-1-212921)

B-75 611-165 Third Street

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 4-storeys and a maximum density of 96 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law, and provides for affordable housing. The affordable housing component shall consist of:

- A total of three (3), three-bedroom units and one (1), one-bedroom unit, including one (1) accessible three-bedroom unit and one (1)

- accessible one-bedroom unit;
- Rents for the three (3), three-bedroom units and one (1), one bedroom unit be set at 80% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
- That the period of affordability be identified as being thirty (30) years from the point of initial occupancy; and,
- That the Proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the three (3), three-bedroom units and one (1), one-bedroom unit with priority populations.

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

- a) Regulations:
 - i) Height (Maximum): 15.8 metres (51.8 feet)
 - ii) Density (Maximum): 96 units per hectare
(Z.-1-212922)

B-76 1634 – 1656 Hyde Park Road, 1480 North Routledge Park and Part of 1069 Gainsborough Road

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a mixed-use apartment building, with a maximum height of 8-storeys or 29 metres and a maximum density of 169 units per hectare, in general conformity with the Site Plan, Renderings, Elevations and Cross Sections attached as Schedule “1” to the amending by-law, and provides for the following:

- a) Exceptional Building Design:
 - i) providing an ‘L’-shaped mixed-use building that is generally in keeping with the vision of the current Official Plan as well as the London Plan by providing for continuous street walls along the Hyde Park Road and North Routledge Park frontages;
 - ii) providing a 7-storey massing along Hyde Park Road that includes a significant step-back above the second storey and 8-story massing along North Routledge Park;
 - iii) providing for appropriate scale/ rhythm/ materials/ fenestration;
 - iv) incorporating all of parking in the rear yard and underground, away from the adjacent street frontages;
 - v) providing ground floor commercial space with transparent glazing and principal entrances facing the Hyde Park Road creating an active edge;
 - vi) providing ground floor residential units with individual entrances and patio spaces along the North Routledge Park frontage;
 - vii) providing a rooftop patio;
 - viii) providing a parking lot layout that accommodates appropriate driveway alignments across North Routledge Park; and
 - ix) relocating the existing heritage structure and providing a glass link between the heritage structure and the new building along the North Routledge Park frontage and a recessed courtyard immediately south of the heritage structure.
- b) Provision of Affordable Housing:

- i) A total of five (5) one-bedroom units will be provided for affordable housing. Subject to the concurrence of the City, some or all of these five (5) one-bedroom units may be allocated from the adjacent development owned and/or managed by the Proponent, noting the bonus zone requirement and encumbrance would remain specific to the Subject Lands;
 - ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - iii) The duration of affordability set at 50 years from the point of initial occupancy;
 - iv) The proponent enters into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.
- c) Relocation, conservation, and adaptive re-use of the existing heritage designated structure at 1656 Hyde Park Road:
- i) The owner shall enter into a Heritage Easement Agreement with the City of London.

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

- b) Additional Permitted Use:
 - i) Apartment buildings, including dwelling units in the front portion of the ground floor adjacent to North Routledge Park.
- c) Regulations:
 - i) Density (Maximum): 169 units per hectare
 - ii) Building Height (Maximum): 29 metres
 - iii) Front Yard Depth from North Routledge Park to relocated heritage structure (Maximum): 6.0 metres
 - iv) Parking – All commercial uses (Minimum): 1 space per 20m²
 - v) Parking – All residential uses (Minimum): 1 space per unit (Z.-1-212941)

B-77 435-451 Ridout Street North

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a mixed-use apartment building, with a maximum height of 40-storeys or 130 metres, excluding a mechanical penthouse, and a maximum density of 500 units per hectare, in general conformity with the Site Plan and Elevations attached as Schedule “1” to the amending by-law, and provides for the following:

- 1) Exceptional Building Design:
 - i) Retention in situ of the heritage buildings along the Ridout Street frontage;

- ii) Materials on the podium of the building that are in-keeping with the surrounding heritage buildings;
 - iii) A slender point tower design;
 - iv) The tower portion of the building located to the south of the podium to increase the spatial separation between the tower and the Eldon House Property;
 - v) Interesting architectural design features on the tower that will enhance the downtown skyline and break up the building mass;
 - vi) Terraces overlooking Harris Park and providing opportunity for activating these terraces with the proposed adjacent office/commercial uses;
 - vii) Connections between Ridout Street North and Queens Avenue to Harris Park that provide new entrance opportunities to further connect the Downtown with the Park.
- 2) Provision of four (4) levels of underground parking, of which a minimum of 100 parking spaces will be publicly accessible;
- 3) Provision of Affordable Housing:
- A minimum of twelve (12) residential units or five percent (5%) of the total residential unit count (rounded to the nearest unit), whichever is greater;
 - The mix of affordable one- and two-bedroom units will be based on the same proportion of one- and two-bedroom units as within the final approved plan. Subject to availability and with the concurrence of the City, some or all of these units may be secured through existing vacancies in developments owned and/or managed by the proponent or associated corporate entity;
 - Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability shall be set at 50 years from the point of initial occupancy;
 - The proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.
- 4) Conservation, retention, and adaptive re-use of the existing heritage designated buildings at 435, 441, and 451 Ridout Street North:
- The owner shall enter into a Heritage Easement Agreement with the City of London.
- 5) Construction of a Leadership in Energy and Environmental Design (LEED) certified building.

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

- a) Regulations:
 - i) Density (Maximum):
500 Units per Hectare

- ii) Building Height – Excluding Mechanical Penthouse (Maximum):
40 storeys or 130 metres, whichever is greater, to be measured at the Ridout Street North frontage
- iii) Setback to Residential Component (Maximum):
14.9 metres (Z.-1-212942)

B-78 400 Southdale Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 7-storeys plus mechanical (29.2m) and a maximum density of 462 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law, and provides for affordable housing in return for the following facilities, services and matters:

1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule “1” of the amending by-law is being bonused for features which serve to support the City’s objectives of promoting a high standard of design.

- The building oriented to the corner of Southdale Road East and Dundalk Street providing a well-defined built edge and creating a positive public interface and human scale at street level;
- The inclusion of building step backs, from 7-storeys to 6-storeys and 5-storeys with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the 7-storey apartment building and parking structure;

2. Underground parking

3. Provision of Affordable Housing by requiring that LJM Developments enter into an agreement with the Corporation of the City of London (“the City”) to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City.

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City’s satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit.
- A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City.
- Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City’s Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate

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

- b) Permitted Uses:
 - i) Apartment building
- c) Regulations:
 - i) Height (Maximum): 29.2 metres
 - ii) Density (Maximum): 462 units per hectare
 - iii) Front Yard Setback (Minimum): 1.0 metres
 - iv) Exterior Side Yard Setback (Minimum): 1.0 metres
 - v) Interior Side Yard Setback (Minimum): 9.84 metres
 - vi) Rear Yard Setback (Minimum): 0.65 metres
 - vii) Landscaped Open Space (Minimum): 15%
 - viii) Aisle Width for Access and Driveway (Minimum): 6.5 metres
 - ix) Parking (Minimum): 1.06 spaces per unit
 - x) Accessible Parking (Minimum): 7 spaces
 - xi) Bicycle Parking 0.45m (width) x 1.1m (height) x 1.85m (length) where as 06.m (width) x 1.5m (height) x 1.9m (length) is required
 - xii) Balcony yard encroachment of 1.8m in all yards, no closer than 1.05m to the lot line whereas 1.5m balcony yard encroachment in all yards, no closer than 3.0m to the lot line is required (Z.-1-212954)

B-79 1047 – 1055 Dearness Drive

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 6-storeys measuring up to 26 metres and a maximum density of 134 units per hectare, in general conformity with the Site Plan, Renderings, Elevations and Views attached as Schedule “1” to the amending by-law, and provides for the following:

- a) Exceptional Building and Site Design:
 - i) a built form located along Bradley Avenue and Dearness Drive that establishes a built edge with street-oriented units and active uses along those frontages;
 - ii) an architectural feature/massing/building articulation that addresses and emphasizes the intersection of Bradley Avenue and Dearness Drive;
 - iii) an active edge along the Bradley Avenue frontage including a well-defined principal entrance and individual front entrances to the ground floor apartment units;

- iv) lockable “front door” style ground floor doors that open into ground floor private amenity spaces designed to extend into setbacks as front porches or courtyards;
 - v) ground floor patio enclosures using semi-transparent materials with a height of no more than 1 metre to provide views and passive surveillance into the public streetscape;
 - vi) a step-back above the 5th storey for a portion of the building along both street frontages providing a human-scale along the streets;
 - vii) articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
 - viii) a variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
 - ix) a significant setback from the property to the north aiding smooth transition from the mid-rise building to the low-rise residential to the north;
 - x) common outdoor amenity space at ground level and using rooftop terraces located to protect the privacy of adjacent properties.
 - xi) an enhanced landscape buffer for the length of the north property line, between the parking ramp and the properties to the north, as well as an enhanced buffer to screen parking where it is visible from the street, noting that the Access Management Guidelines will require that the location of the proposed driveway, parking area and ramp will deviate from the locations shown on Schedule “1”; and,
 - xii) limited surface parking located away from the major street frontage and providing most of the parking within an underground structure.
- b) Provision of Affordable Housing
- i) A total of two (2) one-bedroom units and two (2) two-bedroom units will be provided for affordable housing;
 - ii) Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - iii) The duration of affordability set at 50 years from the point of initial occupancy;
 - iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

- a) Regulations:
- i) Density (Maximum): 134 units per hectare
 - ii) Building Height (Maximum): 6 storeys up to 26 metres (85.3 feet)
 - iii) Interior Side Yard Depth (Minimum): 2.9 metres (9.5 feet)
 - iv) Exterior Side Yard Depth (Minimum): 4.0 metres (13.1 feet)
 - v) The as-of-right bonusing permitted in Table 13.3, Row 16 shall not apply

	(Maximum)	
ii)	Density (Maximum)	306 units per hectare
iii)	Front Yard Setback (Minimum)	4.0 metres
iv)	East Side Yard Setback (Minimum)	0.0 metres from the OS4 Zone
v)	West Side Yard Setback (Minimum)	24.0 metres
vi)	Rear Yard Setback (Minimum)	30.0 metres
vii)	Lot Coverage (Minimum) (Z.-1-212963)	29%

B-81 1 Commissioners Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of two, 8-storey mixed-use apartments, with a maximum height of 8-storeys (36.0m) and a maximum density of 233 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law, in return for the following facilities, services and matters:

1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule “1” of the amending by-law is being bonused for features which serve to support the City’s objectives of promoting a high standard of design.

- i. The inclusion of a height element at the corner of Commissioners Road W and Wharncliffe Road S, along with providing a well-defined built edge at street level along both Commissioners Road W and Wharncliffe Road South;
- ii. Well-defined principal entrances to all of the commercial and residential units along Commissioners Road W;
- iii. A variety of building materials and articulation break up the massing of the buildings; and
- v. Purpose-designed amenity space on top of the roof of the structured/covered parking entrance approximately 112.0m²(1,200 sq. ft.)

2. Underground parking

3. Provision of Affordable Housing

The provision of 7 affordable housing units which will include 4, one-bedroom units and 3, two bedroom units all within the first 8-storey mixed-use building to be constructed. The affordable housing units shall be established by agreement at 80% of average market rent for a period of 50 years. An agreement shall be entered into with The Corporation of The City of London, to secure those units for this 50 year term and the term of the contribution agreement will begin upon the initial occupancy of the last subject bonused affordable unit on the subject site. The Proponent shall be required to enter into a Tenant Placement Agreement with the City of London.

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

- a) Regulations

- | | | |
|-------|--|------------------------------|
| i) | Commissioners Road East frontage as the front lot line | |
| ii) | Density
(Maximum) | 233 units per hectare |
| iii) | Height
(Maximum) | 8-storeys (35.0 metres) |
| iv) | East Interior Side Yard Setback
(Minimum) | 0.8 metres |
| v) | Rear Yard Setback
1st Storey and Parking Area Stairs
(Minimum) | 1.0 metres |
| vi) | Rear Yard Setback
Above 1 st Storey
(Minimum) | 4.0 metres |
| vii) | Residential Parking Rate
(Minimum) | 1 space per residential unit |
| viii) | Parking Rate of non-residential
20m ²
(Z.-1-212965) | 1 space per gross floor area |

B-82 560 & 562 Wellington Street

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality development comprised of a mixed-use apartment building with a maximum height of 17 storeys (61m), and a maximum density of 807 units per hectare, which generally implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law and provides for affordable housing.

- i) The provision of affordable housing shall consist of:
- A total of twelve affordable residential rental units; with seven units to be provided within the development at 560 and 562 Wellington Street, and five units to be provided in existing inventory upon the completion of site plan approval;
 - Rents not exceeding 70% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability shall be set at 25 years from the point of initial occupancy of all affordable units.

The following special regulations apply within the bonus zone:

- a) Regulations
- | | | |
|------|--|---|
| i) | Front and Exterior
Side Yard Depth
(Minimum) | 0m (0ft) |
| ii) | Rear and Interior
Side Yard Depth
(Minimum) | 0m (0 ft) |
| iii) | Landscape Open Space
(Minimum) | 0% |
| iv) | Lot Coverage
(Maximum) | 95% |
| v) | Height
(Maximum) | 17 storeys or 61m (200 ft)
whichever is less |
| vi) | Density
(Maximum) | 807 Units Per Hectare |
| vii) | Parking Area Setback
(Minimum) | 0m (0 ft) |

viii)	Floor Area Ratio (Maximum)	10:1
ix)	Tower setback above 4 th storey (Minimum)(Z.-1-212971)	3m (9.8 ft)

B-83 1140 Sunningdale Road East

The bonus zone shall be implemented through a mixed-use apartment building with a maximum density of 100 units per hectare, in general conformity with the Site Plan, Elevations, and Renderings attached as Schedule “1” to the amending by-law; and provides for the following:

- 1) Exceptional Site and Building Design
 - i. A building placement that is street-oriented and which reinforces the existing window-street context along Sunningdale Road East to provide for continuity of the built street-wall.
 - ii. The provision of a pedestrian walkway across the front of the subject lands that functions as a continuation of the city sidewalk located west of the subject lands on the north side of Pleasantview Drive and connecting to the city sidewalk located east of the subject lands on the north side of Sunningdale Road East.
 - iii. The provision of yard depths along all edges of the proposed development to accommodate a landscaped buffer able to support tree growth and screen the proposed development from adjacent residential uses.
 - iv. The provision of enhanced landscaping along Sunningdale Road East to screen any surface parking areas located in the front yard from the city-owned boulevard.
 - v. A well pronounced, street-oriented principal building entrance for residential uses
 - vi. A well pronounced, street-oriented unit entrance for commercial uses with large expanses of clear glazing, a wrap around canopy and signage.
 - vii. Individual ground-floor residential unit access and private individual courtyards on the street-facing (south) elevation.
 - viii. Inset balconies to screen views to the existing single detached dwellings to the west.
 - ix. A high-level of articulation and architectural detailing on the street-facing front facade for visual interest.
- 2) A minimum of 80% of the required parking spaces provided underground.
- 3) A minimum of 5% of the required parking spaces fitted with electric vehicle charging stations
- 4) Provision of Affordable Housing
 - i. A total of two (2) 1-bedroom units will be provided for affordable housing.
 - ii. Rents not exceeding 80% of the Average Market Rent for the London Census Metropolitan Area as determined by the Canadian Mortgage and Housing Corporation at the time of

building occupancy.

- iii. The duration of affordability set at 50 years from the point of initial occupancy.
- iv. The proponent is to enter into a Tenant Placement Agreement with the Corporation of the City of London to align the affordable units with priority populations.

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

- a) Regulations:
 - i) Density: 100 units per hectare (maximum)
 - ii) Interior Side Yard Depth (West) (minimum) 12.5 metres (41.0 feet)
 - iii) Rear Yard Depth (minimum) (Z.-1-222998) 13.5 metres (44.2 feet)

B-84 517, 521 and 525 Fanshawe Park Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of 6 storeys measuring up to 21 metres, and a maximum density of 175 units per hectare, a minimum rear yard depth of 8.1m, a reduced minimum parking requirement of 118 spaces (1.19 spaces per unit), and a reduced minimum accessible parking requirement of 4 spaces, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule “1” to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
 - i) A built form located along the Fanshawe Park Road and Geary Avenue that establishes a built edge with primary building entrance, street-oriented units and active uses along those frontages;
 - ii) An architectural feature/massing/building articulation that addresses and emphasizes the intersection of Fanshawe Park Road and Geary Avenue;
 - iii) A step-back and terracing above the 5th storey for the building along Fanshawe Park Road frontage and at the intersection providing a human-scale along the street(s);
 - iv) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
 - v) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
 - vi) A significant setback from the property to the east to provide a transition to the existing low-rise buildings;

- vii) Common outdoor amenity space at ground level and using rooftop terraces located at the intersection to protect the privacy of adjacent properties;
- viii) Locates majority of the parking underground and away from the street;

2) Provision of Affordable Housing

- i) A total of four (4) one-bedroom residential units will be provided for affordable housing;
- ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

- a) Regulations
 - i) Density (Maximum) 175 units per hectare,
 - ii) Building Height (Maximum) 6 storeys up to 21 metres (68.9 feet)
 - iii) Interior Side Yard Depth (Minimum) 21.2 metres (69.6 feet)
 - iv) Rear Yard Setback 8.1 metres (26.6 feet)
 - v) Parking (Minimum) 118 spaces (1.19 spaces per unit) (4 parking spaces must be accessible parking spaces) (Z.-1-223019)

B-85 520 Sarnia Road

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality residential apartment building, with a maximum height of eight (8) storeys measuring up to 29.0 metres, and a maximum density of 168 units per hectare, a minimum interior side yard depth of 7.5m, a minimum front yard depth of 0.5m, a reduced minimum parking requirement of 100 spaces (0.78 spaces per unit), and recognizing Sarnia Road frontage as the front lot line, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule “1” to the amending by-law and provides for the following:

1) Exceptional Building Design

- i) A built form located along Sarnia Road that establishes a

- built edge with primary building entrance, street oriented units and active uses along this frontage;
- ii) Treatment of the first three-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
- iii) A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
- iv) An adequately sized interior side yard setback is provided to allow for ample space for pedestrian connections, bicycle parking and landscaping to transition between the proposed building and the existing uses to the northeast;
- v) A larger than required rear yard setback is proposed between the building and the medium-density and high-density residential uses to the south, southeast and southwest;
- vi) Each elevation incorporates vertical portions of the building that are offset to provide for a unique visual variety and texture along the façade;
A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and
- vii) Universal accessibility including units that provide the opportunity for any and all demographics, able-bodied or not, to live in the proposed development.

2) Provision of Affordable Housing

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

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

- a) Permitted Uses
 - i) An apartment building with a non-commercial component on the ground floor
- b) Regulations

vi) Density (Maximum)	168 units per hectare,
vii) Building Height (Maximum)	8 storeys up to 29.0 metres (95.2 feet)
viii) Interior Side Yard Depth	7.5 metres (24.6 feet)

(Minimum)	
ix) Front Yard Depth (Minimum)	0.5 metres (1.6 feet)
x) Parking (Minimum) (Z.-1-223023)	100 spaces (0.78 spaces per unit)

B-86 84-86 St. George Street & 175-197 Ann Street

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality development comprised of a mixed-use apartment building with a maximum height of 23 storeys (84m), and a maximum density of 603 units per hectare, which generally implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law and provides for affordable housing.

- i) The provision of affordable housing shall consist of:
- A total of thirteen (13) affordable residential rental units, including one (1) studio unit, one (1) one-bedroom unit, five (5) two-bedroom units, and six (6) three-bedroom units.
 - Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability shall be set at 50 years from the point of initial occupancy of all affordable units.
 - Alignment of the bonus to a defined municipal priority – the owner shall be required to enter into a Tenant Placement Agreement with the City.

The following special regulations apply within the bonus zone:

a)	Regulations	
i)	Front and Exterior Side Yard Depth (Minimum)	0m (0 ft)
ii)	Rear and Interior Side Yard Depth (Minimum)	0m (0 ft)
iii)	Landscape Open Space (Minimum)	0%
iv)	Lot Coverage (Maximum)	97%
v)	Height (Maximum)	23 storeys or 84m (275ft) whichever is less
vi)	Density (Maximum)	603 Units Per Hectare
vii)	Parking Spaces for all uses (Minimum)(Z.-1-223039)	180

B-87 599-601 Richmond Street

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality mixed-use building, with a maximum height of eight (8) storeys, and a maximum density of 519 units per hectare, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule “1” to the amending by-law and provides for the following:

- a) Exceptional Building Design

- A built form located along Central Ave that establishes a built edge with primary building entrance, street-oriented units and active uses along this frontage;
 - Treatment of the first two-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
 - A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
 - A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and
- b) Provision of Affordable Housing
- A total of two 1-bedroom residential units and two 2-bedroom residential units will be provided for affordable housing;
 - Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability set at 50 years from the point of initial occupancy;
 - The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

Existing Building

- a) Permitted Uses:
Existing two residential units and 180 m² of ground floor commercial
- b) Regulations:
- | | | |
|-----|--|------------|
| i) | Front Yard Setback
(Minimum) | 0.0 metres |
| ii) | Exterior Side Yard Setback
Abutting a residential zone
(Minimum) | 0.0 metres |

Proposed Building

- a) Regulations:
- | | | |
|------|---|------------|
| i) | Exterior Side Yard Setback
1 st and 2 nd storey
(Minimum) | 0.0 metres |
| ii) | Exterior Side Yard Setback
For pedestrian entranceways
(Minimum) | 0.5 metres |
| iii) | Exterior Side Yard Setback
Above 2 nd storey
(Minimum) | 1.0 metres |
| iv) | Rear Yard Depth
Abutting a residential Zone
(Minimum) | 6.0 metres |

v)	Total Parking Spaces (Minimum)	6 spaces
vi)	Density (Maximum)	519 units per hectare
vii)	Height (Maximum)	8-storeys(28m)
viii)	Ground Floor Commercial for 2 commercial retail units (Maximum)	270m ²
ix)	Lot Coverage (Maximum) (Z.-1-223040)	100%

B-88

689 Oxford Street West

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of three (3) residential apartment buildings comprising: one 17-storey building of 146 residential units; one 18-storey building of 160 residential units; and, one 21-storey building of 184 residential units, for a combined total of 490 units and a maximum density of 396 units per hectare, in general conformity with the Site Plan, Renderings, and Elevations attached as Schedule “1” to the amending by-law, and provides the following:

a) Provision of Affordable Housing:

- i) A total of thirty (30) affordable housing units, distributed across the site as follows:
 - Building A: 8 units;
 - Building B: 10 units;
 - Building C: 12 units;
- ii) That the affordable unit mx (bachelor, 1-bedroom, 2-bedroom) is representative of the unit mix of the overall building within which the affordable units are contained.
- iii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy of the respective building.
- iv) The duration of affordable units will be set at 50 years from the point of initial occupation of the respective building.
- v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- vi) These conditions to be secured through agreements registered on title with associated compliance requirements and remedies.

b) Exceptional Building and Site Design

- i) Enhanced building and site design features and setback podiums on Capulet Walk establishing a built street edge.
- ii) Active uses potential along Capulet Walk street frontage for Building “B” and Building “C”.
- iii) Architectural design features on the towers that will enhance the skyline and break up building mass.
- iv) Inclusion of building step backs and varying building heights and articulated facades, including recesses, projections, and balconies, to provide depth and variation in built form and enhance pedestrian environment.

- v) Ground floor units along Capulet Walk to provide functional doors, walkways, connections to sidewalk on Capulet Walk.
- vi) Parking within structured parking that will function as an engineered rail safety measure adjacent to the abutting railway line, and underground parking.

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

a) Additional Permitted Uses

- i) Commercial uses may be permitted on the ground floors of the 18-storey building (Building “B”) and the 21-storey building (Building “C”).

b) Regulations:

- | | |
|--|--|
| i) Height, Building “A”
(Maximum) | 17 storeys or 50 metres
(164.04 ft) |
| ii) Height, Building “B”
(Maximum) | 18 storeys or 52 metres
(170.60 ft) |
| iii) Height, Building “C”
(Maximum) | 21 storeys or 60 metres
(196.85 ft) |
| iv) Density
(Maximum) | 396 units per hectare |
| v) North Interior Side Yard,
Apartment Building
(Minimum) | 8.0 metres |
| vi) North Interior Side Yard,
Parking Structure
(Minimum) | 3.0 metres |
| vii) West Rear Yard,
Parking Structure
(Minimum) | 3.0 metres |
| viii) South Interior Side Yard,
Apartment Building
(Minimum) | 8.0 metres |
| ix) South Interior Side Yard,
Parking Structure
(Minimum) | 3.0 metres |
| x) Front Yard Depth
(Minimum) | 1.0 metres |
| xi) Lot Coverage
(Maximum) | 50% |
| xii) Parking structure setback
from Railway Right-of-Way
(Minimum) | 3.0 metres |
| xiii) Dwelling setback from
Railway Right-of-Way
(minimum) | 30.0 metres |
| xiv) Off-street parking
(Minimum) | 489 spaces |
| xv) Bicycle parking
(Minimum)
(Z.-1-223042 – OLT-22-004282) | 330 spaces |

2009 Wharncliffe Road South

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a mixed use commercial/office and residential apartment building, with a maximum gross floor of 372 square metres of commercial/office uses, limited to the first floor, a maximum height of 6 storeys measuring up to 22.5 metres and a maximum mixed use density of 176 units per hectare, in general conformity with the Site Plan, Renderings, Elevations and Views attached as Schedule "1" to the amending by-law, and provides for the following:

- a) Exceptional Building and Site Design
 - i) A built form located along the Wharncliffe Road South that establishes a built edge with primary building entrance, street oriented residential units and active uses along those frontages.
 - ii) A built form that addresses the corner orientation at the intersection with Savoy Street.
 - iii) A step-back and terracing of 2m minimum, above the 4th storey for the building along Wharncliffe Road South frontage and at the intersection providing a human-scale along the street(s).
 - iv) A setback of 1-2m minimum, from the property line along Wharncliffe Road South and Savoy Street to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc.
 - v) A significant setback from the property to the North to provide a transition to the existing low-rise buildings.
 - vi) Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
 - vii) A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
 - viii) Locates majority of the parking underground, behind the building and screened away from the street.

Additional site and building design criteria, not shown on the proposed renderings, will also be addressed as part of the site plan submission:

- ix) Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and street oriented commercial/residential units, oriented towards the public streets with direct access to the sidewalk along Wharncliffe Road South and Savoy Street in order to activate the street edge.
- x) For the ground floor commercial units, provide for a store-front design with primary entrances facing Wharncliffe Road South and Savoy Street. This should include a higher proportion of vision glass, signage, double doors, an increase in ground floor height, and the potential for canopies and lighting to frame the entrance include direct access from the commercial unit(s) fronting the street to the City sidewalk.
- xi) Provide functional primary entrances (double doors) for the commercial units along both Wharncliffe and Savoy Street with walkways connecting the entrances to the City Sidewalk.

- xii) Redesign the surface parking lot in an effort to reduce impermeable surfaces and leave space for a more functional and centrally-located common amenity area, by removing the central 'snow storage' area, consolidating the drive aisles and exploring opportunities for a drop-off/layby off of Savoy Street to allow more convenient access to a street-facing main entrance.
 - xiii) Ensure common outdoor amenity space at ground level.
- b) Provision of Affordable Housing
- i) A total of three (3) one-bedroom units will be provided for affordable housing;
 - ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - iii) The duration of affordability set at 50 years from the point of initial occupancy;
 - iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;

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

a) Additional permitted uses, limited to the first floor

- i) Animal Clinic
- ii) Bake shops
- iii) Clinics
- iv) Convenience service establishments
- v) Convenience Store
- vi) Financial institutions
- vii) Food stores
- viii) Laundromats
- ix) Medical/dental offices
- x) Offices
- xi) Personal service establishments
- xii) Restaurants
- xiii) Retail stores
- xiv) Studios

b) Regulations

- | | |
|--|--|
| i) Gross Floor Area for Commercial and Office Uses (Maximum) | 372 square metres
(4004.2 square feet) |
| ii) Density (Maximum) | 176 units per hectare |
| iii) Building Height (Maximum) | 6 storeys up to 22.5 metres
(73.8 feet) |
| iv) Parking (Minimum)
(Z.-1-223047) | 62 spaces |

B-90 18 Elm Street

The Bonus Zone shall be enabled through one or more agreements to

facilitate the development of a 4-storey mixed-use apartment building with 42 units and a minimum of 800 sq.m. of community uses which substantively implements the Site Plan and Elevations attached as Schedule “1” and Schedule “2” to the amending by-law.

The bonus provided is for additional height and density is based on the provision of community uses.

The following special regulations apply within the bonus zone:

- a) Additional Special Regulations
- | | | |
|------|---|-----------|
| i) | Height (max) | 14.5 m |
| ii) | Density (max) | 100 uph |
| iii) | Day Care and Community Centre combined GFA (min)
(Z.-1-223044) | 800 sq.m. |

B-91 604 Beaverbrook Avenue

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

- i. Exceptional Building Design
- A contemporary modern design with architectural details including high-quality materials, horizontal and vertical elements, and large windows, which create a design complementary to adjacent development; and
 - A front facing façade that establishes a built edge with primary building entrance and a pedestrian friendly public realm.
- ii. Provision of Affordable Housing
- A total of two(2) 3-bedroom residential units will be provided for affordable housing; one unit within each block;
 - Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability is set at 50 years from the point of initial occupancy;
 - The proponent enters into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

- a) Regulations
- | | | |
|-----|----------------------|-----------------------|
| i) | Density
(Maximum) | 92 units per hectare, |
| ii) | Building Height | 4 storeys up to 13 |

	(Maximum)	metres (42.6 feet)
iii)	Front Yard Depth (Minimum)	5.3 metres (17.3 feet)
iv)	Rear Side Yard Depth (Minimum)	4.15 metres (13.6 feet)
v)	Interior Side Yard Depth (Minimum)	4.0 metres (13.1 feet)
vi)	Parking Rate (Minimum) (Z.-1-223054)	1.0 space per unit

B-92 712 Base Line Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate a development comprised of a mixed-use apartment building with a maximum height of 16 storeys (52.6 metres), and a maximum mixed-use density of 654 units per hectare.

1) Design Standards

The building design and site plan will be bonused for features which serve to support the City's objectives of promoting a high standard of design, to be implemented through a development agreement:

i. Site Layout

- a) Provide for additional outdoor amenity areas within the west interior side yard and front yard, which includes transit-oriented amenities such as benches and bike racks close to the principal entrance.
- b) Provide direct and convenient access throughout the site for pedestrians from the public sidewalks on Baseline Road East to primary building entrances. Pedestrian circulation should consider desire lines to the intersection of Baseline Road and Wellington Road and to the main transit station.
- c) Provide for a front yard setback of 2-4m for more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline Road East.
- d) Provide a functional forecourt leading to the main entrance of the proposed building.
- e) Provide a functional drop off area.

ii. Ground Floor Design and Uses

- a) Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points.
- b) Locate the principal residential building entrance (lobby) on the Baseline Road East-facing elevation.
- c) Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
- d) Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.

iii. Podium Design

- a) Parking for high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Minimize the exposure of the above ground structured parking along Baseline Road by providing residential units, amenity spaces, and/or providing a treatment which allows for windows and views into the building's interior areas disguising the parking garage.
- b) Include a minimum 5 metre step-back at the 4th floor along Base Line Road to enhance the pedestrian-oriented street wall.

iv. Tower Design

- a) Design high-rise building (above 8 stories) as slender towers (seek to achieve a maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the tower, reduce shadow impacts, reduce obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
- b) Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the building.
- c) Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.
- d) Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.
- e) Design and distinguish the top of the buildings (i.e. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building.

2) Provision of Affordable Housing

- i. A total of 10% of the lift (12 affordable housing units based on 156 total units) will be provided in the development, representative of the bedroom and unit mix of the overall building;
- ii. Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-bedroom and three-bedroom rate for the London CMA at the time of building occupancy;
- iii. The duration of affordability set at 50 years from the point of initial occupancy of the respective building;
- iv. The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v. These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

- a) Additional permitted uses, limited to the first floor
 - i) Animal hospitals
 - ii) Bake shops
 - iii) Clinics
 - iv) Commercial recreation establishments

- v) Day care centres
- vi) Dry cleaning and laundry depots
- vii) Duplicating shops
- viii) Financial institutions
- ix) Grocery stores
- x) Laboratories
- xi) Laundromats
- xii) Libraries
- xiii) Medical/dental offices
- xiv) Offices
- xv) Personal service establishments
- xvi) Private clubs
- xvii) Restaurants
- xviii) Retail stores
- xix) Service and repair establishments
- xx) Studios
- xxi) Video rental establishments
- xxii) Cinemas
- xxiii) Brewing on premises establishment
- xxiv) Food store
- xxv) Convenience store
- xxvi) Post office
- xxvii) Convenience service establishments
- xxviii) Bed and breakfast establishments
- xxix) Antique store
- xxx) Artisan workshop
- xxxii) Craft brewery

b) Regulations

i)	Gross Floor Area of Commercial And Office Uses (Maximum)	547 square metres (5887.9 square feet)
ii)	Height (Maximum)	16 storeys or 52.6 metres (175.6 feet), whichever is less
iii)	Density (Maximum)	654 units per hectare
iv)	Front Yard Depth (Minimum)	1.5 metres (4.9 feet)
v)	Front Yard Depth (Maximum)	4.0 metres (13.1 feet)
vi)	Rear Yard Setback (Minimum)	0.5m (1.6 feet)
vii)	East Interior Side Yard Setback (Minimum)	4.0m (13.1 feet)
viii)	West Interior Side Yard Setback (Minimum)	4.8 m (15.7 feet)
ix)	Parking (Minimum)	134 spaces
x)	Lot Coverage (Maximum)	53%

- xi) Landscaped Open Space (Minimum) 23%
- xii) Parking Area Setback 0.0m (0 feet)
- xiii) A drive-through with a 0m setback along the west property boundary
- xiv) Notwithstanding clause viii) above, a west interior side yard setback of no closer than 6.8m (22.3 feet) from the edge of the drive-through to the building is required
- xv) A landscape buffer of no less than 3.0 metres from the edge of the drive-through within the 6.8m setback between the edge of the drive-through and the building. (Z.-1-223055)

B-93

1737 Richmond Street

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality development comprised of a mixed-use apartment building with a maximum height of 22 storeys (80m), and a maximum density of 571 units per hectare, which generally implements the Site Plan, Renderings, Elevations and Views attached as Schedule “1” to the amending by-law, and will also implement the following outstanding design criteria:

1) Additional Building and Site Design Requirements

- i) Reduce the high-rise portion (above 8 stories) as a slender tower (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
- ii) Articulate the podium facades particularly on the east and west facades with recesses, projections, balconies and terraces, alternating brick tones, fenestration to provide depth and variation in the built form and to enhance the pedestrian environment and break up the massing.
- iii) Reduce the blank wall facades on the west elevation ground level facing North Centre Road. Increase visual interest through the use of increased glazing, public wall art, or additional door access. Provide windows for clear sight lines facing North Centre Road from the section of abutting parking garage where the accessibility parking space is located.
- iv) Provide a separate key access door to the bike storage room facing North Centre Rd for improved bicycle accessibility in and out of the building and improved streetscape activity.
- v) Connect this separate bike storage entrance to the public sidewalk.
- vi) Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.

2) Provision of Affordable Housing

- i) A total of 22 units based on 10% of the “lift” of the number of units beyond 150 units per hectare (based on 297 total units) be dedicated to affordable rental housing in exchange for the granting of increased height and density. The mix of the dedicated

affordable rental units should be reflective of the unit mix for the 22-storey apartment building.

- ii) The affordable housing units should be evenly distributed throughout the individual buildings to the greatest extent possible.
- iii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy.
- iv) The duration of affordability set at 50 years from the point of initial occupancy.
- v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.

These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

a) Prohibited Uses:

- i) Commercial parking lots and commercial parking structures;
- ii) Uses with drive-through facilities.

b) Regulations:

- i) All permitted commercial/office or community facility uses within the BDC 1 Zone, limited to the first and second floor of an apartment building.
- ii) Height (Maximum) 22 storeys or 80m (315 ft) whichever is less
- iii) Density (Maximum) 571 units per hectare
- iv) Front Yard Depth (Minimum) 1.8 metres (3.3 feet) (floors 1-2)
0 metre setback (floors 3-6)
4.5 metre setback (14.8 feet) (floors 7-22)
- v) Exterior Side Yard Depth (Minimum) 4.0 metres (13.1 feet)
- vi) Lot Coverage (Maximum) 69%
- vii) Landscape Open Space (Minimum) 16%
- viii) Gross floor area for commercial/office (Minimum) 2110 square metres (9816.7 square feet)
- ix) Parking (Minimum) 320 spaces
- x) Balconies on Apartment Building Setback (Minimum) (Z.-1-223056) 0 metres

B-94 (Z.-1-223057; Deleted by Z.-1-253277)

B-95 1067, 1069, 1071 Wellington Road

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality, mixed-use development of three buildings with 5 towers as follows: a building along Wellington Road with two 27 storey towers; a building along Montgomery Road with a 10 storey tower and a 20 storey tower, a building along Bradley Avenue with a 27 storey tower; and a maximum density of 566 units per hectare (1,272 units). The development will generally implement the Site Plan attached as Schedule “1” to the amending by-law, except where the regulation is more specific, and provide for the following:

1) High Level of Design Standards

The building design and site plan contained in Schedule “1” of the amending by-law is being bonused for features which serve to support the City’s objectives of promoting a high standard of design to be implemented through a development agreement:

i) Building Height

Montgomery Road

- a. A building height not exceeding 10-storeys in height for Tower C (currently facing Montgomery Road and the adjacent residential zone).

ii) Minimum Design Standards

Podium Features

- a. Step-back along Wellington Road to enhance a pedestrian oriented street wall;
- b. Use of clear glass material and clear glazing with interior spaces visible from the outdoors, with overhead projecting canopies for all entrances and lining the pedestrian-oriented street wall frontages.
- c. A significant vertical break in the podium along Wellington Road of the building between Towers A and B, to break up the long façade and promote a human scale, pedestrian oriented environment.

Tower Features

- a. Step-back of the towers, from the podium to the greatest extent possible on all street facing facades;
- b. Use of transparent balcony barriers;
- c. Further mitigation of building mass by varying and articulating the plane of all facades.

Building Cap Features

- a. Through Site Plan Review ensure the use of building step-back at the top storey, with mechanical penthouse adequately concealed in the building’s top storey.

iii) Site Landscaping

Through Site Plan Review ensure all-season landscaping and foundation planting along any large expanses of walls facing public streets, internal drive aisles, and mid-block connections.

2) Provision of Affordable Housing

- i) 65 affordable housing units will be provided in the development, comprised of:
28 one-bedroom units; and

27 two-bedroom units; and
10 three-bedroom units.

- ii) The affordable housing units to be proportionately distributed among the first three towers constructed and/or occupied, whichever occurs first.
- iii) Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-bedroom and three-bedroom rate for the London CMA at the time of building occupancy.
- iv) The duration of affordability set at 35 years from the point of initial occupancy of the respective building.
- v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.
- vi) These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

a)	Regulations	
xvi)	Height (Maximum)	27 storeys or 96m (315 ft) whichever is less
xvii)	Density (Maximum)	566 Units Per Hectare
xviii)	Residential Parking Rate (Minimum)	0.4 space per unit
xix)	Commercial and Retail Parking Rate (Minimum) (Z.-1-223058)	1 space per 20sqm of gross floor area

4.4 BUILDING ADDITIONS

Where the erection of one or more additional storeys is proposed on a building where the existing yards appurtenant to such building would not conform to the requirements of this By-Law subsequent to such erection, no such erection shall be permitted except where:

- 1) the addition is located so as to comply with the yard requirements of this by-law at the level of the base of such addition; and,
- 2) the addition complies in all other respects with the provisions of this by-law.

Where a shipping container or trailer (both not exceeding 12.1 metres (40 feet) in length x 2.4 metres (8 feet) in width x 2.9 metres (9.5 feet) in height) is to be used as the sole base of operations for a non-residential business, its installation shall be subject to all regulations of the underlying zone and to Site Plan Control.

Where a shipping container or trailer (not exceeding 12.1 metres (40 feet) in length x 2.4 metres (8 feet) in width x 2.9 metres (9.5 feet) in height) is to be used as additional floor space (or permanent storage) to an existing establishment in any multi-family (3 or more units) or non-residential zone, the following regulations shall apply:

- 1) the location, floor area, setbacks and all other regulations of the underlying zone shall apply;

- 2) it shall only be permitted in the rear yard;
- 3) the installation is subject to Site Plan Control(except for Agricultural uses which are not subject to Site Plan Control); and,
- 4) no more than two (2) shipping containers or trailers not exceeding 6 metres (20 feet) in length x 2.4 metres (8 feet) in width x 2.6 metres (8.5 feet) in height; or one (1) shipping container or trailer not exceeding 12.1 metres (40 feet) in length x 2.4 metres (8 feet) in width x 2.9 metres (9.5 feet) in height shall be permitted per property.

Shipping containers (as permanent structures) shall be prohibited on any property designated under Part IV or Part V of the Ontario Heritage Act. Shipping Containers used in association with *Urban Agriculture* shall also comply with the provisions of Subsection 4.38 (Urban Agriculture) of this By-law. (Z.-1-222977)

4.5 TEMPORARY STRUCTURES

1) CONSTRUCTION USE

The following construction uses shall be permitted only so long as the same are necessary for construction work in progress which has neither been finished nor abandoned: construction camps, model home sales office, tool sheds, scaffolds, or any other building or structure incidental to and necessary for the construction work on the lot. No construction use, however, shall be located within the sight triangle of any lot.

2) SHIPPING CONTAINERS AND TRAILERS

Shipping Containers and Trailers may be used as temporary uses subject to the following regulations:

All Residential Zones

Time Period: Maximum of 2 months within a calendar year for the purposes of moving/relocating. Maximum of 4 months within a calendar year for the purposes of building renovation.

A maximum of two (2) (in total) shipping containers or trailers not exceeding 6 metres (20 feet) in length x 2.4 metres (8 feet) in width x 2.6 metres (8.5 feet) in height shall be permitted per property.

All Non Residential Zones

Time Period: Maximum of 4 months within a calendar year

Other Regulations: Yard setbacks as per the underlying zone. Gross Floor Area relating to the temporary use does not require additional on-site parking. A temporary reduction in the required parking may be permitted in association with the establishment of the temporary use.

No more than two (2) shipping containers or trailers not exceeding 6 metres (20 feet) in length x 2.4 metres (8 feet) in width x 2.6 metres (8.5 feet) in height; or one (1) shipping container or trailer not exceeding 12.1 metres (40 feet) in length x 2.4 metres (8 feet) in width x 2.9 metres (9.5 feet) in height shall be permitted per property.

3) MODEL HOMES

Model homes shall be permitted in all R1, R2, R3, R4, R5, and R6 (excluding apartment buildings) Zones subject to the following:

- (a) the lands on which the model homes are to be constructed have received draft plan approval under the Planning Act and the subdivision agreement has been executed;
- (b) site servicing may be permitted for model homes in accordance with the requirements of the Chief Building Official prior to the registration of the plan of subdivision;
- (c) the number of model homes for any phase of a draft approved plan of subdivision shall not exceed the lesser of ten (10) dwelling units or ten per cent (10%) of the total number of lots of the phase; and,
- (d) the number of model homes for any draft approved plan of subdivision shall not exceed the lesser of ten (10) dwelling units or ten per cent (10%) of the total number of lots.

4) FARM MARKET

A farm market, in which nothing may be sold or displayed except seasonal products from the farm upon which the market is located, is permitted in an agricultural zone subject to a maximum size of 18.6m (200 sq.ft.), a maximum height of 3.6m (12 ft.) and a minimum front yard of 7.5m (25 ft.). (Z.-1-172583)

4.6 DWELLING UNITS LOCATED WITHIN BASEMENTS

A dwelling unit or part thereof is permitted in a basement provided the finished floor level of such basement is not below the level of any sanitary sewer servicing the building or structure in which such basement is located. (Z.-1-233111)

4.7 FOSTER HOMES

A foster home is permitted in all Residential Zones and in any dwelling unit in an Agricultural (AG) zone. (Z.-1-051390)

4.8 GROUP HOMES

Notwithstanding any other provision of this By-law to the contrary, a Group Home Type 1 is permitted to occupy the whole of an individual dwelling unit, other than dwelling units located within farmland areas, including a single detached dwelling, a semi-detached dwelling, a duplex dwelling, and a triplex dwelling provided the total number of residents within the building structure does not exceed eight, The dwelling must have 20.0 square metres (216 sq. ft.) of gross floor area per person residing within the unit. (Z.-1-202871)

Group Homes Type 2 and Supervised Residences are permitted only within the zones where specified as a permitted use. In order to prevent concentrations of Group Home Type 2 uses within specific areas, and notwithstanding their being listed as a permitted use, a minimum separation between such facilities shall be 450.0 metres (1,476 ft.) measured in any one direction.(Z.-1-172602)

4.9 HEIGHT EXEMPTION

Any height limitations of this By-Law shall not apply to place of worship spires, belfries, cupolas, mechanical penthouses, outdoor rooftop amenity space and domes which are not used for human occupancy; nor to chimneys, ventilators, skylights, water tanks, solar collectors, windmills, bulkheads, hydro, radio, television or microwave towers and antenna and similar features or necessary mechanical appurtenances or electrical supply facilities usually situated above the roof level; nor to any industrial apparatus such as silos, cracking towers, or conveyors; nor any main agricultural buildings or structures, such as barns, grain elevators and storage bins, grain dryers or windmills. Such features, however, shall be erected only to such height as is necessary to accomplish the purpose they are to serve. (Z.-1-051390; Amended by Z.-1-243185)

4.10 HOME OCCUPATION

For home occupations the character of the dwelling as a private residence shall not change and a nuisance such as noise, fumes, dust, odour, traffic or parking shall not be created which would interfere with the enjoyment of the residential amenities of the neighbourhood. Home occupations are permitted in any dwelling unit within a single detached dwelling, semi-detached dwelling, duplex dwelling, converted dwelling, triplex dwelling, fourplex dwelling, townhouse dwelling and accessory farm dwellings subject to the following provisions: (Z.-1-94293) (Z.-1-051390)

- 1) The home occupation shall be clearly ancillary to the use of the dwelling unit and carried out by a resident of the unit.
(O.M.B. File #R 910387 - Appeal #9002 June 4, 1993)
- 2) The floor area taken up by all home occupations shall be no more than 25 percent (25%) of the total floor area of the dwelling unit and shall be confined to one area and shall not exceed 28.0 square metres (301.4 square feet).
- 3) In no case shall any outdoor use or outdoor storage be permitted.
(Z.-1-97466)
- 4) The home occupation shall not involve the use or employment within

the dwelling unit of more than one person who does not reside in the dwelling unit. The function of such non-resident person shall be restricted to a secretarial, accounting, clerical or support role.

- 5) The home occupation shall not involve the use of the premises as a base of operations for persons who are employed by or associated with the home occupation, nor shall the premises be used to assemble or rally such persons for transportation to a work site.
- 6) No more than five persons shall be present in the dwelling unit at any time, or six persons in a provincially licensed Private Home Day Care located outside of the flood plain, to receive treatment, services or instructions. (Z.-1-162500)
- 7) No retail use of the dwelling unit shall be permitted as a home occupation.
- 8) No manufacturing, assembly or repair process shall be carried on except for the fabrication of hand made articles of clothing, arts or crafts.
- 9) No institutional use of the dwelling unit shall be permitted as a home occupation.
- 10) The use of a swimming pool shall not be permitted as a home occupation.
(O.M.B. File #R910387 - Appeal #9002 June 4, 1993)
- 11) No food preparation or food service shall be permitted as a home occupation.
- 12) No animal, corpse bacteria or virus shall be brought into the dwelling in connection with a home occupation.
 - a) Notwithstanding Subsection 4.10 (12), a dog and domestic cat grooming business is permitted as a home occupation, subject to the following:
 - i) A maximum of three (3) dogs and two (2) domestic cats be allowed on the premises at any one time in conformity with the City of London Animal Control By-law (PH-3) and Dog Licensing and Control By-law (PH-4);
 - ii) No veterinary services be provided on the premises;
 - iii) No breeding, boarding or overnight accommodation of dogs or domestic cats for grooming be permitted on the premises;
 - iv) Only dogs and domestic cats that are licensed or identified as per the City of London Animal Control By-law (PH-3) and Dog Licensing and Control By-law (PH-4), or dogs and domestic cats that are legally licensed by any other municipality in the Province of Ontario, be allowed on the premises at any one time;
 - v) No dogs or domestic cats that are brought into the premises for grooming shall be permitted outside of the dwelling; and
 - vi) All other provisions of Section 4- General Provisions, Subsection 4.10, Home Occupation, shall apply.
(Z.-1-061498)
- 13) No additional commercial vehicles shall be permitted in connection with a home occupation. (Z.-1-97466)
- 14) No lodging shall be provided in the dwelling unit in connection with a home occupation.
- 15) No delivery of materials to the dwelling unit shall be permitted from a vehicle which has a registered gross weight exceeding 5 000 kilograms (11,023 pounds).
- 16) No additional outdoor mechanical equipment, other than that

normally associated with a residential use, shall be used, the operation of which would result in any undue noise, fumes, dust or odor escaping to any adjacent or neighbouring lot. (Z-1-051390)

- 17) The home occupation shall not require the creation of additional on-site parking spaces, except in accordance with this By-law. (Z.-1-051390)
- 18) A home occupation shall not be permitted in association with an additional residential unit. (Z.-1-212896)

4.11 HOUSEHOLD SALES

No household sale shall be permitted except where a premises has a dwelling unit, and there shall not be more than two household sales per annum at one location and no such sale shall exceed two consecutive days in duration. The sale of agricultural products grown on the premises shall be permitted where the premises has a dwelling unit and there shall be not more than 20 household sales per annum at one location and no such sale shall exceed two consecutive days in duration. (Z.-1-97466) (Z.-1-93173) (Z.-1-202857)

4.12 LANDSCAPED OPEN SPACE

Landscaped open space shall be provided in accordance with the zone provisions set out herein for each zone and the following general provisions:

- 1) Any part of a lot which is not occupied by buildings, structures, parking areas, loading spaces, driveways, excavations, agricultural uses or permitted outdoor storage areas shall be maintained as landscaped open space.
- 2) Except as otherwise specifically provided herein, no part of any required front yard or required exterior side yard shall be used for any purpose other than landscaped open space.
- 3) Where landscaped open space of any kind, including a planting strip, is required adjacent to any lot line or elsewhere on a lot, nothing in this By-Law shall apply to prevent such landscaped open space from being traversed by pedestrian walkways or permitted driveways.
- 4) No part of any driveway, parking area, loading space, stoop, roof-top terrace, balcony, swimming pool or space enclosed within a building, other than a landscaped area located immediately above an underground parking area, shall be considered part of the landscaped open space on a lot.

4.13 LOADING SPACE REQUIREMENTS

1) LOADING SPACES REQUIRED

The owner or occupant of any lot, building or structure within any RSA, CSA, NSA, ASA, HS, RSC, AGC, RRC or any industrial zone used or erected for any purpose involving the receiving, shipping, loading or unloading of animals, goods, wares, merchandise or raw materials, shall provide and maintain, on the same lot, facilities comprising one or more loading spaces in accordance with the provisions of this Subsection. (Z.-1-051390)

2) LOADING SPACE REQUIREMENTS (MINIMUMS)

The number of loading spaces required on a lot shall be based on the total gross floor area of all the uses on the said lot for which loading spaces are required by Clause (1) of this Subsection, in accordance with the following:

- a) less than 250.0 square metres (2,691 square feet) of total gross floor area - 0 loading spaces;
- b) over 250.0 square metres (2,691 square feet) up to and including 2500.0 square metres (26,910 square feet) of gross floor area - 1 loading space;
- c) over 2500.0 square metres (26,910 square feet) up to and including 7500.0 square metres (80,729 square feet) of gross floor area - 2 loading spaces;
- d) over 7500.0 square metres (80,729 square feet) up to and including 14 000.0 square metres (150,695 square feet) of gross floor area - 3 loading spaces;
- e) over 14 000.0 square metres (150,695 square feet) of gross floor area - 3 loading spaces plus 1 additional loading space for each 10 000.0 square metres (107,639 square feet) or part thereof of total gross floor area in excess of 14 000.0 square metres (150,695 square feet).

3) DIMENSIONS OF LOADING SPACES

A loading space required hereby shall have minimum dimensions of 3.6 metres (11.8 feet) by 20.0 metres (65.0 feet) and a minimum vertical clearance of 4.5 metres (15.0 feet) for Industrial Zones and 3.6 metres (11.8 feet) by 9.0 metres (30.0 feet) and a minimum vertical clearance of 4.25 metres (14.0 feet) for all other zones.

4) LOCATION OF LOADING SPACES

Required loading spaces shall be provided on the same lot occupied by the building or structure for which the said loading spaces are required within the side or rear yard and shall not form a part of any street or lane.

5) ACCESS TO LOADING SPACES

Access to loading spaces shall be provided by means of one or more unobstructed driveways which have a minimum unobstructed width of at least 3.6 metres (11.8 feet), regardless of the direction of traffic flow thereupon and provide sufficient space to permit the maneuvering of vehicles on the lot so as not to obstruct or otherwise cause a hazard on adjacent streets.

Vehicles may be permitted to manoeuvre into loading areas on Neptune Crescent, Sovereign Crescent, Sovereign Crescent between Gore Road and Trafalgar Street, and Tartan Drive between Sovereign Road and Neptune Crescent using the road allowance. (Z.-1-101963)

Vehicles may be permitted to manoeuvre into loading areas at 45

ArtisansCrescent using the Artisans Crescent road allowance. (Z.-1-122063)

On roads identified as “secondary collector” or “local street” in the Zoning By-law, and where the existing premises are zoned to permit Industrial use(s) vehicles may be permitted to manoeuvre into loading areas using the road allowance where necessary. Where a new building is proposed, the development shall provide sufficient space for the manoeuvring of vehicles on the lot so as not to obstruct or otherwise cause a hazard on adjacent streets. (Z.-1-172594)

On roads identified as “secondary collector” or “local street” in the Zoning By-law, and where the existing premises are zoned to permit Industrial use(s) vehicles may be permitted to manoeuvre into loading areas using the road allowance where necessary. Where a new building is proposed, the development shall provide sufficient space for the manoeuvring of vehicles on the lot so as not to obstruct or otherwise cause a hazard on adjacent streets.
(Z.-1-172594)

4.14 LOTS REDUCED BY PUBLIC ACQUISITION

Where the area of a lot is reduced by means of an acquisition of part of the lot by any authority having power of expropriation, and where such acquisition causes the lot as reduced, or any building or structure existing lawfully on the lot on the date of such acquisition, to have a lot area, lot frontage, lot coverage, parking, area of landscaped open space, setback, front yard depth, side yard depth or rear yard depth that does not conform to the requirements hereof for the zone in which such lot is located, then nothing in this By-Law shall apply to prevent the continued use of the lot as reduced as if no such acquisition had taken place, provided that:

- 1) no further change is made in the dimensions, area or any other characteristics of the lot as reduced, subsequent to the date of such acquisition, that would increase the extent of the said non-conformity; and,
- 2) no building or structure or addition thereto is erected on the lot as reduced, subsequent to the date of such acquisition, except in accordance with all the provisions hereof for the zone in which such lot is located.

In the case of a road widening dedication, the land that will be dedicated shall be included in any calculation for the purpose of determining lot area, coverage, height, parking, landscaped open space, floor area, floor area ratio and density provided any building or structure is located wholly within the boundary of the land remaining after the dedication. (Z.-1-12101)

4.15 SERVICES REQUIREMENT

1) MUNICIPAL SANITARY FACILITIES

Notwithstanding any other provisions of this By-Law, including Section 4.15(2), Individual Sanitary Facilities, no land shall be used nor any buildings or structures erected or used unless, pursuant to an agreement made or condition imposed under Sections 41, 45, 50 or 53 of the *Planning Act, R.S.O. 1990, c. P.13*, or Section 50 of the *Condominium Act, R.S.O. 1990, c. C.26*, dealing with the provision of any of the municipal services as are set out in this By-Law, the municipal services to be provided are available to service the land, buildings or structures, as the case may be. (Z.-1-94236) (Z-1-051390)

2) INDIVIDUAL SANITARY FACILITIES

Individual sanitary facilities are permitted for the erection or enlargement of any building or structure not serviced by municipal sanitary sewerage facilities within the Agricultural Class of Zones, the Rural Settlement Commercial (RRC) Zone, some Residential R1 Zone variations including

R1-14 to R1-17 and Urban Reserve (UR) Zones or where the h-17 holding provision is applied. Issuance of a building permit shall be subject to the following provisions;

- a) The applicable requirements for the wastewater treatment system can be met and all approvals are obtained in writing from the authorities having jurisdiction; and,
- b) If the quantity of effluent is projected to exceed 4500 litres per day, a hydrological study is required to demonstrate that the system can operate satisfactorily on the site; and,
- c) For lands within an Urban Reserve (UR) Zone, development of a new dwelling unit shall also be subject to the following provision;
 - i) Municipal sanitary sewer service is not available within 150m of the property. (Z.-1-051390)

4.16 EXISTING USES CONTINUED

- 1) Nothing in this By-law shall prevent the rebuilding or repair of a building or structure lawfully used on the 26th day of June, 2005 for a purpose that, were it not for Section 1.3 (Non-Conforming Uses), is prohibited by this By-law, except where,
 - a) the dimensions of the building or structure are not increased and the yards appurtenant thereto are not reduced except in accordance with the provisions of this By-law; and,
 - b) the building or structure is used for a use which is contained in the list of permitted uses for the zone in which the building or structure is located. (Z.-1-051390)
- 2) Nothing in this By-law shall prevent an extension of or addition to a building or structure lawfully used on the 26th day of June, 2005 for a purpose that, were it not for Section 1.3, is prohibited by the By-law, except where,
 - a) the extension or addition and any existing floor area devoted to the same purpose complies with the regulations of this By-law, pertaining to the zone in which the use is located and any other applicable regulations of this By-law; and,
 - b) the minimum yard or setback required for the extension or addition shall be equal to the minimum yard or setback prescribed in the regulations of this By-law; and,
 - c) the building or structure is used for a use which is contained in the list of permitted uses for the zone in which the building or structure is located. (Z.-1-051390)
- 3) A lot which was vacant and could be separately conveyed in accordance with the provisions of the *Planning Act* on the 26th day of June 2005 which has an area or frontage less than that required by the applicable regulations of this By-law is hereby deemed to be in conformity with those regulations if the area and frontage of that lot is not less than 80 percent of the minimum area and frontage otherwise required by the regulations. (Z-1-051390)
- 4) Where the development of any land is approved under Section 41 of the *Planning Act* and, pursuant to a consent subsequently given under Section 53 of the Act or pursuant to an approval or exemption subsequently given under Section 50 of the *Condominium Act*, any part of the land is conveyed or otherwise dealt with, the regulations of this By-law are hereby deemed to apply to the land as a whole and to any building or structure thereon in the same manner and to the same extent as if the consent, approval or exemption was not given, so long as the land and any building or structure thereon are used and continue to be used for the purpose for which the development was approved.

(Z.-1-95377)

4.17 OPEN STORAGE

1) OPEN STORAGE REGULATIONS

Except as otherwise provided in Clause (2) of this Subsection, no open storage shall be permitted on any lot in any zone, except in accordance with the following provisions:

(Z.-1-051390)

- a) No open storage area shall be permitted in any front or exterior side yard, except for the outside display and sales area for goods and materials that are in conjunction with a permitted commercial or industrial use.
- b) No open storage area shall be visible from any street or from any adjacent lot, where such adjacent lot is located in a zone other than a Commercial Zone or an Industrial Zone, and to this end any open storage area shall be screened, wherever necessary in order to comply with this provision, by a planting strip containing an opaque fence, wall or other opaque barrier not less than 2.0 metres (6.6 ft.) in height. (Z.-1-051390)
- c) Any open storage area shall be maintained as landscaped open space or provided and maintained with a stable surface, treated so as to prevent the raising of dust or loose particles and drained in accordance with the requirements of the Corporation.
- d) Notwithstanding Paragraph (c) of this Clause, no open storage area shall be considered part of any required landscaped open space.
- e) No parking spaces or loading spaces required by this By-Law shall be used for open storage purposes.

2) SPECIAL EXCEPTIONS

Nothing in Clause (1) of this Subsection shall apply to prevent or otherwise restrict the use as an open storage area of any part of:

- a) the front and/or exterior side yard of a lot containing an agricultural use for a farm market for produce grown on the said lot or other open storage accessory to the agricultural use; or (Z.-1-051390)
- b) a lot containing a single dwelling, for a special temporary sale, by auction or otherwise, of personal possessions belonging to the occupant thereof.

4.18 OUTDOOR PATIO ASSOCIATED WITH A RESTAURANT OR TAVERN (Z.-1-051390)

Notwithstanding any other provisions of this By-Law, the following shall apply to an outdoor patio associated with a permitted restaurant:

1) CAPACITY

No outdoor patio shall accommodate more than 50 percent (50%) of the licenced capacity of the restaurant with which the patio is associated, or 50 persons, whichever is the greater.

2) LOCATION

- a) No outdoor patio shall be permitted where any lot line adjoins lands which are in a residential zone class which is not in combination with another zone, or is separate therefrom by a lane.
- b) Notwithstanding the provisions of Paragraph (a), where only the

rear lot line adjoins a residential zone class which is not in combination with another zone, or is separated therefrom by a lane, an outdoor patio shall be permitted in the front yard.

- c) No outdoor patio shall be located above the elevation of the floor of the first storey of the principal building where the lot adjoins a residential zone class which is not in combination with another zone, or is separated therefrom by a lane.

3) LIGHTING

Any outdoor lighting shall be directed toward or onto the patio area and away from adjoining properties and streets.

4) LOADING

Notwithstanding Subsection 4.13 (Loading Space Requirements), no loading space shall be required for an outdoor patio restaurant.

5) PARKING

Parking spaces shall be required for the gross floor area associated with the outdoor patio at the same ratio as for restaurants.

There is no parking requirement for those outdoor patios associated with an adjacent restaurant zoned Downtown Area (DA).
(Z.-1-97534)

6) SEASONAL OUTDOOR PATIOS

- a) No seasonal outdoor patio shall be permitted for more than a total of eight months in a calendar year;
- b) All structures, appurtenances or physical extensions associated with a seasonal outdoor patio are not permitted for more than a total of eight months in a calendar year;
- c) Notwithstanding Sections 4.18(1), any seasonal outdoor patio shall not exceed a CAPACITY of 1.11 square metres per person;
- d) Notwithstanding Section 4.18(2), seasonal outdoor patios shall be setback a minimum of 6.0 metres from any residential zone which is not in combination with another zone;
- e) Notwithstanding Section 4.18(5), there is no parking requirement for seasonal outdoor patios;
- f) Notwithstanding Section 4.19, seasonal outdoor patios are permitted within required parking spaces for commercial uses;
- g) No seasonal outdoor patio shall be located within required parking spaces for residential dwelling units; and,
- h) No seasonal outdoor patio shall be located within an accessible parking space. Vehicular access to any such parking space shall not be impeded by any obstruction associated with a seasonal outdoor patio. (Deleted Z.-1-212919 and replaced with Z.-1-223064)

4.19 PARKING

1) CALCULATION OF PARKING REQUIREMENTS

- a) Where a part of a parking space is required in accordance with this By-Law, such part shall be considered one parking space for the purpose of calculating the total parking requirements for the said use.
- b) Parking spaces required in accordance with this By-Law shall not include any parking spaces used or intended to be used primarily for the storage or parking of vehicles for hire or gain, display or sale.

2) DIMENSIONS OF PARKING SPACES

- a) A parking space required hereby shall have minimum dimensions of 2.7 metres by 5.5 metres, except as required for parking spaces for the use of persons with disabilities.
- b) A Type 'A' parking space for the use of persons with disabilities shall be a minimum width of 3.4 metres by at least 5.5 metres in depth.
- c) A Type 'B' standard parking space for the use of persons with disabilities shall be a minimum width of 2.4 metres by at least 5.5 metres in depth.
(Z.-1-142353)

2.1) ACCESS AISLES

Accessible aisles, that is, the space between parking spaces that allows persons with disabilities to get in and out of their vehicles, must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities. (Z.-1-142353)

3) LOCATION OF PARKING AREAS

With the exception of the Commercial Zones, all required parking spaces shall be provided on the same lot occupied by the building, structure or use for which such parking spaces are required, and shall not form a part of any street or lane. Within the Commercial Zones, the required parking spaces may be supplied within 150.0 metres (490 feet) of the main pedestrian access of the building, structure or use for which the parking spaces are required, provided a Site Plan Agreement is registered on title of the lands used for parking committing said parking spaces to the related commercial site.

4) YARDS WHERE PARKING AREAS PERMITTED

- a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.
- b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard.
- c) Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:

Zone Class

Office, Commercial, Institutional, Open Space, Recreational, Agricultural, Agricultural Commercial & Rural Settlement Commercial Zone and any Zone Class not specified (Z.-1-051390)

Residential – R1, R2, R3, R4 and R11 Zones.

Yard in Which Required Parking Area is Permitted

All yards provided that no part of any parking area, other than a driveway, is located closer than 3.0 metres (9.8 feet) to any required road allowance except in the DA Zones, the BDC Zones or the OC zones where parking shall not be permitted in the front yard.

(a) The interior side yard and rear yard, provided that no part of any parking area is located closer than 1.0 metres (3.3 feet) to any required road allowance and provided that no part of any rear yard parking area shall be located

closer than 3.0 metres (9.8 feet) from the rear lot line and 3.0 metres (9.8 feet) from any one side lot line except where access to a rear yard parking area is obtained by a lane in which case no part of any rear yard parking area shall be located closer than 3.0 metres (9.8 feet) from each side lot line; and. For the purposes of this By-law, where a Private Garage is an accessory use to a permitted use on a lot, such Private Garages shall be exempt from this regulation but shall comply with the provisions for accessory uses set out in Subsection 4.1, (Z.-1-122125, OMB Order PL121033, July 22, 2013) (z.-1-132233)

- (b) Driveways in the front yard or driveways in the exterior side yard.
- (c) Notwithstanding 4.19 4) c) (b) above, where an attached garage is converted to habitable space for the purpose of additional residential unit(s), front yard parking may be permitted in the location of the existing driveway leading to the former parking space(s) within the garage, and shall not be widened beyond that location. (Z.-1-243186)

Residential – R5, R6, R7, R8, R9 and R10 Zones. Deleted by Z.-1-97552

Industrial All yards provided that no part of any parking area, other than a driveway, is located closer than 1.0 metre (3.3 feet) to any required road allowance. (Z.-1-95366)

Areas exempt from minimum parking standards shown on Figure 4.19 Parking not permitted in the front yard. (Z.-1-223046)

5) PARKING STRUCTURES

Where a parking area located in a structure is accessory to a permitted use on a lot, then such structure shall not be considered an accessory building and shall conform to all the provisions for the zone as a main building.

6) ACCESS AND DRIVEWAYS TO PARKING AREAS AND SPACES

- a) For single, semi-detached, duplex, or converted two unit dwellings, a parking area/private garage can only be accessed by driveways leading to all or a portion of a parking area/private garage which is provided from an improved street by means of one or more unobstructed driveways not less than 2.7 metre (8.8 feet) in width. For the purposes of this section, a driveway includes a walkway connected and parallel to a driveway and shall form part of the

driveway leading to all or a portion of a parking area/private garage as part of the driveway widths.

Notwithstanding Section 4.19 (4), driveways and/or walkways connected to and parallel to a driveway may project no greater than 2.0 metres in the front yard of a single detached, semi-detached, duplex or converted two unit dwelling. That part of the required front yard not used for a driveway or walkway, or where permitted by this by-law, a parking area/space, shall be used exclusively for landscaped open space.

The driveway width shall be measured parallel to the said street at the street line. It shall be further provided that no lot shall have more than two driveways for the first 30.0 metres. (98.7 feet) of street line.

For agricultural uses, driveways to parking areas shall be provided from an improved street by means of one or more unobstructed driveways not less than 3.0m (9.8 ft.) in width and not more than 10.0 m (32.8 ft.) in width. The maximum number of driveways shall be not more than two driveways for the first 100m (328 ft.) of lot frontage plus one driveway for each additional 100m (300 ft.) of lot frontage thereafter. (Z.-1-142314)

- b) For uses subject to site plan control, the driveway widths shall be determined in the site plan approval process and agreement. For uses other than those described in Subsection 4.19(6)(a) and not subject to site plan approval, parking aisles shall have a minimum unobstructed width of 6.5m, driveways shall have a minimum unobstructed width of 6.0 metres where two-way traffic is permitted and 3.0 metres (9.8 feet) where only one-way direction of traffic flow is permitted and is clearly indicated by signs, pavement markings or both but does not apply to stacked parking.

The minimum unobstructed width for driveways leading to a rear yard parking area for residential uses less than five (5) units is 3.0 metres, except where the property is accessed from an arterial road (major street), in which case a minimum driveway width of 6.0 metres is required. (Z.-1-132179; Z.-1-95366; Amended by Z.-1-243185)

- c) Each required parking space shall be readily accessible at all times for the parking or removal of a vehicle and vehicular access to any such parking space shall not be impeded by any obstruction except as provided in Paragraph (d) of this Clause, except that this provision shall not apply to prevent the use as a parking space of any part of a driveway accessory to a single dwelling, semi-detached dwelling, duplex dwelling townhouse dwelling or stacked parking provided that no parking space shall obstruct access to a parking area on any other lot or of any other unit and for the use of stacked parking, to provide required parking, that the following shall be required:
 - i) stacked parking be located wholly within a structure
 - ii) a development agreement be entered into which includes:
 - i. implementation of all mitigation measures recommended in a Traffic Impact Analysis which includes a functional parking study to the satisfaction of the City;
 - ii. implementation of all mitigation measures recommended in a noise and vibration study to the satisfaction of the City; and
 - iii. a qualified operator, certified by TSSA, in the operation of a stacked parking device be provided at all times.(Z.-1-132179)

- d) Nothing in this By-Law shall prevent the obstruction of a driveway by a gate, a temporary barrier stacked parking or similar obstruction used solely to restrict access to the said driveway and designed to be easily raised, swung aside or otherwise opened or removed when necessary to permit passage of a vehicle but does not include the use of any fee to remove these temporary barriers to any driveway or entrance required to access a required parking space excluding institutional uses and legally established commercial parking structures or lots. (Z.-1-132180)
- e) Nothing in this Subsection shall apply to prevent the use of a right-of-way as a means of obtaining access to a parking area, provided the said right-of-way has been specifically established for such purpose, or to prevent the establishment of abutting driveways or parking aisles along a common lot line.
- f) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of parking or storage of a vehicle or; for the purposes of uncovered surface parking areas or; for the purpose of access driveways, on any corner lot, within the triangular area bounded by the street lines and a line joining points on the street lines as defined in Section 4.24 (Sight Triangle) of this By-law. (Z.-1-95366)
- g) Residential Garage Widths for Small Residential Lots
For single detached dwellings permitted in Residential Zones with a lot frontage of less than 12 metres (39.4 feet), the maximum residential garage width shall not exceed 53% of the lot frontage.(Z.-1-00759)
- h) Residential Driveway Widths for Residential Lots
 - (I) For a single detached, semi-detached, duplex or converted two unit dwelling, driveways and/or walkways connected to and parallel to a driveway cannot exceed:
 - i. for lots with a width of up to 12.0 metres: 50% of the required lot frontage to a maximum 6.0 metres, whichever is less;
 - ii. for lots with a width greater than 12.0 metres: 50% of the required lot frontage to a maximum of 8 metres, whichever is less
 - (II) Where more than one driveway leads to a parking area/private garage for a single detached, semi-detached, duplex or converted two-unit dwelling is provided, the combined total of all driveways shall not exceed the provision of 4.19 6) (h) (I).
 - (III)Notwithstanding Section 4.19 (4) and 4.19 (6) (I) (II) driveways and/or walkways connected to and parallel to a driveway may increase to the width of the private garage and/or the legal parking area of the residential property. In addition, a driveway and/or walkway connected to and parallel to a driveway may project into a front yard of a single detached, semi-detached, duplex or converted two unit dwelling, provided that the projection into the front yard is no greater than 2.0 metres. (Z.-1-142314)
- i) Notwithstanding Section 4.19 b), street oriented townhouse dwellings in a cluster form, the maximum driveway width leading to a parking area shall be no greater than 3 metres for a single car garage and no greater than 6m when leading to a two car garage. For freehold street townhouse dwellings, the maximum driveway width leading to a parking area shall be no greater that 50% of the lot frontage or a maximum of 6.0 metres, whichever is less and in no case shall it be less than 3m.” (Z.-1-142314)
- j) Access aisles for parking spaces for persons with disabilities

Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and shall meet the following requirements:

- 1) They shall have a minimum width of 1,500 mm.
- 2) They shall extend the full length of the parking space.

They shall be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface. (Z.-1-142353)

7) SURFACE AND DRAINAGE OF PARKING AREAS AND DRIVEWAYS

- a) All parking areas and driveways shall be provided and maintained with a stable surface, treated so as to prevent the raising of dust or loose particles, and including, but not so as to limit the generality of the foregoing, the following surface materials:
 - i) treated crushed stone or gravel; and,
 - ii) any asphalt, concrete or other hard-surfaced material.
- b) All parking areas and driveways shall be drained so as to control the pooling of surface water and prevent the flow of surface water onto adjacent lots.

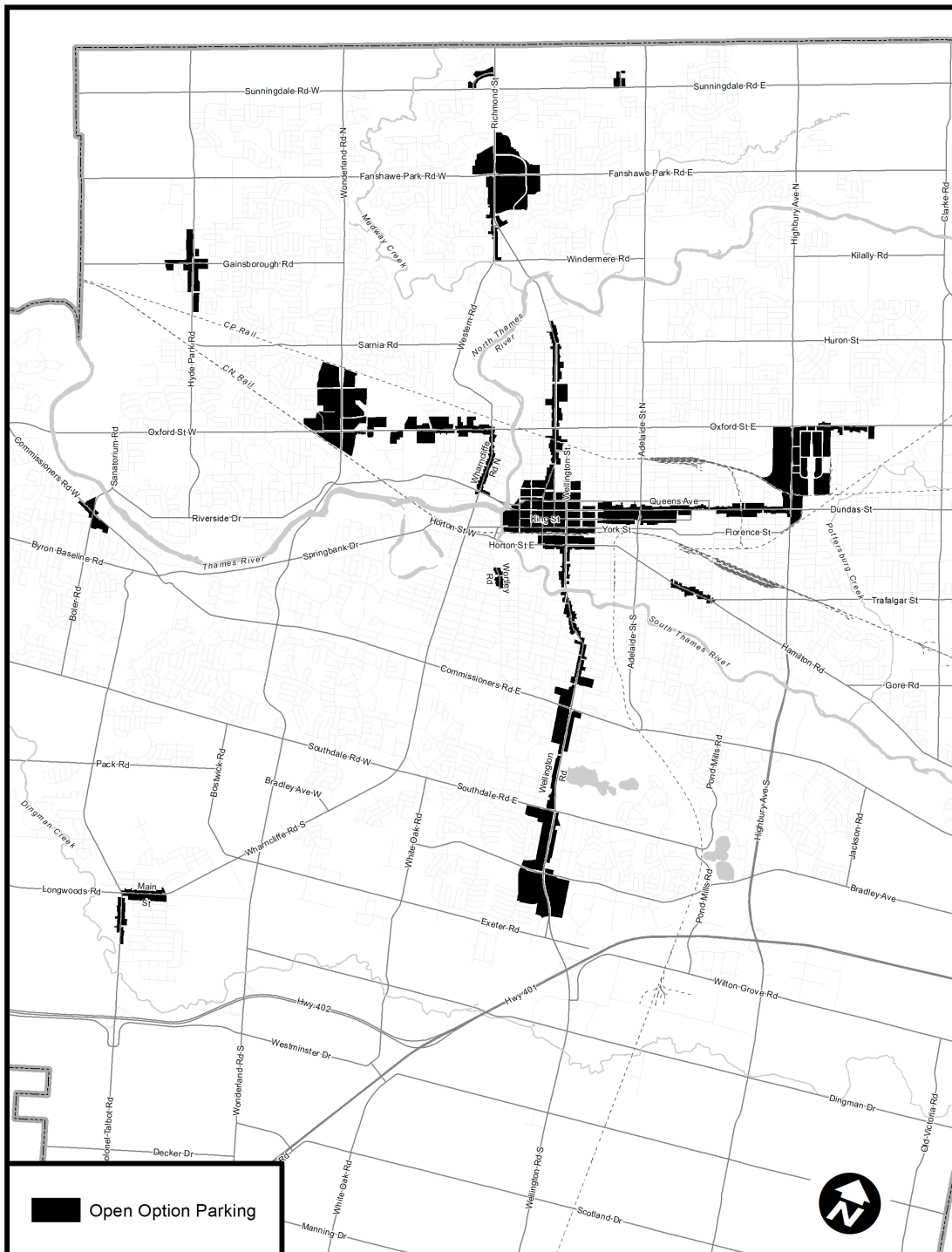
8) ADDITION TO EXISTING USE

Where a building or structure has insufficient parking spaces on the date of passing of this By-Law to conform to the requirements herein, this By-Law shall not be interpreted to require that the deficiency be made up prior to the construction of any addition or a change of use provided, however, that any additional parking spaces required by this By-Law for such addition or change of use are provided in accordance with all provisions hereof respecting parking spaces and parking areas.

9) PARKING STANDARD AREAS

Minimum parking standards shall not apply within the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types in the London Plan as shown in *Figure 4.19* below. These areas are not subject to the minimum parking requirements in Section 4.19.10.a) and Section 4.19.10.b) (Z.-1-223046)

Figure 4.19 Areas Exempt from Minimum Parking Standards



10) **PARKING STANDARDS (Deleted and replaced by Z.-1-223046)**

Except as otherwise provided herein, the owner or occupant of any lot, building or structure used or erected for any of the purposes set forth in this Subsection, shall provide and maintain, for the sole use of the owner, occupant or other persons entering upon or making use of the said lot, building or structure from time to time, parking spaces in accordance with the provisions of this Subsection. Unless otherwise specified, the standards are expressed in one space per square metre of Gross Floor Area (GFA). For the purpose of this Section, existing shall mean as of January 1, 1987.

a) **Residential Development**

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

Residential Unit Type	Minimum Parking Requirement
Single Detached and Semi-Detached	1 per unit
Townhouse, Cluster	1 per unit

Residential Unit Type	Minimum Parking Requirement
Townhouse, Street	1 per unit
Townhouse, Stacked	0.5 per unit
Apartment	0.5 per unit
Duplex	0.5 per unit
Triplex	0.5 per unit
Fourplex	0.5 per unit
Converted Dwelling or Conversions of Existing Buildings to Residential Units	0.5 per unit
Senior Citizen Apartment Building	0.125 per unit
Handicapped Persons Apartment Building	0.125 per unit
Lodging House	0.125 per unit

b) Non-Residential Development

Except for the Areas identified in Figure 4.19, the minimum requirements are as follows:

Non-Residential Uses	Minimum Parking Requirement
Tier 1: Restaurant, Restaurant (Fast-Food Drive-in, Take-Out), Tavern	1 per 20 m ² gross floor area
Tier 2: Amusement Game Establishment, Automobile Repair Garage Establishment, Clinic and Outpatient Clinic, Clinic (Methadone), Liquor Beer and Wine Store, Patient Testing Laboratory, Personal Service Establishment, Taxi Establishment	1 per 30 m ² gross floor area
Tier 3: Abattoir, Arena, Assembly Hall, Auction Establishment, Automobile Body Shop, Automobile Rental, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Commercial Recreation Establishment, Convenience Service Establishment, Convenience Store, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Kennel, Laundromat, Office (Medical/Dental inc. converted), Pharmacy, Pharmacy (Methadone), Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Video Rental Establishment	1 per 50 m ² gross floor area

Non-Residential Uses	Minimum Parking Requirement
Tier 4: Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Dry Cleaning and Laundry Depot, Film Processing Depot, Gallery, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except Medical/Dental), Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Community College & University), Service Industrial Use, Service Trade, Studio	1 per 100 m ² gross floor area
Tier 5: Agricultural Supply Establishment, Caterer's Establishment, Craft Brewery (excluding retail/restaurant area), Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Industrial Mall, Printing Establishment, Terminal Centre, Vehicle Sales and Service Establishment, Wholesale Establishment	1 per 200 m ² gross floor area
Tier 6: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Manufacturing Establishment, Warehouse Establishment	1 per 500 m ² gross floor area
Tier 7: Commercial Outdoor Recreation Facility, Private Zoo, Self Storage Establishment	1 per 2,000 m ² gross floor area
Agricultural Supply Establishment	1 per 60 m ² for retail show room plus 1 per 200 m ² for warehousing/wholesaling
Apartment Hotel	0.5 per unit
Arena (with seats)	1 per 8 seats
Artisan Workshop	1 per 200 m ² for processing/manufacturing plus 1 per 30 m ² for retail area/restaurant
Assembly Hall	1 per 8 seats or 1 per 50 m ² whichever is greater
Auditorium	1 per 8 seats
Automobile Sales, Ancillary to Automobile Repair Garage	0.5 per automobile, kept or displayed for sale
Automobile Service Station	3 per bay
Bed and Breakfast Establishment	0.5 per bedroom plus 1 space
Building Supply Outlet	1 per 60 m ² retail/showroom plus 1

Non-Residential Uses	Minimum Parking Requirement
	per 400 m ² warehouse/wholesaling
Campground	1 space per camp site
Carwash	2 spaces
Community Centre and Hall	1 per 8 seats or 1 per 50 m ² whichever is greater
Converted Dwelling	No additional parking required
Craft Brewery	1 per 100 m ² for processing, plus 1 per 30 m ² for retail area/restaurant
Custom Workshop	3 spaces
Driving Range	1 per tee
Farm Market	3 spaces
Fire Station	1 per 2 employees
Gas Bar	2 spaces
Golf Course	4 per tee
Green House	1 per 20,000 m ² gross floor area
Group Home	1 space
Hospital	1 space per bed
Hotel	1 per unit
Miniature Golf Course	1 space per tee
Mobile Home	1 per unit
Motel	1 per unit
Nursery	2 spaces
Nursing Home	1 per 3 beds
Open Storage	1 per ha (2.5 ac or 10,117.14 m ²)
Place of Worship	1 for each 8 persons place of worship capacity
Police Station	1 per 2 employees

Non-Residential Uses	Minimum Parking Requirement
Private Outdoor Recreation Club	1 per 1,000 m ² gross floor area
Racquet Facility	2 per court
Resource Extraction Operation	1 space
Rest Home	1 per 3 beds
Retail Warehousing	1 per 50 m ² retail/showroom plus 1 per 400 m ² warehouse/wholesaling
Retirement Lodge	1 per 3 beds
Salvage Yard (With No Structures)	1 per hectare
Salvage Yard (With Structures)	1 per 50 m ² for retail and showroom plus 1 per 400 m ² for warehousing and wholesaling
School, Elementary	2 plus 1 per classroom
School, Private	3 per classroom
School, Secondary	3 per classroom
Supervised Residence	1 per 5 residents
Tennis Club	2 per court
Tennis Club (Outdoors)	2 per court

c) Accessible parking spaces

Where parking spaces are provided, in any development owned and maintained by an obligated organization under the Accessibility for Ontarians with Disabilities Act, accessible parking spaces shall also be provided. Off street parking areas shall have a minimum number of accessible parking spaces as follows (Amended by Z.-1-243185):

- i) One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer; or
- ii) Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:
 - i. Where an even number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, an equal number of parking spaces that meet the requirements of a Type A parking space and a Type B parking space must be provided; or

- ii. Where an odd number of parking spaces for the use of persons with disabilities are provided in accordance with the requirements of this paragraph, the number of parking spaces must be divided equally between parking spaces that meet the requirements of a Type A parking space and a Type B parking space, but the additional parking space, the odd-numbered space, may be a Type B parking space; or
- iii) One parking space for the use of persons with disabilities and an additional three percent of parking spaces for the use of persons with disabilities, where there are between 101 and 200 parking spaces must be parking spaces for the use of persons with disabilities, calculated in accordance with the ratios set out in subparagraphs ii) 1 and 2), rounding up to the nearest whole number; or
- iv) Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; or
- v) Eleven parking spaces for the use of persons with disabilities and an additional one per cent of parking spaces for the use of persons with disabilities, where more than 1,000 parking spaces are provided must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs ii) 1 and 2 rounding up to the nearest whole number; and
- vi) The number of parking spaces for persons with disabilities shall be included as part of the total parking required for the site.
- vii) For the purpose of this section a Type A parking space shall mean a wider accessible parking space which has a minimum width of 3,400 mm and signage that identifies the space as “van accessible;” and a Type B parking space shall mean an accessible parking space which has a minimum width of 2,400 mm

11) OTHER PARKING REGULATIONS

- a) Nothing in this By-Law shall prevent the erection of a shelter for use solely by parking attendants or security personnel in any part of a parking area, except within a sight triangle, provided such shelter is not more than 4.5 metres (14.8 feet) in height and has a floor area of not more than 5.0 square metres (53.8 square feet).
- b) No recreational vehicle, trailer or boat shall be parked or stored on any part of a lot in a Residential Zone, except for one recreational vehicle which:
 - i) is owned by the occupant of the said lot; and,
 - ii) where it has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length, may be parked or stored on a permitted driveway, or parking area, or within a yard other than a front yard or exterior side yard; or
 - iii) where it has dimensions greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, or 6.0 metres (20.0 feet) of length, may be parked or stored within a rear yard.

Any recreational vehicle owned by the occupant and parked or stored within an enclosed building shall not be subject to these

provisions. (Z.-1-97542)

- c) No commercial vehicle or motorized construction equipment shall be parked or stored on any part of a lot in a Residential Zone, except for one commercial vehicle which:
 - i) is owned or operated by the occupant of the said lot; and
 - ii) has dimensions not greater than 2.4 metres (7.9 feet) of width, 2.4 metres (7.9 feet) of height above ground, nor 6.0 metres (20.0 feet) of length; and,
 - iii) is parked or stored within a building or carport or on a permitted driveway or parking area or within a yard other than a front yard, or exterior side yard; or (Z.-1-97542)
 - iv) is parked for the purpose of making deliveries or otherwise providing services, on a temporary basis, to the said lot. (Z.-1-97542).
- d) Not more than one vehicle or recreational vehicle lacking current valid license plates shall be parked or stored on a lot, excluding permitted vehicles parked or stored within a private garage or other buildings in accordance with the applicable parking/storage location, in a Residential Zone, except that this provision shall not apply to a permitted vehicle sales or permitted rental establishment or permitted salvage yard. (Z.1.97542)
- e) No person shall park or store, or permit to be parked or stored, a vehicle on any part of a lot in a residential zone, for the purpose of providing a transfer location, where a person or persons travel to the said lot from another location, to remove or return a vehicle, from or to the said lot. (Z.-1-97542)
- f) Service areas are included when calculating parking rates for Automobile Repair Garage. A service area is defined as all areas utilized to service and repair vehicles, and may include lifts, joists, service pits and tool and part storage. (Z.-1-091844)

12) BUS PARKING AREA SUBSTITUTION

A bus parking area or areas may be substituted for vehicle parking spaces at the maximum rate of 1 bus parking area for every twenty-five (25) vehicle parking spaces for any lands zoned Regional Shopping Area (RSA) or Community Shopping Area (CSA), where required by City Council for use by public transit and shown on a registered site plan. (Z.-1-97465)

13) DIMENSIONS OF BUS PARKING AREA

A bus parking area permitted hereby shall be a minimum 3.75 metres (12.3 feet) wide by a minimum 15 metres (49.2 feet) long excluding entrance and/or exit tapers. (Z.-1-97465)

14) BICYCLE PARKING REQUIREMENTS

All required bicycle parking spaces shall be provided at the time of the erection of a building or addition thereto, expansion of a use, or when there is a change of use of a lot or a building. Bicycle parking spaces shall be maintained exclusively for the use for which they are required for as long as the use is in operation.

Where part of a bicycle parking space is required in accordance with this By-law, such part shall be considered one parking space for the purpose of calculating the total bicycle parking requirement for the use.

The minimum bicycle parking requirements are as follows:

a) Residential Development:

- i) Apartment buildings and lodging houses with eleven or more residential units shall provide 0.9 long-term bicycle parking spaces per dwelling unit and 0.1 short-term bicycle spaces per unit. (Amended by Z.-1-243185)
- ii) Residential Care Facilities shall provide a minimum of 3 short-term bicycle spaces plus 0.1 space for each 100 m² gross floor area. Residential Care Facilities shall also provide a minimum of 0.1 long-term bicycle parking spaces for each 100 square meters of gross floor area.

For the purpose of this section a Residential Care Facility shall include:

- i. senior citizen apartment buildings
 - ii. nursing homes;
 - iii. rest homes;
 - iv. retirement lodges;
 - v. retirement homes;
 - vi. handicapped persons apartment buildings;
 - vii. continuum-of-care facility;
 - viii. chronic care facility;
 - ix. foster homes;
 - x. group home type 1 and type 2;
 - xi. supervised residence;
 - xii. correctional and detention centre;
 - xiii. emergency care establishment.
- iii) Cluster single detached dwellings with eleven or more residential units, cluster townhouse dwellings with eleven or more residential units, and cluster stacked townhouse dwellings with eleven or more residential units, shall provide 0.1 short-term bicycle parking spaces per dwelling unit. (Z.-1-243185)

b) Residential Development Exemptions:

- i) Notwithstanding clause 4.19.14.a) to the contrary, bicycle parking shall not be required for Conversions of existing space to residential units, or where there are ten (10) or less residential units on a property. (Amended by Z.-1-243185)

c) Non-Residential Development

Bicycle parking shall be required in accordance with the following:

Non-Residential Uses	Minimum Short-Term Bicycle Parking Requirement
Tier 1: Arena (with and without seats), Assembly Hall, Auction Establishment, Auditorium Automobile Body Shop, Automobile Rental, Automobile Repair Garage Establishment, Automobile Sales & Service Establishment, Automobile Supply Store, Bake Shop, Bulk Beverage Outlet, Bulk Sales Establishment, Clinic and Outpatient Clinic, Clinic	3 spaces plus 0.3 spaces for each 100 m ² gross floor area

(Methadone), Commercial Recreation Establishment, Community Centre and Hall, Convenience Service Establishment, Data Processing Establishment, Day Care Centre, Department Store, Duplicating Shop, Emergency Care Establishment, Farm Food and Products Market, Financial Institution, Food Store, Funeral Home, Garden Store, Hardware Store, Home and Auto Supply Store, Home Furnishings Store, Home Improvement Store, Hospital, Kennel, Laundromat, Liquor Beer and Wine Store, Office (Medical/Dental inc. converted), Patient Testing Laboratory, Personal Service Establishment, Pharmacy, Pharmacy (Methadone), Place of Worship, Private Club, Post Office, Recreational Vehicle Sales and Service Establishment, Repair and Rental Establishment, Restaurant (Fast-Food Drive-in, Take-Out), Restaurant, Retail Store (all sizes), School (Commercial), Service and Repair Establishment, Shopping Centre, Tavern, Taxi Establishment, Video Rental Establishment	
Tier 2: Animal Hospital/Clinic, Artisan Workshop, Bakery, Brewing on Premises Establishment, Business Service Establishment, Carwash, Dry Cleaning and Laundry Depot, Film Processing Depot, Fire Station, Gallery, Gas Bar, Household Appliance Sales and Service, Industrial and Agricultural Equipment Sales and Service, Laboratory, Library, Museum, Music School, Office (all types except medical/dental), Police Station, Private Outdoor Recreation Club, Public Recreation Facility, Public Use, Retail Warehousing, Salvage Yard, School (Elementary, Community College, Private, Secondary & University), Service Industrial Use, Service Trade, Studio	3 spaces plus 0.2 spaces for each 100 m ² gross floor area
Tier 3: Advanced Manufacturing Industrial Uses, Advanced Manufacturing Educational Uses, Automobile Sales - Ancillary to Automobile Repair Garage, Automobile Service Station, Building Supply Outlet, Caterer's Establishment, Commercial Outdoor Recreation Facility, Craft Brewery (excluding retail/restaurant area), Custom Workshop, Dry Cleaning and Laundry Plant, Farm Equipment Sales and Service Establishment, Group Home, Industrial Mall, Hotel, Manufacturing Establishment, Nursery, Nursing Home, Open Storage, Printing Establishment, Private Zoo, Rest Home, Retail Warehousing, Retirement Lodge, Self Storage Establishment, Supervised Residence, Terminal Centre, Vehicle Sales and Service Establishment, Warehouse Establishment, Wholesale Establishment	3 spaces plus 0.1 spaces for each 100 m ² gross floor area
Apartment Hotel	1 space per unit
Bed and Breakfast Establishment	1 space per unit
Campground	3 spaces plus 0.2 space per camp site
Converted Dwelling	No bicycle parking required

Golf Course	3 spaces plus 0.2 spaces per tee
Miniature Golf Course	3 spaces plus 0.2 spaces per tee
Mobile Home	1 space per unit
Motel	1 space per unit
Racquet Facility	3 spaces plus 0.2 spaces per court
Tennis Club	3 spaces plus 0.2 spaces per court
Tennis Club (Outdoors)	3 spaces plus 0.2 spaces per court

d) Non-Residential Development Exemptions:

- i) No bicycle parking requirement applies for the following uses specified in the Zoning By-law:
 Abattoir; aggregate reprocessing; aggregate storage area; agricultural service establishment; agricultural supply establishment; agricultural use; agricultural use, intensive; agricultural use, non-intensive; agriculturally related commercial use; agriculturally related industrial use; batching plant, asphalt; batching plant, concrete; channel composting facility; construction and demolition recycling facility; crushing plant; driving range; drive-through facility; farm; farm cluster; farm equipment sales and service; farm foods and products market; farm market; feedlot; forestry use; grain elevator; greenhouse, commercial; in-vessel composting facility; kennel; landing strip; livestock; livestock facilities; managed woodlot; manure storage facilities; pit; propane transfer facility; quarry; resource excavation; residential and other source recycling facility; resource extraction operation; salvage yard; specialized recycling facility; stockpiling; travel plaza/truck stop; truck stop; theatre, drive-in; wayside pit or wayside quarry; windrow composting facility.

No short-term bicycle parking requirement will apply to non-residential uses in all Downtown Area 1 and 2 Zones. Residential uses within all Downtown Area 1 and 2 Zones shall comply with Section 4.19.14.1 a) of this By-law. (Deleted Z.-1-051420 and replaced by Z.-1-223046)

15) DESIGN CHARACTERISTICS FOR BICYCLE PARKING

For the purpose of this By-law, associated design elements shall be provided in accordance with those provisions set forth under the City's Site Plan Control By-law.

For the purpose of this Section Long-Term Bicycle Parking shall mean bicycle parking that is indoors in an accessible, secure, and weather protected area. Short-Term Bicycle Parking may include outdoor spaces. (Deleted Z.-1-051420 and replaced by Z.-1-223046)

16) ELECTRIC VEHICLE CHARGING STATIONS

Any vehicle parking space can be an electric vehicle charging station. For new residential and mixed-use developments with more than 40 residential units, a minimum of 5% of the provided vehicle parking spaces shall be provided as level 1, 2 or 3 electrical vehicle charging stations.

Where an addition or expansion of an existing building is proposed, the electric vehicle charging stations shall only apply to the addition or expansion where there are more than 40 residential units. This regulation does not apply to a change of use or an adaptive reuse of an existing building. (Deleted by Z.-1-223046; Added by Z.-1-253275)

4.20 PUBLIC USES

1) PARKS, FACILITIES AND STREETS (Z-1-051390)

Nothing in this By-law shall apply to prevent or otherwise restrict the use of any land for a public park, a public street, a bicycle pathway, or a public memorial such as a monument, cenotaph or fountain.

(O.M.B. File #R910387 - Appeal #9006-2 June 4, 1993) (Z-1-051390)

2) UTILITIES

This By-Law permits the use of land or the use or erection of any building or structure in any zone for the purpose of the provision of essential services or utilities or drainage work by the City or The Hydro-Electric Commission of the City of London or of any telephone, telegraph, cable television or natural gas company, including any transportation or public utility owned, operated or franchised by or for the City or The Hydro-Electric Commission of the City of London, any department of the Federal or Provincial governments, including Ontario Hydro, or any Conservation Authority established by the Government of Ontario, provided that:

(Z.-1-94236) (Z.-1-051390)

- a) such building or structure is designed and maintained in general harmony with the buildings and structures permitted within the zone in which it is located;
- b) all buildings shall otherwise comply with the regulations of that zone; and
- c) there shall be no exterior storage of goods, materials or equipment in any Residential Zone.
- d) a minimum setback of 20m (65 ft) will be provided from the centre of a high pressure pipeline to the nearest wall of a building intended for human occupancy. (Z-1-051390)

3) MUNICIPAL DRAINS AND NATURAL WATERCOURSES

The following Municipal Drains and Natural Watercourses regulations will apply only to lands within the Agricultural and Urban Reserve zone variations and, within these zone variations, will apply to all lands including existing lots of record.

No permanent buildings or structures shall be erected or used:

- a) closer than 7.5m (25 ft.) from the top-of-bank of a municipal drain having the width of less than 4.5m (15 ft.) from top-of-bank to top-of-bank;
- b) closer than 18.5m (61 ft.) from the top-of-bank of a municipal drain having a width of between 4.5m (15 ft.) and 7.5m (25 ft.) from top-of-bank to top-of-bank;
- c) closer than 30.5m (100 ft.) from the top-of-bank of a municipal drain which is 7.5m (25 ft.) or more from top-of-bank to top-of-bank;
- d) closer than 7.5m (25ft.) from the centre line of a municipal tile drain.

The regulations of the *Drainage Act* will continue to apply to all municipal drains and natural watercourses in all zone variations in the City.

(Z.-1-051390)(deleted and replaced by Z.-1-112031)

4.21 STREET CLASSIFICATIONS - SPECIFIC ROADS

STREET	FROM	TO	STREET CLASSIFICATION
Street "A" 39T-03505 (Z.-1-051330)	Medway Park Drive	East limit of Plan (39T-02503)	Secondary Collector
Street "A" (39T-00512) (Z.-1-01869) (Deleted by Z.-1-102986)			
Street "A" (39T-07503) (Z.-1-081703)	Cranbrook Road	Colonel Talbot Road	Secondary Collector
Street "A" (Z.-1-112006)	Blakie Road	Street "C"	Secondary Collector
Street "A" (Z.-1-112006)	Street "C"	Dingman Drive	Primary Collector
Street "A" (Z.-1-112007)	Dingman Drive	Street "C"	Primary Collector
Street "A" (Z.-1-112007)	Street "C"	Blakie Road	Secondary Collector
Street "A" (39T-09502) (Z.-1-112020)	Commissioners Road East	Street "E" (39T-09502)	Primary Collector
Street "A" (39T-09502) (Z.-1-112020)	Street "E"	Street "B" (39T-09502)	Primary Collector
Street "A" (Z.-1-122099)	Sunningdale Road	Callingham Drive	Secondary Collector
Street "A" (west of Crumlin Road and east of Veteran's Memorial Parkway) (39T-09502)	North of Sovereign Road	South of Dundas	Proposed Secondary Collector
Aberdeen Drive	North of Gore Road	Tartan Drive	Secondary Collector
Adelaide Street South	Commissioners Road East	Thames River South Branch	Arterial
Adelaide Street North (Z.-1-132184)	Thames River South Branch	Hamilton Road	Arterial
	Hamilton Road	Horton Street East	Arterial
	Horton Street East	Dundas Street	Arterial
	West Side Dundas Street	Queens Avenue	Arterial
	East Side of Dundas Street	Queens Avenue	Arterial
Adelaide Street North (Z.-1-132184)	Queens Avenue	Fanshawe Park Rd E	Arterial
	Fanshawe Park Rd E	N. City Limits	Arterial
Adelaide Street South (Z.-1-94277)	Southdale Road	Bradley Ave	Arterial
Adelaide Street South (Z.-1-95277)	Bradley Ave	Newbold Street	Primary Collector
Admiral Dr (Z.-1-061546)	Trafalgar Street	Veteran's Memorial Parkway	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Albert Street	Ridout Street N	Talbot Street	Secondary Collector
Aldersbrook gate	Aldersbrook Road	Fanshawe Park Road West	Secondary Collector
Aldersbrook Road	Sarnia Road	Wonderland Road North	Secondary Collector
Ambelside Drive	Western Road	Ambelside Drive	Secondary Collector
Andover Drive	Southdale Road East	Commissioners Road West	Secondary Collector
Angle St (Z.-1-132184)	Clarence St	Richmond St	Primary Collector
Ashland Avenue	Brydges Street	Dundas Street	Secondary Collector
Atkinson Boulevard	Trafalgar Street	Whitehall Drive	Secondary Collector
Street "B" (39T-09502) (Z.-1-112020)	Street "A"	East Limit of Plan	Primary Collector
Barclay Road	Cranbrook Road	Farnham Road	Secondary Collector
Barker Street	Oxford Street East	Kipps Lane	Secondary Collector
Base Line Road East	Wharnccliffe Road	Wellington Road	Secondary Collector
Base Line Road East	Wellington Road	Westminster Road	Primary Collector
Base Line Road West	Southcrest Drive	Wharnccliffe Road	Secondary Collector
Bateman Trail (Z.-1-061452) (Z.-1-041270)	White Oak Road (south leg)	White Oak Road (north leg)	Secondary Collector
Beachwood Ave	Commissioners Road West	Ridgewood Cres.	Secondary Collector
Beaverbrook Ave. (Z.-1-02986)	Riverside Drive	Oxford Street West	Secondary Collector
Beaverbrook Avenue	Sarnia Road	East limit of Plan	Secondary Collector
Beaverbrook Avenue (Z.-1-061478)	Oak Crossing Road	Westerly limit of plan 39T-06501	Secondary Collector
Beckwork Avenue	Sanford Street	Sorrel Road	Secondary Collector
Belfield Street	Huron St	Kipps Lane	Secondary Collector
Belmont Drive	Notre Dame Drive	Whancliffe Road South	Secondary Collector
Bentley Drive	Webster Street	Sandford Street	Secondary Collector
Berkshire Drive	Teeple Terrace	Springbank Drive	Secondary Collector
Berryhill Drive (Z.-1-041203)	Elderberry Avenue	Chambers Avenue	Secondary Collector
Bessemer Road	Exeter Road	Newbold Street	Primary Collector
Blackacres Blvd	Dalmagerry Road	Wonderland Road North	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Blackfriars Street	Whancliffe Road North	Ridout Street North	Secondary Collector
Blackmaple Drive (Z.-1-02986)	Edgevalley Road	Townsend Drive	Secondary Collector
Blackwater Road (Z.-1-02986)	Grenfell Drive	Sunningdale Road East	Secondary Collector
Blackwell Boulevard (Z.-1-051314)	Highbury Avenue	East limit of plan 39T-01509	Secondary Collector
Blakie Road (Z.-1-112000)	West Limit of Plan 39T-06508	East Limit of Plan 39T-06508	Secondary Collector
Blakie Road (Z.-1-112006)	West Limit of Plan 39T-06504	East Limit of Plan 39T-06504	Secondary Collector
Blakie Road (Z.-1-112007)	White Oak Road	Street "A"	Primary Collector
Blakie Road (Z.-1-112007)	Street "A"	Meg Drive	Secondary Collector
Bluebell Road (Z.-1-1041203)	Skyline Avenue	Sunningdale Road East	Secondary Collector
Bluegrass Drive	Beaverbrook Avenue	West limit of plan	Secondary Collector
Boler Road	Southdale Road West	Sanatorium Road	Arterial
Bostwick Road (Z.-1-051390)	Southdale Road West	Exeter Road	Arterial
Bow Street	Marconi Blvd	Hudson Drive	Secondary Collector
Bradish Road (Z.-1-051390)	Wellington Road South	Regan Bourne	Arterial
Bradley Avenue (Z.-1-051390)	Bostwick Road	Eastern City Limits	Arterial
Brady Drive (Z.-1-051390)	Bradish Road	Webber Bourne	Arterial
Bramwell Drive	Riverside Drive	80.0 m N/E of Riverside Drive	Secondary Collector
Briarhill Avenue	Huron Street	Kipps Lane	Secondary Collector
Bruce Street	Wharncliffe Road South	Ridout Street	Secondary Collector
Brunswick Avenue	Aldersbrook Road	Healy Road	Secondary Collector
Brydges Street	Egerton Street	Wavell Street	Primary Collector
Byron Baseline Road (Z.-1-051390)	Westdel Bourne	Commissioners Road West	Arterial
Byron Baseline Road	Western City Limits	Westdel Bourne	Arterial
Street "C" (Z.-1-01911)	Street "A"	North Limit of Street "C"	Secondary Collector
Street "C" (Z.-1-11007)	White Oak Road	Street "A"	Primary Collector
Street "C" (west of Veteran's Memorial Parkway) (Z.-1-13224)	North of Tartan Drive	South of Trafalgar Street	Proposed Secondary Collector
Callingham Drive (Z.-1-122099)	Meadowlands Way	East Limit of Plan 39T-11504	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Campbell Street (Z.-1-051390)	Whancliffe Road South	Sunray Avenue	Secondary Collector
Capulet Lane	Oxford Street West	Blythwood Road	Secondary Collector
Carfrae Crescent	Thames River	Grand Avenue	Primary Collector
Castle Drive	Royal Crescent	Wavell Street	Secondary Collector
Castlegrove Blvd	Sarnia Road	Sleightholme Avenue	Secondary Collector
Castleton Road (Z.-1-051390)	Roxburgh Road	Dingman Drive	Secondary Collector
Cedarhallow Blvd	Killarney	Fanshawe Park Road East	Secondary Collector
Central Avenue	Talbot Street	Richmond Street	Primary Collector
Central Avenue	Richmond Street	Adelaide Street North	Primary Collector
Central Avenue	Adelaide Street North	Ontario Street	Secondary Collector
Chalkstone Drive	Exeter Road	Jalna Blvd	Secondary Collector
Chalkstone Drive (Z.-1-112000)	Exeter Road	Blakie Road	Secondary Collector
Chambers Avenue	Nanette Drive	Skyline Avenue	Secondary Collector
Cheapside Street	St George Street	Richmond Street	Secondary Collector
Cheapside Street	Richmond Street	Clarke Road	Primary Collector
Chelton Road (Z.-1-95310) (Z.-1-99716)	Commissioners Road East	Reardon Blvd	Secondary Collector
Chelton Road (deleted by Z.-1- 041203)			
Chelton Road (Z.-1-041203)	Reardon Blvd	Meadowgate Blvd	Secondary Collector
Cherryhill Blvd	Oxford Street West	Cherryhill Place	Secondary Collector
Cherryhill Circle (west) (Z.-1-00800)	Westfield Drive	Cherryhill Blvd	Secondary Collector
Cherryhill Place	Cherryhill Blvd	Platts Lane	Secondary Collector
Cherrywood Trail	Bluegrass Drive	Sarnia Road	Secondary Collector
Chiddington Avenue	Upper Queen Street	Chiddington Gate	Secondary Collector
Chiddington Gate	Chiddington Avenue	Wilkins Street	Secondary Collector
Chippewa Drive	Sanford Street	Oakville Avenue	Secondary Collector
Clarence Street (Z.-1-132184)	York Street	Queens Avenue	Primary Collector
	Queens Avenue	Dufferin Avenue	Primary Collector

STREET	FROM	TO	STREET CLASSIFICATION
	Dufferin Ave	Angel St	Primary Collector
Clarke Road (Z.-1-02986) (Z.-1-132184)	Hamilton Road	VMP Extension	Arterial
	VMP Extension	Fanshawe Park Rd E	Arterial
	Fanshawe Prk Rd E	North City Limits	Arterial
Clarke Road (Z.-1-132224)	Veteran's Memorial Parkway	200 m east of Veteran's Memorial Parkway	Proposed Arterial
Clarke Road (Z.-1-132224)	Clarke Road	Veteran's Memorial Parkway	Proposed Arterial
Colborne Street	South Street	Huron Street	Primary Collector
Colonel Talbot Road (Z.-1-051390)	Southdale Road West	South City Limits	Arterial
Commissioners Road East (Z.-1-051390)	Wharncliffe Road	East City Limits	Arterial
Commissioners Road West (Z.-1-01933)	West City Limits	200 metres east of Springbank Drive	Arterial
Commissioners Road West (Z.-1-0933)	200 metres east of Springbank Drive	Cranbrook Road	Arterial
Commissioners Road West (Z.-1-0933)	Cranbrook Road	Wharncliffe Road South	Arterial
Coombs Avenue	Trott Drive	Sarnia Road	Secondary Collector
Cook Road (Z.-1-051390)	Westminster Drive	South City Limits	Arterial
Corley Drive	Windermere Road	Ambelside Drive	Secondary Collector
Coronation Drive	Gainsborough Road	North of South Carriage Road	Secondary Collector
Cranbrook Road	Commissioners Road West	Tillman Road	Secondary Collector
Cranbrook Road (Z.-1-142255)	Tilman Road	Longworth Road	Secondary Collector
Crumlin Road (Z.-1-09133)	Gore Road	Oxford Street East	Arterial
Crumlin Side Road (Z.-1-01887)	Oxford Street East	Robin's Hill Road	Secondary Collector
Crumlin Road	200 m south of the CNR line	Gore Road	Secondary Collector
Cuddy Blvd	Page Street	Oxford Street	Secondary Collector
Street "D" (West of Veteran's Memorial Parkway)	North of Scanlan Street	South of Gore Road	Proposed Secondary Collector
Dalmagarry Road	Fanshawe Park Road	Coronation Drive	Secondary Collector
Darnley Blvd. (Z.-1-95310)	Jackson Road	Lighthouse Drive	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Darnley Blvd.	Lighthouse Drive	Meadowgate Blvd	Secondary Collector
Dearness Drive	Bradley Avenue	Southdale Road	Secondary Collector
Decker Driver (Z.-1-051390)	West City Limits	Wonderland Road South	Arterial
Deer Park Circle	Valetta Street	Juniper Street	Secondary Collector
Denview Ave	Sunningdale Road West	Silverfox Cres	Secondary Collector
Derwent Road	Fanshawe Park Road	Ambleside Drive	Secondary Collector
Deveron Crescent	Pond Mills Road (North Intersection)	Pond Mills Road (south Intersection)	Secondary Collector
Deveron Crescent	Pond Mills Road	Commissioners Road East	Secondary Collector
Deveron Crescent	Commissioners Road East	Pond Mills Road	Secondary Collector
Dingman Drive (Z.-1-051390)	Wonderland Road South	East City Limits	Arterial
Doon Drive	Windermere Road	Windermere Road	Secondary Collector
Driver Lane (Z.-1-142254)	North of Dundas Street	Auto Mall Avenue	Secondary Collector
Dufferin Ave	Richmond Street	Colborne Street	Primary Collector
	Ridout street	Richmond Street	Primary Collector
Dundalk Drive	Southdale Road	Ferndale Avenue	Secondary Collector
Dundas Street (Z.-1-132184)	Riverside Dr	Wellington St	Primary Collector
	Wellington St	Burwell St	Primary Collector
	Burwell St	Ontario St	Secondary Collector
	Ontario St	Highbury Ave	Arterial
	Highbury Ave	E. City Limits	Arterial
Dyer Drive	Hyde Park Road	Street "B" in Plan 39T- 11503	Secondary Collector
Street "E" 39T-04505 (Z.-1-051330)	Street "A"	West limit of Plan	Secondary Collector
Edgevalley Road (Z.-1-95369) (Z.-1-02986)	Highbury Avenue North	Blackmaple Dirve	Secondary Collector
Egerton Street	Thames River	Dundas Street	Primary Collector
Elias Street	Ontario Street	Nightingale Avenue	Secondary Collector
Elliot Street	Oxford Street East	Victoria Street	Secondary Collector
Elderberry Ave (Z.-1-041203)	Skyline Avenue	Berryhill Drive	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Elmwood Avenue	Wharncliffe Road	Ridout Street	Secondary Collector
Elviage (Z.-1-051390)	West City Limits	Westdel Bourne	Arterial
Emery Street West	Southcrest Drive	Wharncliffe Rd South	Secondary Collector
Emery Street East	Wharncliffe Road South	Wellington Road	Secondary Collector
Ernest Avenue	Jalna Blvd. South	Southdale Road	Primary Collector
Epworth Avenue	Richmond Street	Waterloo Street	Secondary Collector
Exeter Road (Z.-1-051390)	Bostwick Road	Highway 401	Arterial
Street "F" (deleted by Z.-1-051389)			
Fairview Avenue	Weston Street	Whetter Avenue	Secondary Collector
Fanshawe Park Road (Z.-1-051390) (Z.-1-132184)	W.City Limits	Wonderland Road N	Arterial
	Wonderland Rd N	Clarke Rd	Arterial
Farnham Road	Southdale Road West	Viscount Road	Secondary Collector
Ferndale Avenue	Wharncliffe Road	Nixon Avenue	Secondary Collector
First Street	Dundas Street	Oxford Street East	Secondary Collector
Fitzwilliam Blvd (Z.-1-95369)	Manchestser Road	Hyde Park Road	Secondary Collector
Florence Street	Rectory Street	Dundas Street	Arterial
Foxwood Avenue	Fanshawe Park Road West	Medway Park	Secondary Collector
Frontenac Road	Commissioners Road East	Deveron Crescent	Secondary Collector
Fullerton Street	Ridout Street	Richmond Street	Primary Collector
Fuller Street	McNay Street	Highbury Avenue	Secondary Collector
Street "G" (Z.-1-111993)	Sunningdale Road	Quarrier Road	Secondary Collector
Gainsborough Road	West City Limits	Wonderland Road North	Arterial
Gardenwood Drive	Berkshire Drive	Ridgewood Crescent	Secondary Collector
Gideon Drive (Z.-1-051390)	West City Limits	Commissioners Road West	Arterial
Glanworth Drive (Z.-1-051390)	West City Limits	East City Limits	Arterial
Glengarry Ave	Fanshawe Park Road	Glenora Drive	Secondary Collector
Glenora Drive	Adelaide Street North	Fanshawe Park Road	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Glenroy Road	Pond View Road	Deveron Crescnet	Secondary Collector
Gore Road	Hamilton Road	East City Limits	Arterial
Gough Avenue (Z.-1-041203)	Sunningdale Road East	North Wenige Drive	Secondary Collector
Grand Avenue	Ridout Street	Wellington Road	Secondary Collector
Green Valley Drive (Z.-1-051390)	Sise Road	Highbury Avenue South	Primary Collector
Grenfell Drive (Z.-1-02986)	Adelaide Street North	Stackhouse Drive	Secondary Collector
Grey Street	75 m East of Colborne Street	Adelaide Street North	Secondary Collector
Grey Street	Wellington Street	75 m East of Colborne Street	Secondary Collector
Griffith Street	Commissioners Road West	Boler Road	Secondary Collector
Griffith Street	Boler Road	Baseline Road	Secondary Collector
Guildwood Blvd (Z.-1-02896)	Oxford Street West	Prince Phillip Drive	Secondary Collector
Guildwood Gate	Oxford Street West	Guildwood Blvd	Secondary Collector
Hale Street	Hamilton Road	Dundas Street	Secondary Collector
Hall's Mill Road	Commissioners Road West	Boler Road	Primary Collector
Hamilton Road (Z.-1-132184)	Horton Street	Adelaide St N	Arterial
Hamilton Road (Z.-1-132184)	Adelaide St N	Highbury Ave	Arterial
	Highbury Ave	E. City Limits	Arterial
Hamlyn Street (Z.-1-051390)	Wharncliffe Road South	Wonderland Road South	Secondary Collector
Harry White Drive (Z.-1-051390)	Wonderland Road South	Wellington Road South	Arterial
Hartson Road	Aldergrove Crescent	Bramwell Drive	Secondary Collector
Hartson Road	Bramwell Drive	Riverside Drive	Secondary Collector
Hastings Drive	Fanshawe Park Road East	Fanshawe Park Road East	Secondary Collector
Hastings Drive (Deleted by Z.-1- 041203)			
Hastings Drive	Fanshawe Park Road East	Chambers Avenue	Secondary Collector
Hastings Gate	Hastings Drive	Stoneybrook Crescent	Secondary Collector
Hawthorne Road	Coronation Drive	Blackacres Blvd	Secondary Collector
Hazeldon Lane	Hartson Road	Hyde Park Road	Secondary Collector
Headley Drive	Santa Monica Road	Oxford Street West	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Hickory Road	Oak Park Drive	Pinetree Drive	Secondary Collector
High Street	Commissioners Road East	Wellington Road	Secondary Collector
Highbury Avenue North (Z.-1-051390) (Z.-1-132184)	Power Street	Dundas St	Arterial
	Dundas St	Fanshawe Park Rd E	Arterial
	Fanshawe Prk Rd E	N. City Limit	Arterial
Highbury Avenue South (Z.-1-051390)	Highway 401	South City Limits	Arterial
Highview Avenue East	Ferndale Avenue	Wharncliffe Road South	Secondary Collector
Homestead Crescent	Limberlost Crescent	Blackacres Blvd	Secondary Collector
Homeview Road	Southdale Road East	Ferndale Avenue	Secondary Collector
Homewood Line (Z.-1-051390)	Longwoods Road	Pack Road	Arterial
Horton Street	Springbank Drive	Wellington Street	Arterial
Horton Street	Wellington Street	Burwell Street`	Arterial
Horton Street	Burwell Street	Adelaide Street North	Arterial
Horton Street	Adelaide Street South	York/Florence	Arterial
Hubrey Road (Z.-1-051390)	Wilton Grove Road	Green Valley Road	Primary Collector
Hudson Drive	Bow Street	Trafalgar Street	Secondary Collector
Hume Street	Trafalgar Street	Pine Street	Secondary Collector
Hunt Club Drive	Royal York Road	Manchester Road	Secondary Collector
Huntington Drive	Chiddington Ave	Commissioners Road East	Secondary Collector
Huron Street	Richmond Street	Maitland Street	Primary Collector
Huron Street	William Street	Adelaide Street North	Primary Collector
Huron Street (Z.-1-243185)	Adelaide Street North	CN Rail Right of Way	Arterial
Huron Street	CN Rail Right of Way	Robin's Hill Road	Arterial
Hyde Park Road	Riverside Drive	Oxford Street West	Primary Collector
Hyde Park Road	Oxford Street West	North City Limits	Arterial
Street "A"	Hyde Park Road	Street B (Plan 39T-11503)	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Street "I" (Z.-1-02986) Deleted by (Z.-1-041203)			
Industrial Road	Dundas Street	700.0 m North of Oxford Street East	Secondary Collector
Ironwood Road Deleted by Z.-1-041203			
Ironwood Road (Z.-1-041203)	Wickerson Road	Southerly limit of existing Road	Secondary Collector
Jackson Road (Z.-1-95310) (Z.-1-02986)	Commissioners Road East	Bradley Avenue	Primary Collector
Jalna Blvd. West	Ernest Avenue	Southdale Road	Secondary Collector
Jalna Blvd East	Jalna Blvd West	Meg Drive	Secondary Collector
Jalna Blvd	Ernest Avenue	Meg Drive	Primary Collector
James Street (Z.-1-051390)	Colonel Talbot Road	Main Street	Secondary Collector
Jennifer Road	Fanshawe Park Road	Hastings Drive	Secondary Collector
Jensen Road (Z.-1-95369)	Bentley Drive	30 m West of Stonehenge Road	Secondary Collector
Jensen Road	Highbury Ave N	500.0 m E of Webster St	Secondary Collector
	500.0 m E of Webster St	Bentley Dr	Secondary Collector
Juniper St	Dear Park Circle	Oxford St W	Secondary Collector
Street "K" 39T-02505 (Z.-1-041251)	Sunningdale Road West	Street "L" 39T-02505	Secondary Collector
Kains Road (Z.-1-00834) (deleted by Z.-1-051389)			
Kains Road (Z.-1-051389)	Oxford Street West	Westdel Bourne	Primary Collector
Kains Road (Z.-1-061542)	Westdel Bourne	South-west limit of 39T-05514	Secondary Collector
Kains Road (39T-17501) (Z.-1-172596)	North limit of plan	Oxford Street W	Secondary Collector
Kernohan Pkwy	Ridgewood Cres.	Springbank Drive	Secondary Collector
Kerr Rd (Z.-1-051390)	Brady Dr	Webber Bourne	Arterial
Kilally Rd (Z.-1-071667)	Thames River	Edgevalley Road	Secondary Collector
	Edgevalley Road (Z.-1-071667)	Highbury Ave	Primary Collector
	Highbury Ave N (Z.-1-051390)	Clarke Rd	Arterial
Kilally Rd	Clarke Rd	200 m east of Clarke Road	Proposed Arterial

STREET	FROM	TO	STREET CLASSIFICATION
Killarney Road	Highbury Avenue North	Cedarhallow Boulevard	Secondary Collector
King St (Z.-1-99631)	Thames River	Wellington St	Arterial
	Wellington St	Burwell St	Arterial
	Burwell St	Ontario St	Arterial
King St (Ext)	Ridout St N	Riverside Dr	Arterial
King Edward Ave	Commissioners Road E	Thompson Rd	Secondary Collector
Kingsway Ave	Oakridge Dr	Wonderland Rd N	Secondary Collector
Kipps Lane	Adelaide St N	Briarhill Ave	Secondary Collector
Knightsbridge Rd	North St	Cranbrook Rd	Secondary Collector
Street "L" 39T-02505 (Z.-1-041251)	East Limit of Plan	West limit of plan	Secondary Collector
Lawson Road (Z.-1-152382)	Coronation Dr	Wychwood Park (E. Intersection)	Secondary Collector
Legendary Drive (Z.-1-061452)	Wharnccliffe Road South	Paulpeel Ave	Secondary Collector
Lighthouse Rd (added by Z.-1-95310) (Amended by Z.-1-02986)	Reardon Blvd	120 m south of Darnley Blvd	Secondary Collector
Little Simcoe St	Adelaide St N	Rectory St	Secondary Collector
Limberlost Cres	Limberlost Rd	Homestead Cres.	Secondary Collector
Lindisfrne Rd (Z.-1-041203)	Skyline Ave	Sunningdale Rd E	Secondary Collector
Longwoods Rd (Z.-1-051390)	W. City Limits	Colonel Talbot Rd	Arterial
Longworth Rd (Z.-1-99705)	Commissioners Rd West	Colonel Talbot Rd	Secondary Collector
Longworth Rd (Z.-1-081703)	Commissioners Rd West	Cranbrook Rd	Secondary Collector
Louise Blvd (Z.-1-99719)	Fanshawe Park Road	Plane Tree Drive	Secondary Collector
Main Street (Z.-1-051390)	Colonel Talbot Rd	Wharnccliffe Rd S	Arterial
Maitland St	Huron St	Regent St	Primary Collector
Manchester Rd (deleted by Z.-1-02986)			
Manchester Rd (Z.-1-95369)	Royal York Rd	Fitzwilliam Blvd	Secondary Collector
Manitoulin Dr	Tweedsmuir Dr	Montebello Dr	Secondary Collector
Manning Dr (Z.-1-051390)	Wonderland Road South	E City Limits	Arterial

STREET	FROM	TO	STREET CLASSIFICATION
Marconi Blvd (added by Z.-1-95369) (amended by Z.-1-02986)	Marconi Gate	Trafalgar St	Secondary Collector
Marconi Gate (Z.-1-95369)	Gore Rd	Marconi Blvd	Secondary Collector
McGarrell Drive (Z.-1-99719) (Z.-1-01869) (Z.-1-02986)	Louise Blvd	Limits of traffic circle at Pinnacle Parkway and McGarrell PI	Secondary Collector
McGarrell Drive (Z.-1-041203)	Plane Tree Dr	Louise Blvd	Secondary Collector
McLean Dr	Glenora Dr	Fanshawe Park Rd	Secondary Collector
McMaster Dr	Farnham Rd	Wonderland Rd S	Secondary Collector
McNay St	Oxford St E	Fuller St	Secondary Collector
Meg Dr	Exeter Rd	Jalna Blvd	Primary Collector
Medway Park 39T-02505 (Z.-1-041251)	East limit of plan	West limit of Plan	Secondary Collector
Medway Park Drive (Z.-1-051330)	West limit of plan	East limit of plan	Secondary Collector
Melsandra Ave	Briarhill Ave	McNay St	Secondary Collector
Merlin Cres	Whitehall dr	Wavell St	Secondary Collector
Milestone Rd (deleted by Z.-1-01852)			
Millbank Dr (N. Leg)	Southdale Rd E (West Intersection)	Southdale Rd E (East Intersection)	Secondary Collector
	Southdale Rd E	Bradley Ave	Secondary Collector
Montebello Dr	Gore Rd	Manitoulin Dr	Secondary Collector
Mornington Ave	Quebec St	Oxford E	Secondary Collector
Morrison Rd (Z.-1-051390)	Scotland Dr	Wonderland Rd S	Arterial
Murray Rd (Z.-1-051390)	Sharon Rd	Westdel Bourne	Arterial
Nanette Dr (deleted by Z.-1-041203)			
Nanette Dr (Z.-1-041203)	Jennifer Rd	Chambers Ave	Secondary Collector
Newbold St	Bessemer Rd	Adelaide St S	Primary Collector
Nicole Ave (Z.-1-041203)	South Wenige Dr	Sunningdale Rd	Secondary Collector
Nightingale Ave	Dundas St	Eliast St	Secondary Collector
Nixon Ave	Southdale Rd E	Wilkins St	Primary Collector

STREET	FROM	TO	STREET CLASSIFICATION
North Street	Byron Baseline Rd	Commissioners Rd W	Primary Collector
North Centre Rd (deleted by Z.-1-041203)			
North Centre Rd (Z.-1-041203)	Sunnyside Dr	Richmond St	Secondary Collector
North Routledge Park	Hyde Park Rd	Dalmagrry Rd	Secondary Collector
North Talbot Community Plan Area (Z.-1-01875)			Secondary Collector
North Wenige Dr (Z.-1-02986)	Adelaide St N	Sunningdale Rd N	Secondary Collector
Notre Dame Dr	Southdale Rd	Viscount Rd	Secondary Collector
Nottingham Rd	Village Green Ave	Commissioners Rd W	Secondary Collector
Oakcrossing Gate (Z.-1-061478)	Sarnia Road	Oakcrossing Road	Secondary Collector
Oakcrossing Road (Z.-1-061478)	Beaverbrook Ave	Oakcrossing Gate	Secondary Collector
Oakridge Dr	Valetta St	Kingsway Ave	Secondary Collector
Oak Park Dr	Valetta St	Hickory Rd	Secondary Collector
Old Hunt Rd	Oxford St W	Hunt Club Dr	Secondary Collector
Old Victoria Rd (Z.-1-051390)	Hamilton Rd	S City Limits	Arterial
Ontario St	Dundas St	King St	Arterial
	Central Ave	Elias St	Secondary Collector
Osgoode Dr (W. Leg)	Adelaide St S	Adelaide St S	Secondary Collector
Outer Dr (Z.-1-051390)	Colonel Talbot Rd	Sunray Ave	Secondary Collector
Oxford St E (Z.-1-132184)	Thames River North Branch	Richmond St	Arterial
	Richmond St	Adelaide St N	Arterial
	Adelaide St N	Highbury Ave	Arterial
	Highbury Ave	Clarke Rd	Arterial
	Clarke Rd	Crumlin Rd	Arterial
Oxford St W (Z.-1-132184)	W City Limits	Hyde Park Rd	Arterial
	Hyde Park Rd	Thames River North Branch	Arterial
Pack Road (Z.-1-051390)	Homewood Lane	Bostwick Rd	Arterial
Page St	Industrial Rd	Crumlin SDRD	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Pall Mall St	Richmond St	Wellington St	Arterial
Parkhurst Ave	Third St	Clarke Side Rd	Secondary Collector
Paulpeel Ave (Z.-1-061452) (Z.-1-041270)	Bradley Ave	Bateman Trail	Secondary Collector
Pelkey Rd (Z.-1-99719)	Plane Tree Dr	Northerly limit of existing road	Secondary Collector
Phillbrook Dr	Fanshawe Park Rd E	Adelaide St N	Secondary Collector
Pine St	Egerton St	Hume St	Secondary Collector
Pinetree Dr	Hickory Rd	Riverside Dr	Secondary Collector
Pine Valley Dr	Viscount Rd	Andover Dr	Secondary Collector
Pine Valley Gate	Wonderland Rd S	Pine Valley Dr	Secondary Collector
Pinnacle Pkwy (Z.-1-02986)	Ambleside Dr	South limit of traffic circle at McGarrell Dr	Secondary Collector
Pinnacle Pkwy (Z.-1-02986)	North limit of traffic circle at McGarrell Dr	South limit of traffic circle at Plane Tree Dr	Secondary Collector
Piper Dr (Z.-1-051390)	Westdel Bourne	Murray Rd	Arterial
Platt's Lane	Oxford St W	Western Rd	Primary Collector
Plane Tree Drive (Z.-1-99719) (Z.-1-01869) (Z.-1-02986)	Richmond St	Limits of traffic circle at Plane tree Dr (west limit) and Pinnacle Pkwy	Secondary Collector
Plymouth Ave	Sanatorium Rd	Santa Monica Rd	Secondary Collector
Pond Mills Rd (deleted by Z.-1-041203) (Z.-1-98630) (Z.-1-99662)			
Pond Mills Rd (Z.-1-99662)	Pond View Rd	Commissioners Rd E	Arterial
	Bradley Ave	Pond View Rd	Arterial
	Commissioners Rd E	Thompson Rd	Primary Collector
Pond Mills Rd (Z.-1-041203)	Wilton Grove Rd	Bradley Ave	Arterial
Pond View Rd	Pond Mills Rd	Glenroy Rd	Secondary Collector
Prince Philip Dr	Guildwood Blvd	Hyde Park Rd	Secondary Collector
Proudfoot Lane	Beaverbrook Ave	Beaverbrook Ave	Secondary Collector
Quarrier Rd (Z.-1-99719) (Z.-1-02986)	Plane Tree Dr	Pelkey Rd	Secondary Collector
Quebec St	Dundas St	Queens Ave	Arterial
	Queens Ave	Oxford St E	Primary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Queens Ave	Thames River North Branch	Burwell St	Arterial
	Burwell St	Quebec St	Arterial
Quinella Dr	Rosecliffe Ter	Springbank Dr	Secondary Collector
Regan Bourne (Z.-1-051390)	Wellington Rd S	Bradish Rd	Arterial
Reardon Blvd (Z.-1-02986)	Lighthouse Rd	Meadowgate Blvd	Secondary Collector
Rectory St	Hamilton Rd	Dundas St	Secondary Collector
Rectory St (Ext)	Dundas St	Queens Ave	Secondary Collector
Regent St	Maitland St	William St	Primary Collector
Repton Ave (Z.-1-041203)	Sandybrook Dr	Phillbrook Dr	Secondary Collector
Richmond St (Z.-1-132184)	York St	Fullarton St	Arterial
	Fullarton St	Oxford St	Arterial
	Oxford St	Huron St	Arterial
	Huron St	Fanshawe Pk Rd	Arterial
	Fanshawe Pk Rd	N. City Limits	Arterial
Ridgewood Cres	Gardenwood Dr	Beachwood Ave	Secondary Collector
Ridout St S	Commissioners Rd E	Thames River South Branch	Primary Collector
Ridout St N	Thames River South Branch	Dufferin Ave	Primary Collector
Ridout St N	Dufferin Ave	Blackfriars St	Secondary Collector
River Road (OMB R980212 Issued April 15, 1999) (Z.-1-98612)	Gore Road	E City Limits	Arterial
Riverbend Rd (Z.-1-051389)	Kains Road	Shore Road	Secondary Collector
Riverbend Road (Z.-1-061483)	Oxford St West	Sumac Way	Secondary Collector
Riverside Dr	Sanitorium Rd	Thames River North Branch	Arterial
Robin's Hill Road (Z.-1-01887)	Crumlin Sideroad	Huron Street	Secondary Collector
Robin's Hill Road (Z.-1-01887) (Z.-1-051390)	Huron St	E City Limits	Arterial
Rosecliffe Terrace	Commissioners Rd W	Wonderland Road S	Secondary Collector
Roxburgh Rd (Z.-1-051390)	Wilton Grove Rd	Sise Rd	Primary Collector
	Wellington Rd S	Wilton Grove Rd	Arterial

STREET	FROM	TO	STREET CLASSIFICATION
Royal Cres	Wexford Ave	Castle Dr	Secondary Collector
Royal York Rd	Oxford St W	Hyde Park Rd	Secondary Collector
	Hyde Park Rd	Guildwood Blvd	Secondary Collector
St George St	Oxford St W	Cheapside St	Secondary Collector
St James St	Talbot St	St George St	Secondary Collector
Sandford St	Cheapside St	Kilally Rd	Primary Collector
Sandybrook Dr (Z.-1-041203)	Chambers Ave	Repton Ave	Secondary Collector
Sanitorium Road	Boler Rd	Oxford St W	Arterial
Santa Monica Rd	Plymouth Ave	Headley Dr	Secondary Collector
Sarnia Rd (Z.-1-051390) (Z.-1-132184)	Hyde Park Rd	Wonderland Rd N	Arterial
	Wonderland Rd N	Western Rd	Arterial
Saskatoon St	Wavell St	Dundas St	Primary Collector
Savoy St	Wharnccliffe Rd S	North limit of existing road	Secondary Collector
Scotland Dr (Z.-1-051390)	Wonderland Rd S	E City Limits	Arterial
Second St	Dundas St	Cheapside St	Primary Collector
Settlement Trail (Z.-1-041203)	Raleigh Blvd	Southerly limit of existing road	Secondary Collector
Scanlon St (Z.-1-98612) (OMB File No R98212 – Issue Date April 15, 1999) (amended by Z.-1-02986) (deleted by Z.-1-041203)			
Scanlan St (Z.-1-041203)	River Road (north side, west intersection)	River Road (east intersection)	Secondary Collector
Sise Road (Z.-1-051390)	Green Valley Rd	Wilton Grove Rd	Primary Collector
Sharon Rd (Z.-1-051390)	W. City Limits	Longwoods Rd	Arterial
Sholto Dr	Exeter Rd	Jalna Blvd	Secondary Collector
Shore Road (Z.-1-031072) (deleted by Z.-1-051389)			
Shore Road (Z.-1-041233)	Kains Road	Westdel Bourne	Secondary Collector
Shore Road (Z.-1-051389)	Westdel Bourne	225 metres east of Kains Road	Secondary Collector
Skyline Ave (Z.-1-041203)	Chambers Ave	Sunningdale Rd E	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Sleightholme Ave	Sarnia Rd	Wychwood Pk	Secondary Collector
Sorrel Rd	Cheapside St	Huron St	Secondary Collector
South St	75 E of Colborne St	Adelaide St N	Secondary Collector
	Wellington St	75 E of Colborne St	Secondary Collector
Southcrest Dr	Gradenwood Dr	Emery St W	Secondary Collector
Southdale Rd W	Westdel Bourne	Wharncilffe Rd S	Arterial
Southdale Rd E	Wharnccliffe Rd S	Pond Mills Rd	Arterial
Southminster Bourne (Z.-1-051390)	W. city limits	Wonderland Rd S	Arterial
South Wenige Dr	Sunningdale Rd E (east intersection)	North Weinge Dr	Secondary Collector
Sovereign Road	north of the CPR line	existing limit of Sovereign Road	Secondary Collector
Springbank Dr	Commissioners Rd W	Horton St	Arterial
Springmeadow Road	Southdale Rd W	Singleton Ave	Secondary Collector
Stackhouse Ave (Z.-1-02986) (deleted by Z.-1-041203)			
Stanley St	Wharnccliffe Rd S	York St	Arterial
Stoneybrook Cres.	Fanshawe Park Rd	Fanshawe Park Rd	Secondary Collector
Sunningdale Rd W	W City Limits	Richmond St	Arterial
Sunningdale Rd E	Richmond St	Clarke Rd	Arterial
Street "G"	Sunningdale Rd W	Street "B" (in plan 39T- 11503)	Secondary Collector
Sunnyside Dr	Richmond St	Doon Dr	Secondary Collector
Sunray Ave (Z.-1-051390)	Colonel Talbot Rd	Outer Dr	Secondary Collector
Talbot St	York St	Queens Ave	Primary Collector
	Queens Ave	Fullarton Street	Primary Collector
	Fullarton Street	Dufferin Ave	Primary Collector
	Dufferin Ave	Oxford St W	Primary Collectore
	Oxford St W	St James St	Secondary Collector
Tartan Dr	Aberdeen Drive	Veterans Memorial Parkway	Secondary Collector
	Veterans Memorial Parkway (Z.-1- 061546)	Neptune Cres.	Secondary Collector
Tartan Dr	Railton Ave	Veterans Memorial Parkway	Secondary Collector

STREET	FROM	TO	STREET CLASSIFICATION
Tavistock Rd	Village Green Ave	Viscount Rd	Secondary Collector
Taylor St	Victoria St	Huron St	Secondary Collector
Tempo Rd (Z.-1-051390)	Colonel Talbot Rd	Glanworth Dr	Arterial
Thames St	Dundas St	Horton St	Primary Collector
Third St	Dundas St	Cheapside St	Secondary Collector
Thistlewood Dr (Z.-1-02986)	South Wenige Dr	Blackwater Rd	Secondary Collector
Thompson Rd	Whetter Ave	Thames River	Primary Collector
Tillmann Rd (Z.-1-02986) (deleted by Z.-1-041203)			
Tillman Rd (Z.-1-041203)	Cranbrook Road	Southerly limit of existing road	Secondary Collector
Street "B"	Tokala Trail	North leg at the East limit of plan 39T-11503	Secondary Collector
Topping Lane	Commissioners Rd W	Berkshire Dr	Secondary Collector
Townsend Dr (Z.-1-02986)	Blackmaple Drive	Highbury Ave N	Secondary Collector
Trafalgar St	Hamilton Rd	E City Limits	Arterial
Trossack Ave	Fanshawe Pk Rd	Grenfell Dr	Secondary Collector
Trott Dr	Coombs Ave	Platts Lane	Secondary Collector
Tweedsmuir Ave	Hale St	Manitoulin Dr	Secondary Collector
Upper Queen St	Wilkins St	Commissioners Rd E	Primary Collector
Valetta St	Hyde Park Rd	Oakridge Dr	Secondary Collector
Vancouver St	Trafalgar St	Wavell St	Secondary Collector
Veterans Memorial Parkway	Highway 401	River Road	Freeway
Veterans Memorial Parkway	River Road	Huron St	Freeway
Veterans Memorial Parkway (Z.-1-13224)	Huron St	Clarke Road	Proposed Freeway
Veterans Memorial Parkway (Z.-1- 132223)	Highway 401	Wilton Grove Road	Freeway
Victoria St	Taylor St	Elliot St	Secondary Collector
Village Green Ave	Viscount Rd	Tavistock Rd	Secondary Collector
Viscount Rd	Cranbrook Rd	Commissioners Rd W	Primary Collector
Waterloo St (Z.-1-132184)	York St	Dundas St	Primary Collector

STREET	FROM	TO	STREET CLASSIFICATION
	Dundas St	Dufferin Ave	Primary Collector
Wavell St	Brydges St	Dundas St	Primary Collector
Webber Bourne (Z.-1-051390)	Kerr Rd	Highbury Ave	Arterial
Webster St	Huron St	Kilally Rd	Secondary Collector
Webster St (Z.-1-061473)	Kilally Road	Highbury Ave N	Secondary Collector
Wellington Rd (Z.-1-132184)	Thames River South Branch	Bradley Ave	Arterial
	Bradley Ave	Hwy 401	Arterial
Wellington Rd S	Hwy 401	S. City Limits	Arterial
Wellington St (Z.-1-132184)	Thames River South Branch	York St	Arterial
	York St	Pall Mall St	Arterial
Westdel Bourne	Oxford St W	S. City Limits	Arterial
	Kains Rd (Z.-1-041233)	Oxford St W	Primary Collector
Westfield Dr	Beaverbrook Ave	137.5 East of Beaverbrook Ave	Secondary Collector
	137.5 East of Beaverbrook Ave	Cherryhill Circle	Secondary Collector
	Oxford St E	Kenneth St	Primary Collector
Western Rd (Z.-1-021036)	Wharnccliffe Rd N	Richmond St	Arterial
Westminster Ave	Base Line Rd	Whetter Ave	Primary Collector
Westminster Dr (Z.-1-051390)	W. City Limits	E. City Limits	Arterial
Weston St	Wellington Rd	Fairview Ave	Secondary Collector
Wexford Ave	Royal Cres	Admiral Dr	Secondary Collector
Wharnccliffe Rd S (Z.-1-051390) (Z.-1-132184)	Main St	Commissioners Rd	Arterial
Wharnccliffe Rd S (Z.-1-132184)	Commissioners Rd	Riverview Ave	Arterial
	Riverview Ave	Thames River	Arterial
Wharnccliffe Rd N	Thames River	Western Rd	Arterial
Whetter Ave	Wellington Rd	Thompson Rd	Secondary Collector
Whisperwood Ave	Griffith St (w. intersection)	Griffith St (e intersection)	Secondary Collector
Whitehall Dr	Atkinson Blvd	Merlin Cres	Secondary Collector
White Oak Rd	Southdale Rd E	Harry White Dr	Arterial

STREET	FROM	TO	STREET CLASSIFICATION
Wickerson Rd (Z.-1-01933)	Byron Baseline Road	Southdale Rd W	Secondary Collector
Wilkins St	Upper Queens St	Wellington Rd	Secondary Collector
Wilkins St	Upper Queens St	Wellington Rd	Secondary Collector
William St	Regent St	Huron St	Primary Collector
Willow Lane	Dearness Dr	Osgoode Dr	Secondary Collector
Willsie Bourne (Z.-1-051390)	Old Victoria Rd	E. City Limits	Arterial
Wilton Grove Rd (deleted by Z.-1-041203)			
Wilton Grove Rd	Roxburgh Rd	E. City Limits	Arterial
Windermere Rd	Ryersie Rd	Western Rd	Secondary Collector
	Western Rd	Adelaide St N	Arterial
Wonderland Rd N (Z.-1-132184)	Thames River	Fanshawe Pk Rd	Arterial
	Fanshawe Pk Rd	N. City Limit	Arterial
Wonderland Rd S	S. City Limits	Dingman Dr	Arterial
Wonderland Rd S	Dingman Dr	Southdale Rd W	Arterial
Wonderland Rd S	Southdale Rd W	Thames River	Arterial
Woodhull Rd	Oxford St W	S. City Limits	Arterial
Woodward Ave	Riverside Dr	Oxford St W	Secondary Collector
Wortley Rd	Commissioners Rd E	York St	Secondary Collector
Wychwood Park	Lawson Rd (W. Intersection)	Sleightholme Ave	Secondary Collector
York St (Z.-1-132184)	Thames River South Branch	Richmond St	Arterial
	Richmond St	Waterloo St	Arterial
	Waterloo St	Rectory St	Arterial
Street A	Sunningdale Rd	Richmond St	Primary Collector
Street B	Street C	West limit of Plan 39T-04513	Secondary Collector
Street C	Street A	Street B	Secondary Collector

(Deleted and amended by Z.-1-091888; Amended by Z.-1-233102)

4.21.1 (Z.-1-132184, Subsection deleted by Z.-1-233102)

4.21.2 (Z.-1-132184, Subsection deleted by Z.-1-233102)

4.22 LODGING HOUSES

Class 1 Lodging Houses, with a maximum of three lodging units are permitted in any dwelling unit in a detached, semi-detached, duplex, triplex, fourplex, townhouse, or apartment dwelling. (Z.-1-93172)

In any zone which permits a Lodging House Class 2 use, for the purpose of density calculations, a maximum of three (3) lodging units are permitted for each one dwelling unit permitted by density regulations set out in the relevant use zone. (Z.-1-96447)

4.23 REGULATIONS FOR LOW-RISE RESIDENTIAL DEVELOPMENT IN THE PRIMARY TRANSIT AREA

a) Area

These regulations apply to development and additions in R1, R2, and R3 Zone variations within the Primary Transit Area identified in *Figure 4.23 Primary Transit Area*".

The Primary Transit Area is generally bounded by the following streets: Fanshawe Park Road to the north; Wonderland Road to the west; Southdale Road (west of White Oak Road) and Bradley Avenue (east of White Oak Road) to the south; Highbury Avenue to the east; Properties on both sides of each boundary street are included within this Primary Transit Area.

4.23.1 Front and Exterior Side Yard Setback

a) The Maximum Front and Exterior Side Yard setbacks shall be established as follows:

- i. 6.0 metres; for front and/or exterior side yards adjacent to arterial roads (major streets);
- ii. the average setback of the two (2) closest residential buildings to the subject site oriented to the same street, within the same block, on the same side of the street;
- iii. 6.0 metres; where the subject site is within a block with fewer than two (2) existing residential buildings;
- iv. notwithstanding 4.23.1(a)i.,ii. and iii., where an existing building has a front yard setback and/or exterior side yard setback that is greater than the adjacent buildings, the existing front and/or exterior side yard setback shall be regarded as the maximum setback that applies to the building.

b) The Minimum Front and Exterior Side Yard setbacks shall be established as follows:

- i. 3.0 metres; for front and/or exterior side yards adjacent to arterial roads (major streets);
- ii. The smallest Main Building setback of the four (4) closest residential buildings to the subject site oriented to the same street, within the same block, on the same side of the street, but never less than 1.0 metre;
- iii. The minimum setback for a Private Garage shall be 6.0 metres, or the setback of the Main Building, whichever is greater.
- iv. Notwithstanding 4.23.1 (b)i. and ii., where an existing building has a front yard setback and/or exterior side yard setback that is less than the adjacent buildings, the existing front and/or exterior side yard setback shall be regarded as the minimum setback that applies to the building. (Z.-1-182669; Replaced by Z.-1-243185)

4.23.2 Interior Side Yard Setbacks

- a) 1.2 metres minimum; where a private garage is attached and accessed from the front yard.
- b) Where parking is provided in the interior side or rear yard, and accessed from a driveway to the interior side yard, the minimum setback of the opposite side yard may be reduced to a minimum of 0.6 metres.
- c) Where parking is provided in the interior side or rear yard and accessed by a rear laneway or from an exterior side yard in the case of a corner property, interior side yard setbacks can be a minimum of 0.6 metres. (Z.-1-243185)

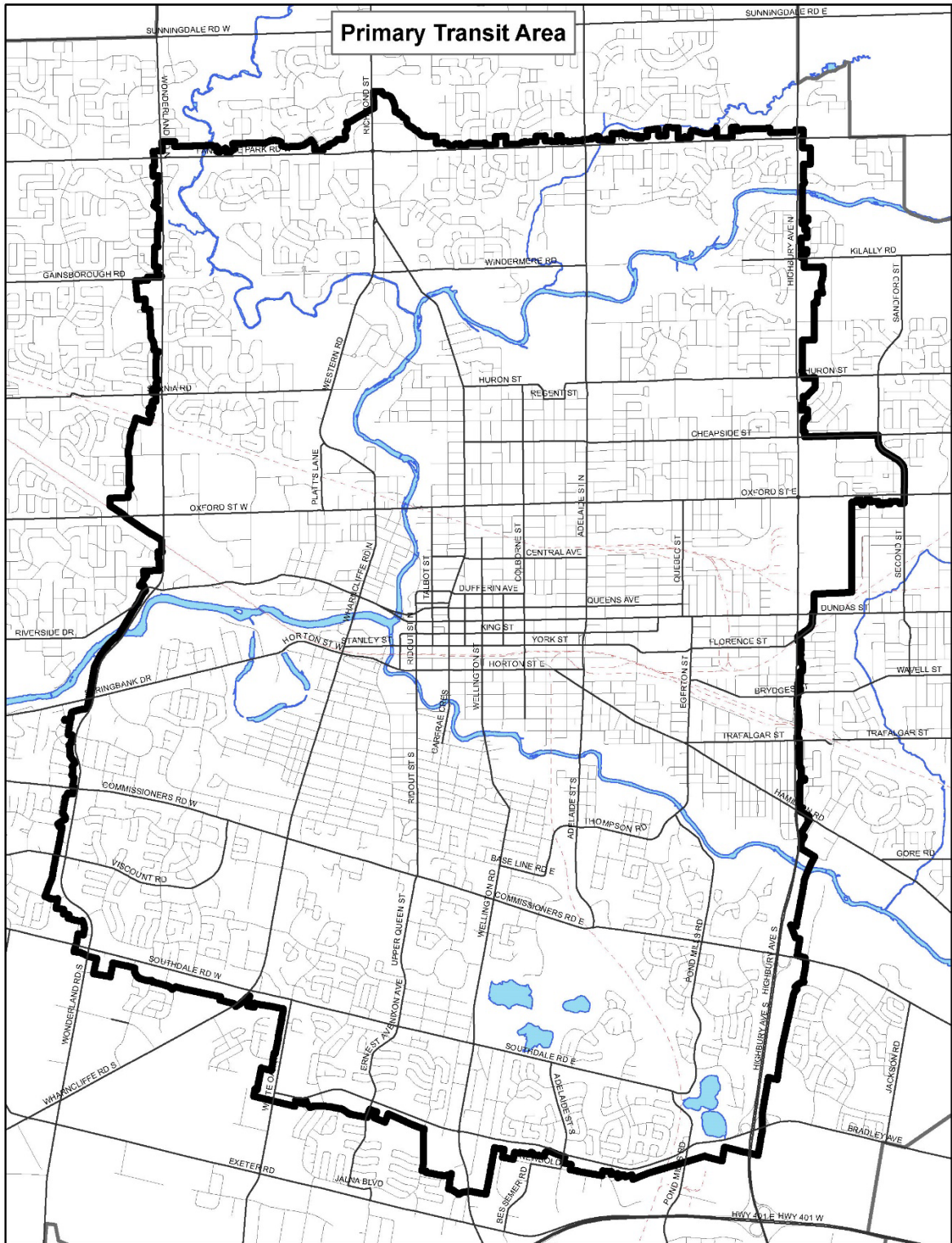
(4.23.3 Building Depth Deleted by Z.-1-243185)

4.23.3 Garage Width

The maximum residential attached garage width (interior walls) shall not exceed 4.0 metres or 50% of the building façade width, whichever is greater. (Z.-1-041306; Z-1-051390; Z.-1-172575; Amended by Z.-1-243185)

- 4.23.4 Notwithstanding 4.23.1 and 4.23.3, where buildings are constructed on lots fronting onto a new street, the minimum and maximum front yard setback, exterior side yard setback, and garage width will be established by the underlying zone regulations. (Z.-1-182669; Amended by Z.-1-243185)

Figure 4.23 Primary Transit Area



4.24 SIGHT TRIANGLE

On any corner lot in all zones except the Downtown Area (DA), Business District (BDC) and Arterial Commercial (AC) Zones, no fence or structure shall be erected to a height greater than 1.0 metre (3.3 ft.) above grade of the streets that abut the lot, within the triangular area bounded by the street lines and a line joining points on the street lines at a distance as established by the following:

Interior Angle Formed By Intersection of Street Lines	Distance from Point of Intersection of Street Lines
20 degrees or less	26.0 metres (85.3 feet)
over 20 degrees and up to 30 degrees	18.0 metres (59.1 feet)
over 30 degrees and up to 40 degrees	13.5 metres (44.3 feet)
over 40 degrees and up to 50 degrees	10.5 metres (34.4 feet)
over 50 degrees and up to 60 degrees	9.0 metres (29.5 feet)
over 60 degrees and up to 80 degrees	7.5 metres (24.6 feet)
over 80 degrees and up to 110 degrees	6.0 metres (19.7 feet)

In agricultural zones no driveway, buildings or vegetation greater than .3 m (1 ft) high shall be erected within 9m (29.5 ft) of the intersection of joined streets.

Where a road or street crosses a railway at the same grade then no building or structure shall be erected closer to the point of intersection of the centre line of both railway and the road or street than 45.5m (150 ft).

Where land is, or has been, dedicated as a sight triangle, the resulting lot fabric shall not act as a lot line for the purpose of setbacks, and will be interpreted as the relevant front, rear or exterior side yard, as measured from the mid-point of the dedication. (Z-1-051390; Amended by Z.-1-243185)

4.25 SWIMMING POOLS

1) PRIVATE OPEN SWIMMING POOLS

Notwithstanding any other provision of this By-Law to the contrary, the following provision shall apply with respect to the erection or use of any private open swimming pool not enclosed or otherwise located within a building:

- a) No private open swimming pools or related structures shall be permitted anywhere within the zoned area except:
 - i) in an interior side yard or rear yard on a lot containing a permitted dwelling; or
 - ii) in any yard other than a required yard on a lot containing a permitted hotel, motel or private club.
- b) No interior wall surface of any open swimming pool shall be located closer than 1.5 metres (4.9 ft.) to any lot line or closer to any street line than the setback required therefrom.
(Z.-1-98622)
- c) No part of any open swimming pool shall be greater than 2.0 metres (6.6 feet) in height, exclusive of related structures which shall not exceed 4.0 metres (13.1 feet) in height.
- d) Every open swimming pool shall be enclosed in accordance with the City's By-Law governing the erection and maintenance of fences and gates around private outdoor open swimming pools.
- e) No part of any related pool equipment such as diving boards and slides, but excluding pool mechanical equipment, shall be located closer than .6 metres (2.0 feet) to any lot line.
(Z.-1-98622)

2) LOT COVERAGE EXEMPTION

Notwithstanding any other provisions of this By-Law to the contrary, no open swimming pools or any related structures shall be considered part of the lot coverage of a lot, but where a swimming pool is enclosed with a building or where a structure appurtenant to a swimming pool constitutes a building as defined herein, such building shall comply with any lot coverage requirements set out herein for the zone in which such building is located, but shall be exempt from the lot coverage requirements for accessory uses set out in Subsection 4.1 hereof.

3) INDOOR SWIMMING POOLS

Any swimming pool located within a building as defined herein shall comply with the provisions for accessory uses set out in Subsection 4.1 hereof, where such swimming pool is located within an accessory building, or with the zone requirements set out herein for the zone in which such swimming pool is located, where such swimming pool is located within a main building.

4.26 USES PERMITTED IN LISTED ZONES

Notwithstanding any other provisions of this By-Law, the following uses are permitted in the listed zones provided they can meet the specific provisions of this By-law:

Use	Zones Permitted	Governing General Provisions Section
Accessory Uses, Buildigns or Structures	All Zones	4.1
Additional Residential Units (Z.-1-243186)	All Zones except for any Agricultural (AG) Zone, Urban Reserve (UR) Zone, Open Space (OS) Zone, Light Industrial (LI) Zone, General Industrial (GI) Zone, Heavy Industrial (HI) Zone, Environmental Review (ER) Zone	4.37
Construction Uses	All Zones	4.5
Foster Homes (Z.-1-051390)	All residential and agricultural zones	4.7
Group Homes Type 1	All residential zones	4.8
Home Occupation reference deleted by Z.-1-94293		
Household Sales	Deleted by Z.-1-97466	
Private Home Day Care	All R1, R2, R3, R4 and R5 Residential Zones, the Agricultural (AG) Zone and the OC1 and OC2 Zone variations	4.1
Z.-1-051390		
Public Uses (OMB Files #R 910387 – Appeal #9006-2 June 4, 1993)	All Zones	See Section 2, Definition for Public Uses
Model Homes Model Homes (Z.-1-95317)	All R1, R2, R3, R4, R5 amd R6 (excluding apartment building) zones	4.5

Use	Zones Permitted	Governing General Provisions Section
Urban Agriculture	All Zones with the exception of the Agricultural (AG) Zones, the Open Space (OS4) Zone, the Open Space (OS5) Zone and the Environmental Review (ER) Zone.	4.38

4.27 YARD ENCROACHMENTS PERMITTED

In residential zones, institutional zones and in all zones which abut a residential zone, the following yard encroachments shall be permitted. In all other zones, there shall be no restrictions on the permitted encroachments.

	Structure	Yard in Which Projection is Permitted	Maximum Projection Permitted into Required Yard Under Zone Regulations
(1)	Steps, open, unenclosed ramps for physically handicapped persons	All	Unlimited
(2)	Window sills, cornices pilasters, cantilevers, eaves, gutters and similar non-structural architectural features	All	0.5 metres (1.6m feet)
(3)	Fire escapes	Side & Rear	1.5 metres (4.9 feet)
(4)	Bay windows, chimneys	All	1.3 metres (4.3 feet) and no closer to any corner of the building than extent of projection into the yard.
(5)	Open or covered but unenclosed decks or porches (Z.-1-243185)	All	3.0 metres (9.8 feet) provided projection is no closer than 1.2 metres (3.9 feet) to lot line, except that where the lot line abuts an OS4 or OS5 Zone the projection shall be no closer than 3.0 metres (9.8 feet) to the lot line. (Z.-1-93196)
(6)	Balconies on apartment buildings	All	1.5 metres (4.9 feet) provided the projection is no closer than 3.0 metres (9.8 feet) to the lot line
(7)	Balconies on other dwellings	Front & Rear	1.5 metres (4.9 feet)
(8)	Underground structure (parking, basements)	All	Unlimited
(9)	Heat pumps, air exchangers, air conditioners and/or pool mechanical equipment. (Z.-1-98622)	All	1.5 metres (4.9 feet) provided the projection is no closer than 0.9 metres (3.0 feet) to the lot line.
(10)	Electric Vehicle Supply Equipment (Z.-1-253275)	All	Unlimited

4.28 YARD REQUIREMENTS ADJACENT TO STREETS GREATER THAN 40.0 METRES

Notwithstanding the minimum yard requirements of this By-Law, with the exception of garages, where a lot fronts onto a street having a right-of-way width of at least 40.0 metres (131.0 feet), there shall be no front yard requirement, and where a lot flanks such a street there shall be no exterior yard requirement. (Z.-1-97490)

4.29 YARD REQUIREMENTS, EXTERIOR SIDE YARD CONDITION

Notwithstanding the minimum exterior side yard requirements of this By-Law, when a corner lot is sited so that its rear lot line abuts an adjacent interior side yard, the exterior side yard shall be subject to the regulations of a front yard.

When a corner lot is sited so that its rear lot line abuts an adjacent rear lot line, the exterior side yard shall be subject to the regulations of an interior side yard.

4.30 YARD REQUIREMENT, REAR YARD TO ARTERIAL ROAD

Notwithstanding the rear yard requirements of this By-Law, with the exception of accessory buildings or structures, where a rear yard abuts an Arterial Street as classified by Section 4.21, the rear yard requirement shall be increased by 6.0 metres (19.68 feet) except where either a noise attenuation fence or wall is provided. (Z.-1-97490; Z.-1-97552; Deleted and replaced by Z.-1-233102)

4.31 ANCILLARY SALE OF AUTOMOBILES

Sales of automobiles ancillary to an automobile repair garage shall be limited to a maximum of six (6) automobiles being stored, kept or displayed for sale on the site at anytime. (Z.-1-93150)

4.32 MINIMUM DISTANCE SEPARATION (MDS)

The Minimum Distance Separation guidelines are provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA). The guidelines provide formulas which are used to calculate and establish separation distances between odour producing uses (livestock facilities, manure storages and anaerobic digestors) and urban and sensitive land uses. The setbacks are applied in the Agricultural (AG) Zone, and in other zones such as Rural Settlement Commercial (RRC), Agricultural Commercial (AGC) or Urban Reserve (UR) where there is the potential for agriculturally generate odour impacts. Lands to be rezoned from an Agricultural (AG) or Urban Reserve (UR) Zone to any other zone to permit a residential, facility, commercial, industrial or recreational use will comply with the MDS I formula.

Expansions to existing livestock facilities will need to comply with setbacks calculated under the MDS II formula when they are located close to zones permitting residential, commercial, or other urban and sensitive land uses.

The setbacks calculated under the MDS I formula will apply to development proposed through building permit on existing lots of record only in the following Zone variations: Agricultural (AG) Zone, Rural Settlement Commercial (RRC) zone or Urban Reserve (UR) Zone. The MDS II setbacks shall apply to all lots of record. (deleted and replaced by Z.-1-172557) (deleted and re placed by Z.-1-091877) (Z-1-051390)

4.33 SETBACK REQUIREMENTS ADJACENT TO OIL AND GAS WELLS

The standard setback; consistent with the *Oil, Salt and Gas Resources Act*; for new wells next to existing development or new development next to existing wells is 75m (246 ft.). Variations to this setback can be made through consultation with the City and Province. (Z-1-051390)

4.34 MINIMUM SETBACKS REQUIRED FOR DEVELOPMENT ADJACENT TO RAILWAY LINES ON LANDS ANNEXED TO THE CITY ON JANUARY 1, 1993.

The following regulations apply to all main buildings in the Residential (R1 to R11, OR); Regional (RF), Community (CF) and Neighbourhood Facility (NF); and Open Space (OS1 and OS2) Zone variations that abut a Rail Transportation (RT) Zone.

1. To address safety issues the following regulations apply:

Classification of Track	Setback without Berm	Setback with Berm	Required Size of Berm
Principal Main Line	120 m (394 ft.)	30 m (98.4 ft.)	2.5 m (8.2 ft.)
Secondary Main Line	120 m (394 ft.)	30 m (98.4 ft.)	2.0 m (6.6 ft.)

Principal Branch Line 60 m (197 ft.) 15 m (49 ft.) 2.0 m (6.6 ft.)

2. To address vibration issues, evaluation of ground-borne vibration from rail traffic will be required within 75m (246 ft.) of the railway line and shunting yards.
3. To address noise issues, evaluation of noise from rail traffic through a Noise Impact Study will be required within 120m (394 ft.) of the railway line and shunting yards in accordance with Ministry of the Environment (MOE) guidelines.

Variations to the noise and vibration standards can be made if an Environmental Noise & Vibration Study is submitted and accepted by the General Manager of Planning and Development in support of the request. These reports can be used as a basis for varying the standards where site specific barriers or topographical features are present which may warrant changes. The specific standards can be applied through the development, consent or subdivision agreement.
(Z.-1-051390)

4.35 DRIVE-THROUGH FACILITIES

The following regulations shall apply to a drive-through facility associated with a permitted use which is adjacent to a residential or facility/institutional use and/or zone:

1) SEPARATION DISTANCE - INTERIOR AND REAR YARD

The minimum separation distance, measured from the edge of the drive-through lane or speaker location, whichever is closer, to the closest residential/facility/institutional use lot line and/or zone line shall be 30 metres. This setback may be reduced to 15 metres if a 2.4 metre high noise attenuation barrier is installed between the residential/facility/institutional use and the drive-through lane. Further reductions to the setback may be considered upon the City's review and acceptance of mitigation measures identified by a noise study prepared by a qualified noise consultant. A minimum 3 metre wide landscaped strip is required consisting of new and/or existing vegetation immediately adjacent to any noise barrier.

2) SETBACK FROM ULTIMATE ROAD ALLOWANCE

The City's preferred location for drive-through facilities is in the rear and/or interior side yard. Drive-through facilities may only be permitted in the front and/or exterior side yard if there are no other design alternatives and/or to address safety considerations. If the drive-through facility is located in the front yard, a landscape plan and building elevation plan is required to illustrate a minimum 3 metre landscaped buffer between the edge of the drive-through lane and the ultimate road allowance all to the satisfaction of the Manager of Site Plan Control.

3) STACKING SPACES

The number of stacking spaces required for uses with drive-through facilities are;

Donut/Coffee Shop	15 spaces
Fast food/Eat-in Restaurant	12 spaces
Service station with convenience sales	9 spaces
Financial institution/Automated Teller	4 spaces

Uses that request a lower stacking lane capacity must submit a queuing study to the City to identify the stacking capacity required. A queuing study is also required when projected volumes are greater than or equal to 60 vehicles/hour.

A minimum of 3 spaces or 16m, whichever is greater, is required between the road right-of-way and the entrance to the stacking lane.

4) PARKING SPACES

Stacking lane spaces are included in the overall parking requirement for the site. (Z.-1-081795)

4.36 CLINIC, METHADONE AND PHARMACY, METHADONE

Notwithstanding any other provision of this by-law, CLINIC, METHADONE or PHARMACY, METHADONE uses shall be permitted solely through amendment to this by-law.

CLINIC, METHADONE or PHARMACY, METHADONE uses shall not be permitted within 300.0 metres (984.3 ft.) of an elementary school, secondary school, municipal library, municipal arena, municipal pool, the Western Fairgrounds or the Boys and Girls Club. This measure shall be taken from property boundary to property boundary.”

CLINIC, METHADONE uses shall require a waiting room area of no less than 15% of the clinic’s total gross floor area. Z.-1-122090

4.37 ADDITIONAL RESIDENTIAL UNITS

The provisions of this section shall apply to all additional residential units, unless specified by type directly herein.

1) Permitted Zones

Additional residential units shall be permitted within any zone, except for an Agricultural (AG) Zone, Urban Reserve (UR) Zone, Open Space (OS) Zone, Light Industrial (LI) Zone, General Industrial (GI) Zone, Heavy Industrial (HI) Zone, or Environmental Review (ER) Zone in association with the following uses, if permitted:

- a. Single detached dwellings
- b. Semi-detached dwellings
- c. Street townhouse dwellings
- d. Duplex dwellings
- e. Triplex dwellings
- f. Converted dwellings
(Z.-1-243186)

2) Number of Additional Residential Units per Lot

A maximum of three (3) additional residential units shall be permitted up to a total combined maximum of four (4) dwelling units per lot. (Z.-1-233147 replaced by Z.-1-243186)

3) Location of Additional Residential Units

An additional residential unit shall not be permitted on a separate lot from the primary dwelling unit that it is accessory to.

An additional residential unit or part thereof shall not be permitted in a basement where the finished floor level of such basement is below the level of any sanitary sewer servicing the building or structure in which the basement is located.

4) Detached Additional Residential Units

- a. A maximum of two (2) additional residential units on a lot may be permitted within a maximum of one (1) accessory building per lot.
- b. A detached additional residential unit may only be permitted in the rear yard or interior side yard.
- c. The height of an accessory building containing additional residential unit(s) shall be measured in accordance with the definition of “Building Height” in Section 2 of this By-law and shall not exceed 6.0 metres (19.7 feet).
- d. A minimum rear yard setback of 3.0 metres (9.8 feet) shall apply.

- e. The interior side yard setback shall be the greater of:
 - 1. The underlying zone, or
 - 2. 1.2 metres (3.94 feet), except where windows are facing a shared lot line 3.0 metres (9.8 feet) shall apply
 - f. A detached additional residential unit shall be part of the maximum coverage for the underlying zone, where applicable.
 - g. A detached additional residential unit shall be connected to municipal services. (Z.-1-243186)
- 5) Number of Bedrooms
- Within Near Campus Neighbourhoods, as illustrated in Figure 4.36, the combined total number of bedrooms permitted for the primary dwelling unit(s) and additional residential unit(s) shall increase by one (1) following the creation of one (1) additional residential unit up to a total of three (3) additional bedrooms and three (3) additional residential units. (Z.-1-243187)
- 6) Parking
- No additional parking is required for additional residential units.
- A new additional driveway in association with an additional residential unit is not permitted.
(Z.-1-172595; Z.-1-212896 deleted and replaced by Z.-1-233111)

4.38 AGRICULTURE USES, URBAN

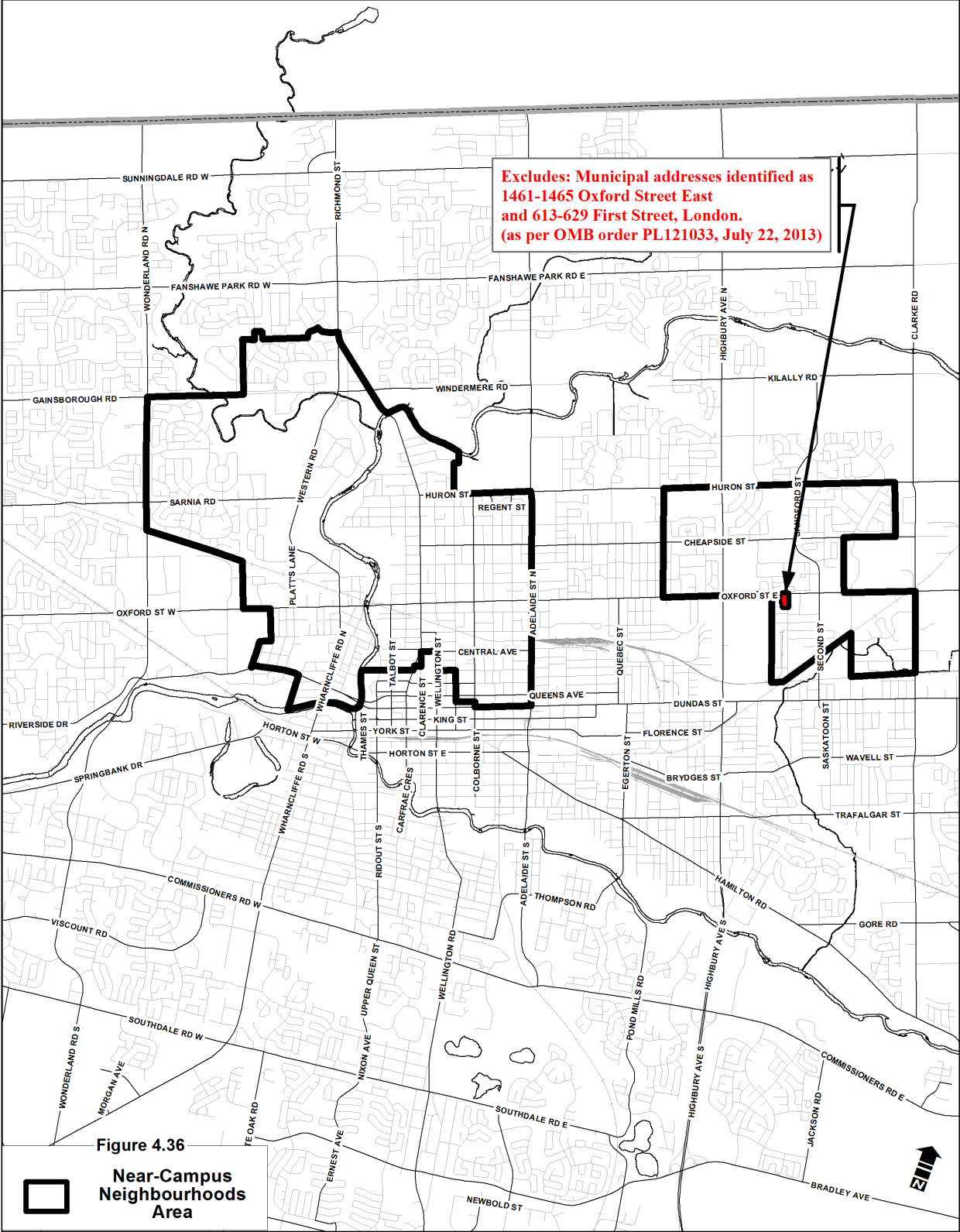
URBAN AGRICULTURE

- 1) An *Urban Agriculture* use permitted in accordance with Section 4.26 will be limited to growing, harvesting, cleaning, packaging, and storing of the food that is grown on-site. Other activities such as processing, distribution, outdoor storage, or retail sales may only be permitted where *Urban Agriculture* is identified as a permitted use in the applicable Zone.
- 2) A *Greenhouse* may be permitted for the growing of food in association with an *Urban Agricultural* use.
- 3) A *Greenhouse* used for the growing of food in association with an *Urban Agriculture* use may be treated as a primary or an accessory building. Where treated as an accessory building a *Greenhouse* shall comply with the regulations in Section 4.1 (Accessory Uses) of this By-law except for the following:
 - a) Greenhouses shall not be located in the front or exterior side yard.
 - b) Notwithstanding Section 4.1.2), only 50% of the greenhouse area shall be counted towards the calculation of lot coverage.
- 4) A *Shipping Container* may be used in association with an *Urban Agriculture* use exclusively for the growing of food and shall be subject to the provisions of Section 4.4 (Building Additions), except that they shall not be permitted in any exclusively residential zone.
- 5) A *Shipping Container* used in association with an *Urban Agricultural* use shall be subject to all regulations of the applicable zone and the provisions of Section 4.4 (Building Additions) and the following additional regulation:
 - a) Shipping Containers used in association with an *Urban Agriculture*

use shall not be located in the front or exterior side yard.(Z.-1-222977)

FIGURE 4.36

Schedule "A"
Figure 4.36



(figure replaced by Z.-1-162503)