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Z-8846  
Sonia Wise

**Report to Planning and Environment Committee**

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

**From: John M. Fleming  
Managing Director, Planning and City Planner**

**Subject: Application By: Nicholas Di Pardo  
2081 Trafalgar Street**

**Public Participation Meeting on: February 20, 2018**

**Recommendation**

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application of Nicholas Di Pardo relating to the property located at 2081 Trafalgar Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 6, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-1) Zone, **TO** a Residential R3 (R3-2) Zone and a Residential R3 Special Provision (R3-2(\_)) Zone.

**Executive Summary**

**Summary of Request**

The requested amendment is to permit one triplex dwelling on each new lot, and facilitate a severance for four new lots.

**Purpose and Effect of Recommended Action**

The purpose and effect of the recommended action is to re-zone 2081 Trafalgar Street to permit residential single detached, semi-detached, duplex, triplex and fourplex dwellings. A special provision on the eastern portion of the site will recognize Trafalgar Street as the frontage for the whole site, rather than Cartier Road.

**Rationale of Recommended Action**

1. The recommended amendment is consistent with, and will serve to implement the policies of the Provincial Policy Statement, 2014 which encourage infill and intensification and the provision of a range of housing types, and efficient use of existing infrastructure;
2. The recommended amendment is consistent with the policies of the Low Density Residential designation and will implement an appropriate infill development along Trafalgar Street in accordance with the residential intensification and broader Official Plan policies;
3. The proposed residential uses and scale of development are consistent with the London Plan;
4. The subject lands are of a suitable size and shape to accommodate the development proposed, and provide for a sensitive and compatible development within the surrounding neighbourhood.

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**Analysis**

**1.0 Site at a Glance**

**1.1 Property Description**

The subject site is located on the south side of Trafalgar Street, with Clarke Road to the west and the Veterans Memorial Parkway to the east. The subject site is a large “squarish” property with frontage on Trafalgar Street, and partial frontage on Cartier Road along the southeast (rear) portion of the site. There was previously a single detached dwelling (constructed circa 1908), and large shed (constructed circa 1910) occupying the site, which were both demolished in 2016. The property is currently vacant with mature vegetation along the south and west boundaries consisting of various trees and mature hedge.

There are three-storey, low-rise apartment buildings located directly east of the site known as Cartier Court, and numerous two-storey townhouse condominium complexes located on the north side of Trafalgar Street. The properties to the west and south of the site are comprised of single detached dwellings in mature subdivisions dating back to 1958 and 1969. There are green spaces located to the north (Nelson Park) and south (Forest View Park and Trafalgar Woods) which are within an average of 500m distance from the site. Argyle Mall provides a range of retail, commercial and shopping uses for east London and is located 1,200m<sup>2</sup> to the northwest.

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

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – R1-1

**1.3 Site Characteristics**

- Current Land Use – Vacant
- Frontage – 60.35m
- Depth – 53.3m
- Area – 3,217m<sup>2</sup>
- Shape – Square

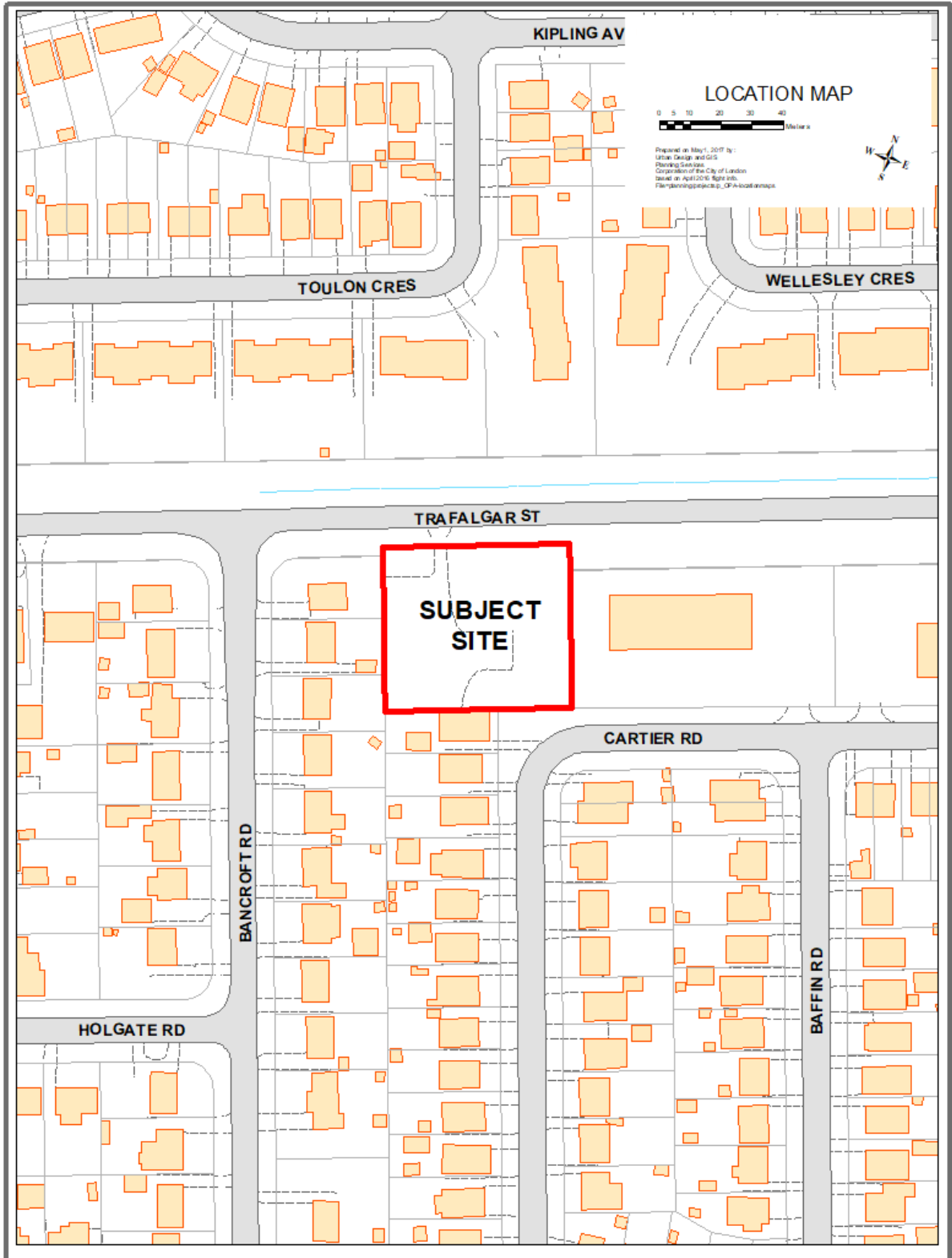
**1.4 Surrounding Land Uses**

- North – Multi-Family, Medium Density Residential
- East – Multi-Family, Medium Density Residential
- South – Low Density Residential
- West – Low Density Residential

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1.2 Location Map



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**2.0 Description of Proposal**

The proposed development includes: 1) a Zoning By-law Amendment to allow for custom built duplexes/triplexes and 2) a severance application to create four lots. The intent is to construct duplex dwellings with the ability to add an additional unit by finishing the lower level to facilitate a final outcome with a triplex dwelling on each new lot. Four buildings are proposed with two mutual driveways connected to Trafalgar Street leading to parking located at the rear. Landscaped open space and outdoor amenity areas are located directly south of buildings at the rear, and further south along the rear property boundary.



Figure 1: Conceptual Rendering of Proposed Triplexes

**3.0 Revelant Background**

**3.1 Planning History**

The buildings on site were constructed circa 1908-1910 and the site was formerly used as a single detached dwelling. The dwelling and shed have since been demolished in 2016.

**3.2 Requested Amendment**

The requested amendment is to the Residential R3 (R3-2) Zone which permits single detached, semi-detached, duplex, triplex and fourplex dwellings.

There was an initial request to increase the parking area coverage to add an additional surplus parking space, however the request has since been removed to allow for additional landscaped and outdoor amenity space rather than hard surfacing associated with an additional parking space. A special provision will recognize Trafalgar Street as the frontage for the portions that have frontage on Cartier Road as well.

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

There were two submissions received during the circulation period. One response was from the Argyle Community Association expressing support for the four proposed triplexes. One response was received from the neighbour abutting the site to the south along Cartier Road expressing concern regarding certain aspects of the proposed development (frontage onto Cartier Road, proximity of vehicle parking, privacy, fencing, and previous condition of property), but not with the overall development as proposed.

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

#### Provincial Policy Statement (PPS), 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. The PPS also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs and encourages settlement areas to be the main focus of growth and development (1.1.3).

#### Official Plan

The lands are within the Low Density Residential designation in the Official Plan which are primarily developed or planned for low-rise, low density housing forms. The policies also encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services, facilities and land. Residential intensification refers to the development of a property, site or area at a higher density than that which currently exists, including through lot creation, and allows for the consideration of development up to 75 units per hectare, including an extended range of uses such as cluster housing, attached dwellings and low-rise apartment buildings (3.2.3.2).

#### The London Plan

The London Plan places an emphasis on growing ‘inward and upward’ which encourages growth within the existing built-up area. Residential intensification will be supported in a variety of forms including infill development of vacant and underutilized lots and through redevelopment at a higher density than currently exists on developed lands (80.4 & 6). A target minimum of 45% for all new residential development will occur within the Built-Area Boundary (81). The Built-Area Boundary is comprised as the line circumscribing all lands that were substantively built out as of 2006, and includes the subject site. Intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (83).

The subject site is within the Neighbourhoods Place Type, and located along a Civic Boulevard (Trafalgar Street) with a portion located on a Neighbourhood Street (Cartier Road). Neighbourhoods will be vibrant, exciting places to live including such elements as: strong sense of place and character, attractive streetscapes & buildings, diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age, well-connected neighbourhoods, easy access to daily goods within walking distance, employment opportunities, and parks and pathways (916).

## **4.0 Key Issues and Considerations**

### **4.1 Use**

The PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs (1.1.1 b) PPS). The proposed residential

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uses are appropriate for the site and integrate positively with the surrounding established residential community. Further, the PPS encourages municipalities to provide for all forms of housing to meet projected requirements by permitting and facilitating all forms of residential intensification in locations where appropriate levels of infrastructure and public service facilities are or will be available and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3 d) PPS). The site has access to full services and will make efficient use of the property.

The lands are currently within the Low Density Residential designation, which applies to lands primarily intended for low-rise, low density housing forms including detached, semi-detached and duplex dwellings. Within previously developed areas, the development of a property at a higher density than currently exists, including lot creation and the development of vacant or underutilized lots is referred to as 'residential intensification'. A wider range of uses are contemplated for intensification projects, including cluster housing, low-rise apartment buildings, and attached dwellings such as the proposed triplexes.

The range of uses within the Neighbourhoods Place Type in the London Plan is related to the classification of street the property fronts, which allows a broader range of uses and intensities along major roads (919. 2&3). The intent is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, vibrancy and interesting communities (919. 6). The subject site is located on a Civic Boulevard which permits a range of residential dwellings including duplex, triplex, fourplex and low-rise apartments with a maximum of 4 storeys. Along a Civic Boulevard within the Neighbourhoods place type, more intensive forms of development are contemplated, including the triplexes proposed.

In the surrounding area, there are low-rise apartment buildings to the east and single detached dwellings located to the west and south of the site. A Neighbourhood Character Statement and Compatibility Report supported that the proposed triplex dwellings will serve as an appropriate transitional and complementary use from the low to medium scale residential uses abutting the site.

#### **4.2 Intensity**

The PPS directs land use within settlement areas to be based on densities which efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available (1.1.3.2). The proposal appropriately re-purposes the existing site and efficiently utilizes the existing public service facilities, and supports public and active transportation options. The proposed residential dwellings have full access to municipal services including water, sanitary and stormwater infrastructure, as well as supporting public service facilities.

The Low Density Residential designation normally permits a density up to 30 units per hectare (uph). Residential intensification projects can be contemplated up to 75uph provided the proposal meets the relevant criteria (3.2.3.2). The proposal is for the eventual development of four triplex dwellings on each of the new four lots for a total of 12 dwelling units, which equates to a density of approximately 37uph. The requested zone also permits fourplex dwellings, which could equate to a total of 16 dwelling units or 50uph. Though fourplexes are not specifically proposed through this application, if they were to be constructed, the scale of development and intensity would be compatible and appropriate for the site.

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The site is located along a major road, and within the Built Area Boundary, but is not located within the Primary Transit Area, which has a comprehensive network of the public transit routes and frequent services that can support greater intensities. The triplexes proposed represent appropriate infilling of the site without resulting in an overuse or over-intensification of the property, and are consistent with the range of intensity contemplated in the London Plan.

**4.3 Form**

The PPS encourages intensification and redevelopment where it can be accommodated, taking into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3 PPS). The proposal will develop a vacant, under-utilized site in a compatible form to the existing surrounding neighbourhood.



Figure 2: Conceptual rendering of two of the four proposed triplexes

Within the Low Density Residential designation, infill housing may be in the form of a range of single detached dwellings to low-rise apartment forms, as well as attached dwellings such as the duplexes/triplexes proposed (3.2.3.2). Each of the four buildings is proposed to be three storeys in height or 8m. The triplexes are proposed to be located with a consistent setback as the buildings to the east and slightly further back than the side-lotted dwelling to the west, which contributes to a consistent streetscape along Trafalgar Street. The triplexes are oriented towards Trafalgar Street which enhances and activates the pedestrian environment.

The perimeter of the site is landscaped with a mature hedge along the south and east boundary which is proposed to be retained for screening, buffering and the provision of privacy to adjoining properties. The board on board fencing along the west property boundary is similarly intended to be maintained for privacy and separation between properties.

The properties to the west are rear-lotted to the site which provides an existing separation distance and buffer from the proposed development. The property directly south has its interior side yard abutting the subject lands which is the closest building to the site. The parking on the subject site initially extended close to the southern boundary and included two surplus parking spaces that were above the minimum requirements in the by-law. The parking on site has been reduced from 5 spaces to 4, which has resulted in more usable and functional landscaped open space, as well as providing an increased buffer from vehicle parking and movements to the south boundary.

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The Site Plan Approval process will ensure that appropriate fencing, lighting and landscaping is used to help mitigate any potential impacts and maintain the privacy of abutting outdoor amenity areas. At the time of Site Plan Approval, a landscape plan will be required to identify new plantings and vegetation.

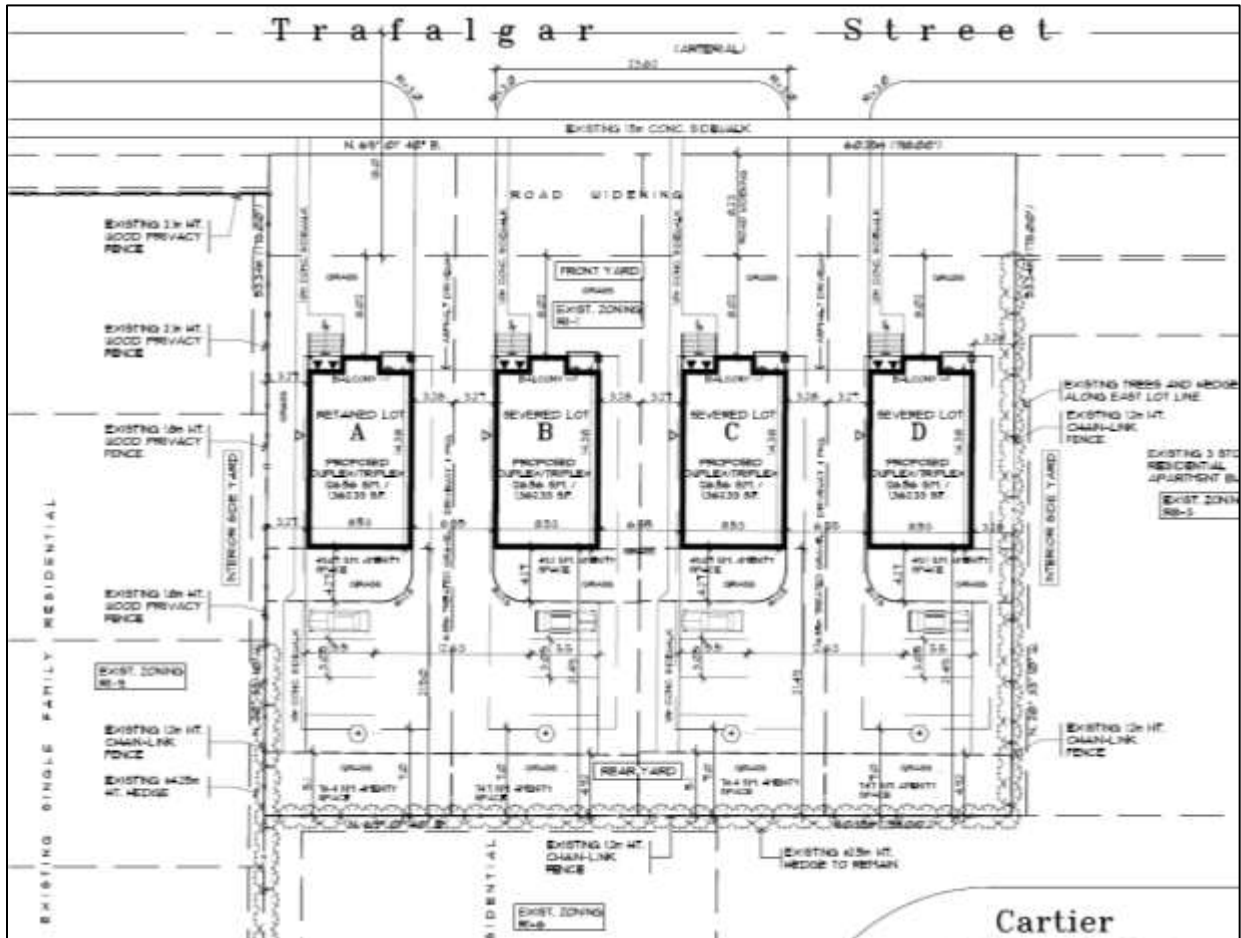


Figure 3: Conceptual Site Plan

#### 4.4 Transportation and Movement

The site has direct access to Trafalgar Street with a portion of the southeast (rear) of the property having frontage on Cartier Road as well. The preferred location for vehicle access for the site was from Cartier Road to minimize the accesses onto Trafalgar Street and maintain the integrity of the higher order road; however, only a portion of the site has frontage onto Cartier Road which would not have provided access to all proposed severed lots. There are two shared driveways proposed from Trafalgar Street to facilitate manoeuvrability on site and ensure there is no disruption to traffic flow, which is an acceptable alternative arrangement. The driveways lead to four parking spaces at the rear of each severed parcel which are screened by the buildings along Trafalgar Street.

There are existing transit services which serve the area including one bus route (2A) which provides direct access along Trafalgar Street to the northwest of the City, serving the Downtown and the Natural Science Museum. An additional route (35) is located 600m to the east providing service north to Argyle Mall, and two routes (17 & 22) are located to the west, providing service to Byron, and additional service to the Downtown and Argyle Mall respectively. The site also has convenient access to the Veteran's Memorial Parkway and the regional connections provided by the 400 series highways.



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## 4.5 Zoning

### Residential R3 (R3-2) Zone

The request is to re-zone the site to a Residential R3 (R3-2) Zone which permits single detached, semi-detached, duplex, triplex and fourplex dwellings. The initial design of the site provided surplus parking above the minimum requirements and required a special provision to increase the parking area coverage from 35% maximum to 37.5%. A parking space has since been removed which no longer requires the exemption from the regulation.

The Z.-1 Zoning By-law identifies the front lot line to be the lot line that abuts the street, but in the case of a through-lot, the shorter lot line that abuts a street shall be deemed to be the front lot line and the longer lot line that abuts a street shall be deemed to be the side or rear lot line. One of the proposed severed lots will have a partial (shorter) frontage on to Cartier Road which will become the front lot line. A special provision is recommended to interpret Trafalgar Street as the frontage for the eastern two lots to facilitate the severance and provide flexibility if there is any adjustment to the lot fabric through the consent application.

<b>5.0 Conclusion</b>
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The recommended amendment is consistent with the Provincial Policy Statement, 2014, the Official Plan, and is in keeping with the London Plan. The proposed infill development will improve and complete the residential character along Trafalgar Street and will facilitate the development of an underutilized site. The triplex dwellings represent a sensitive and compatible development that is a good fit within the surrounding context, and make efficient use of the existing municipal services and infrastructure.

<b>Prepared by:</b>	       <b>Sonia Wise</b> <b>Current Planning</b>
<b>Submitted by:</b>	       <b>Michael Tomazincic, MCIP, RPP</b> <b>Manager, Current Planning</b>
<b>Recommended by:</b>	       <b>John M. Fleming, MCIP, RPP</b> <b>Managing Director, Planning and City Planner</b>

February 8, 2018

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**Appendix A**

Bill No. (number to be inserted by Clerk's Office)  
2018

By-law No. Z.-1-18\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 2081 Trafalgar Street.

WHEREAS Nicholas Di Pardo has applied to rezone an area of land located at 2081 Trafalgar Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 2081 Trafalgar Street, as shown on the attached map comprising part of Key Map No. A109, from a Residential R1 (R1-1) Zone to a Residential R3 (R3-2) Zone and a Residential R3 Special Provision (R3-2(\_)) Zone.
- 2) Section Number 7.4 of the Residential R3 (R3-2) Zone is amended by adding the following Special Provision:
  - R3-2( )
  - a) Regulations
    - i) For the purpose of this by-law the front lot line shall be deemed to be Trafalgar Street.

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

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

PASSED in Open Council on March 6, 2018.

Matt Brown  
Mayor

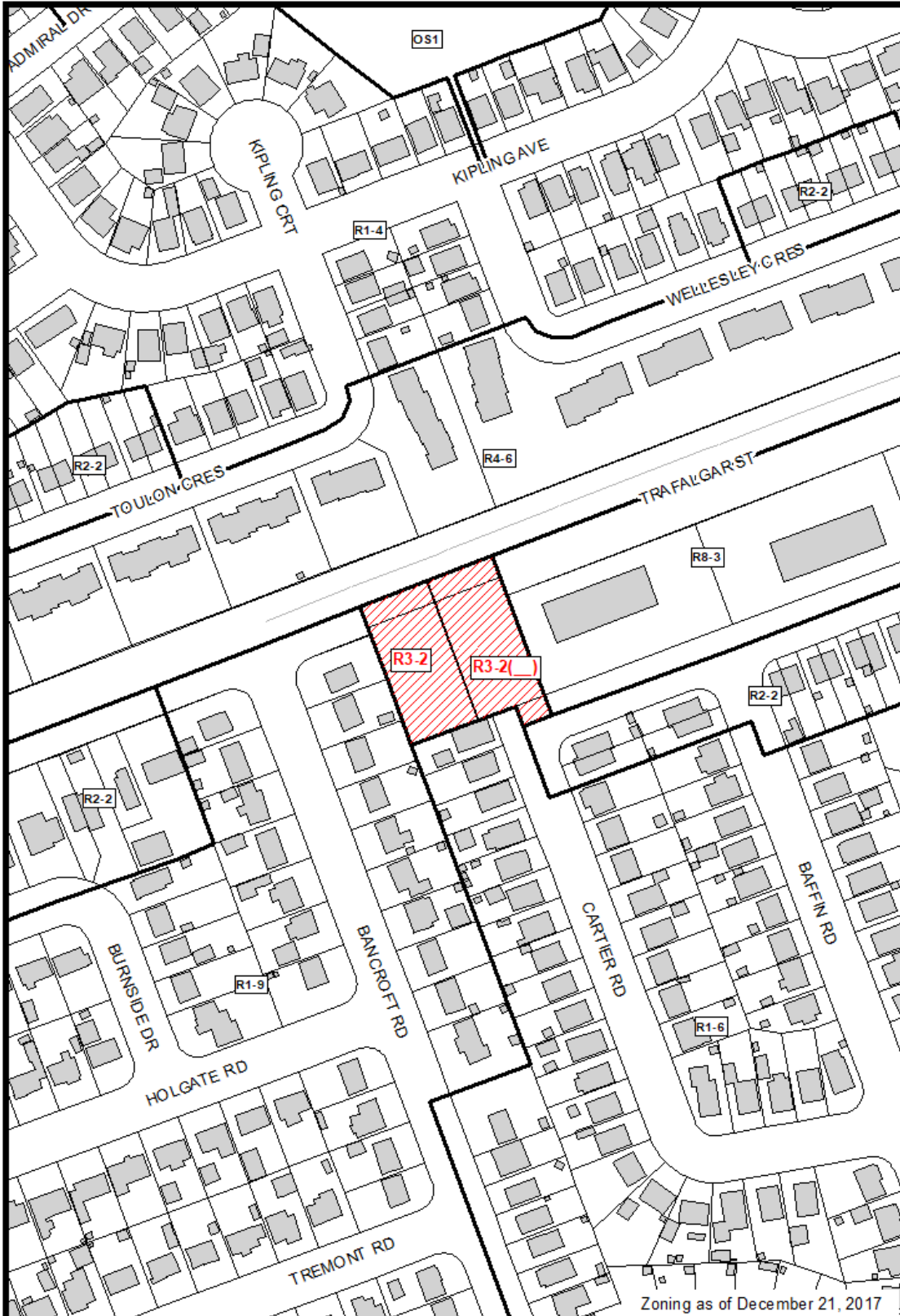
Catharine Saunders  
City Clerk

First Reading - March 6, 2018  
Second Reading - March 6, 2018  
Third Reading - March 6, 2018

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



<p>File Number: Z-8846  Planner: SW  Date Prepared: 2018/01/04  Technician: MB  By-Law No: Z.-1-</p>	<p><b>SUBJECT SITE</b> </p> <p>1:2,000</p> <p> Meters</p> <p style="text-align: center;"></p>
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GeoCadastral

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**Appendix B – Public Engagement**

**Community Engagement**

**Public liaison:** On November 15, 2017, Notice of Application was sent to 64 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 16, 2017. A “Possible Land Use Change” sign was also posted on the site. 2 replies were received.

**Nature of Liaison:** Possible Change Zoning By-law Z.-1 from a Residential R1 (R1-1) Zone which permits single detached dwellings to a Residential R3 Special Provision (R3-2(\_)) Zone to which permits single detached, semi-detached, duplex, triplex and fourplex dwellings, with a special provision to allow for an increased parking area coverage.

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

One response expressed support for the proposal.

One response expressed concerns regarding: 1) the frontage on Cartier Road and potential traffic associated with using this as an access, 2) confusion with Trafalgar Street address instead of Cartier Road, 3) vehicle noise, 4) vehicle emissions, 5) privacy impacts, 6) desire a more solid fence, 7) encourage a site visit, 8) the plans seem reasonable, 9) object to access on Cartier Road

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

Telephone	Written
	Argyle Community Association
Sandra Martin, 53 Cartier Road London ON N5V 1G4	Mark and Sandra Martin, 53 Cartier Road London ON N5V 1G4

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Planner: Sonia Wise  
File Z-8846

November 21, 2017

Dear Planning Committee Members,

On behalf of the Argyle Community Association, I am writing to express our support for the rezoning of 2081 Trafalgar St. to facilitate the severance that will enable the construction of 4 triplex dwellings in our neighbourhood.

Upon receipt of this notice, it was circulated among our board and committee members and all comments were favourable.

The property in question has been vacant for a significant period of time and has at various times been a source of property standards concerns from members of the community.

The redevelopment of this property in the manner proposed represents a desirable use of the lands, providing more residential density along a major corridor in the east end of the city. Based on the size and location of these residential units, we feel this would add much needed modern-style affordable housing opportunities in our neighbourhood.

We also feel that the onsite parking is adequate, noting that transit service is available on Trafalgar St. In our view, this project will have a positive impact on our community. We encourage the planning department and council members to approve this application.

Sincerely,

Shawn Lewis  
Chairperson  
Argyle Community Association

P: [REDACTED]  
E: [REDACTED]

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December 5, 2017

The City of London, Planning Services

P.O. Box 5035

London, On N6A 4L9

Attention: Sonia Wise

Re: 2081 Trafalgar Street, Z-8846

We are the home owners that occupy the lot directly behind the Trafalgar Street lot. Our lot runs the entire length of the rear of said lot. We are at 53 Cartier Road and have been here for approximately 34 years.

I am concerned about the so-called frontage on Cartier Road. This issue has come up before quite some years back and, given the results from back then, am really surprised it has come up again. When this neighbourhood was constructed in the late 60's/early 70's, it was for families to grow up in a safe area and the young children play outside. Unlike some of the newer subdivisions, the children here still play outside with their hockey nets on the street. Opening up from the rear of the Trafalgar Street lot would mean a lot more traffic within the neighbourhood not to mention the shortcut it would create for those people wanting to shave a couple of minutes off their drive.

I cannot imagine why this would even come up unless you think about 50 cars would want to enter Trafalgar Street at the same time (someone needs to be reminded this is residential). How reasonable would it be to have a Trafalgar Street address only to confuse emergency vehicles because access is only through the rear of Cartier Road?

When this property was not in the prettiest condition, we did not lodge even 1 complaint. As far as we were concerned the junk was quiet, didn't smell or look into our windows. Instead, the powers that be, listened to complaints from people who didn't live nearby at all. With the new buildings going up, we will now have car noise close to us, the fumes coming from them into our home and people looking into our place from their windows. I do believe a more solid fence would be beneficial to at least reduce some of the noise and provide some privacy and maybe within a few years something could be done.

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I do believe a site inspection would prove to be beneficial instead of looking at aerial maps. As to the plans the new owner has for the lot, it seems reasonable and to have been well thought out.

Our main concern is this notion the Planning Dept. has for opening up the rear of the Trafalgar Street lot onto Cartier Road. Just because it can be done doesn't mean it is the right thing to do.

We are anxiously waiting to see how this all turns out at the public meeting.

Sincerely,

Mark and Sandra Martin  
53 Cartier Road  
London N5V 1G4  
[Redacted]  
cc Councillor Bill Armstrong ✓

**Agency/Departmental Comments**

**November 28, 2017: Transportation**

Please find below Transportations comments regarding the zoning application for 2081 Trafalgar Street, Z-8846.

- Road widening dedication of 18.0m from centre line required on Trafalgar Street
- Two mutual driveways will be permitted to Trafalgar street, detailed comments regarding their design and location will be made during the site plan process

**December 11, 2017: Development Services - Engineering**

- Easement and maintenance use agreements for shared access.
- Each lot must be serviced individually with water, sanitary and storm.
- No private access shall be located within 1.5m of a sidewalk which runs parallel to the lateral edge of the private access.
- Proposed access shall be located a minimum 1.5m away from hydro poles/street lights.

**Stormwater**

The following will need to be considered at the time of the future development application:

- The subject lands are located in the Pottersburg Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Pottersburg Creek and Crumlin Drain Subwatershed Study that may include but not be limited to, quantity/quality control, erosion, water balance, stream morphology, etc.
- As per the attached as-constructed sheet 4572S1, the site is tributary to the existing municipal 375mm storm sewer on Cartier Road at a C=0.42. Changes in the C value required to accommodate the proposed development will trigger the

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need for hydraulic calculations (storm sewer capacity analysis) to demonstrate adequacy of the existing 375mm storm sewer on Cartier Road to service the site and that on-site SWM controls will be designed to the satisfaction of the City Engineer. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, etc.

**Sanitary**

The following will need to be considered at the time of the future development application:

- No connections are permitted to the forcemain.
- Demonstrate adequate separation distances, vertical clearance and adequate depth of cover if proposing basements.
- There is an existing 600mm diameter municipal sanitary gravity sewer on Trafalgar Street that extends partially across the frontage site with flows going to the west. There is also a municipal sanitary forcemain on Trafalgar St from the east connected to the manhole and the 600mm sanitary sewer. No connections are permitted to the FM.
- In light of the owner contemplating possible future severances and individual triplex and duplex units, each of the units will require individual services per City Standard. (drawing SW-7.0) to a municipal sewer.
- The owners Engineer is to demonstrate adequate separation distances, vertical clearance and adequate depth of cover if proposing basements.

**December 7, 2017: Parks Planning**

Parkland dedication has not been provided for these lands. While not a requirement of this application, it is to be noted that at the time of building permit or as a condition of site plan approval, the applicant will be required to provide parkland dedication in the form of cash-in-lieu pursuant to the regulations of By-law CP-9. The applicant may also be required to undertake a tree preservation study.

**December 4, 2017: UTRCA – email excerpt**

No objection

**November 21, 2017: London Hydro**

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



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## Appendix C – Policy Context

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

### Provincial Policy Statement (PPS) 2014

S1.1 – managing and directing land use to achieve efficient and resilient development and land use patterns

1.1.1 – Healthy, liveable and safe communities

1.1.1 b) – appropriate range and mix of uses

1.1.3 – Cost-effective development patterns

1.1.3.2 a) 1. – Land use within settlement areas

### Official Plan

3.2 – Low Density Residential Designation

### London Plan

80-83 – Built-Area Boundary

Table 10 – Range of permitted uses in Neighbourhood Place Type

916-921 – permitted uses

### Z.-1 Zoning By-law

Section 4 – General provisions

Section 7 – Residential R3 (R3) zone

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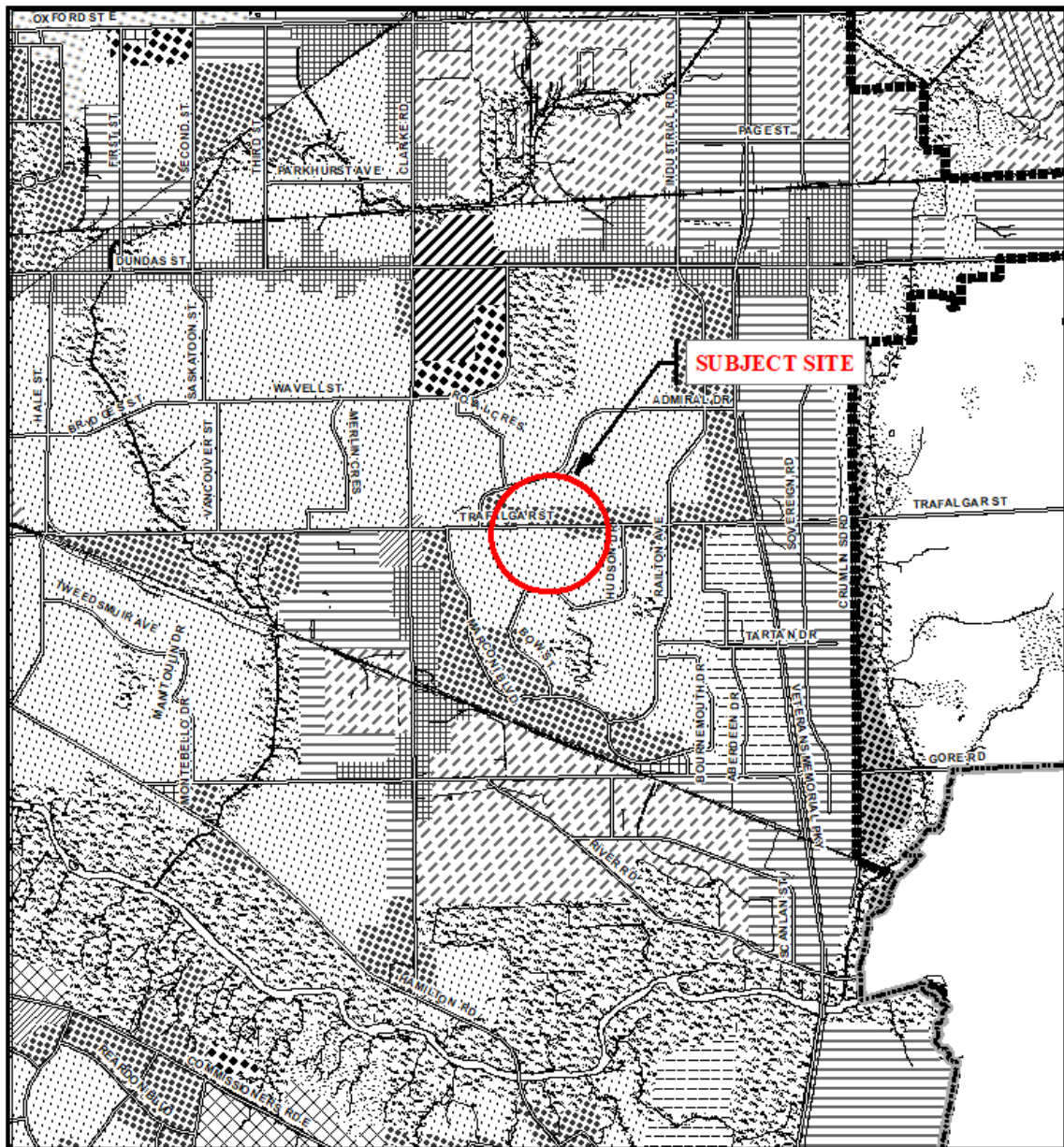
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**Appendix D – Additional Maps**



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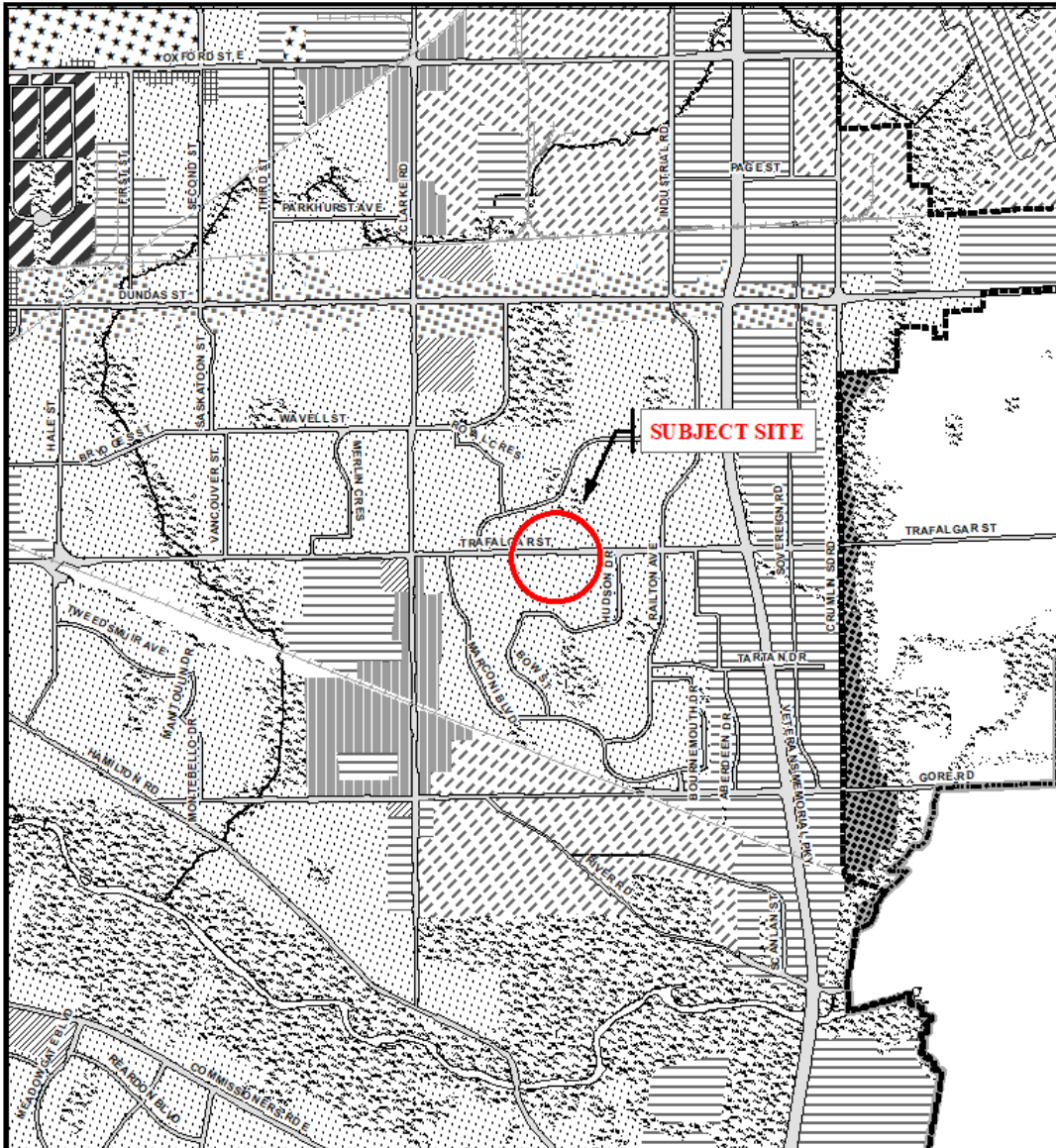
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<p><b>Legend</b></p> <table border="0"> <tr> <td> Downtown</td> <td> Multi-Family, Medium Density Residential</td> <td> Office Business Park</td> </tr> <tr> <td> Wonderland Road Community Enterprise Corridor</td> <td> Low Density Residential</td> <td> General Industrial</td> </tr> <tr> <td> Enclosed Regional Commercial Node</td> <td> Office Area</td> <td> Light Industrial</td> </tr> <tr> <td> New Format Regional Commercial Node</td> <td> Office/Residential</td> <td> Commercial Industrial</td> </tr> <tr> <td> Community Commercial Node</td> <td> Regional Facility</td> <td> Transitional Industrial</td> </tr> <tr> <td> Neighbourhood Commercial Node</td> <td> Community Facility</td> <td> Rural Settlement</td> </tr> <tr> <td> Main Street Commercial Corridor</td> <td> Open Space</td> <td> Environmental Review</td> </tr> <tr> <td> Auto-Oriented Commercial Corridor</td> <td> Urban Reserve - Community Growth</td> <td> Agriculture</td> </tr> <tr> <td> Multi-Family, High Density Residential</td> <td> Urban Reserve - Industrial Growth</td> <td> Urban Growth Boundary</td> </tr> </table>			Downtown	Multi-Family, Medium Density Residential	Office Business Park	Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial	Enclosed Regional Commercial Node	Office Area	Light Industrial	New Format Regional Commercial Node	Office/Residential	Commercial Industrial	Community Commercial Node	Regional Facility	Transitional Industrial	Neighbourhood Commercial Node	Community Facility	Rural Settlement	Main Street Commercial Corridor	Open Space	Environmental Review	Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture	Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary
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<p><b>CITY OF LONDON</b> Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8846</p> <p>PLANNER: SW</p> <p>TECHNICIAN: MB</p> <p>DATE: 2018/01/04</p>																											

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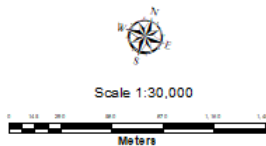
**Legend**

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

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

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

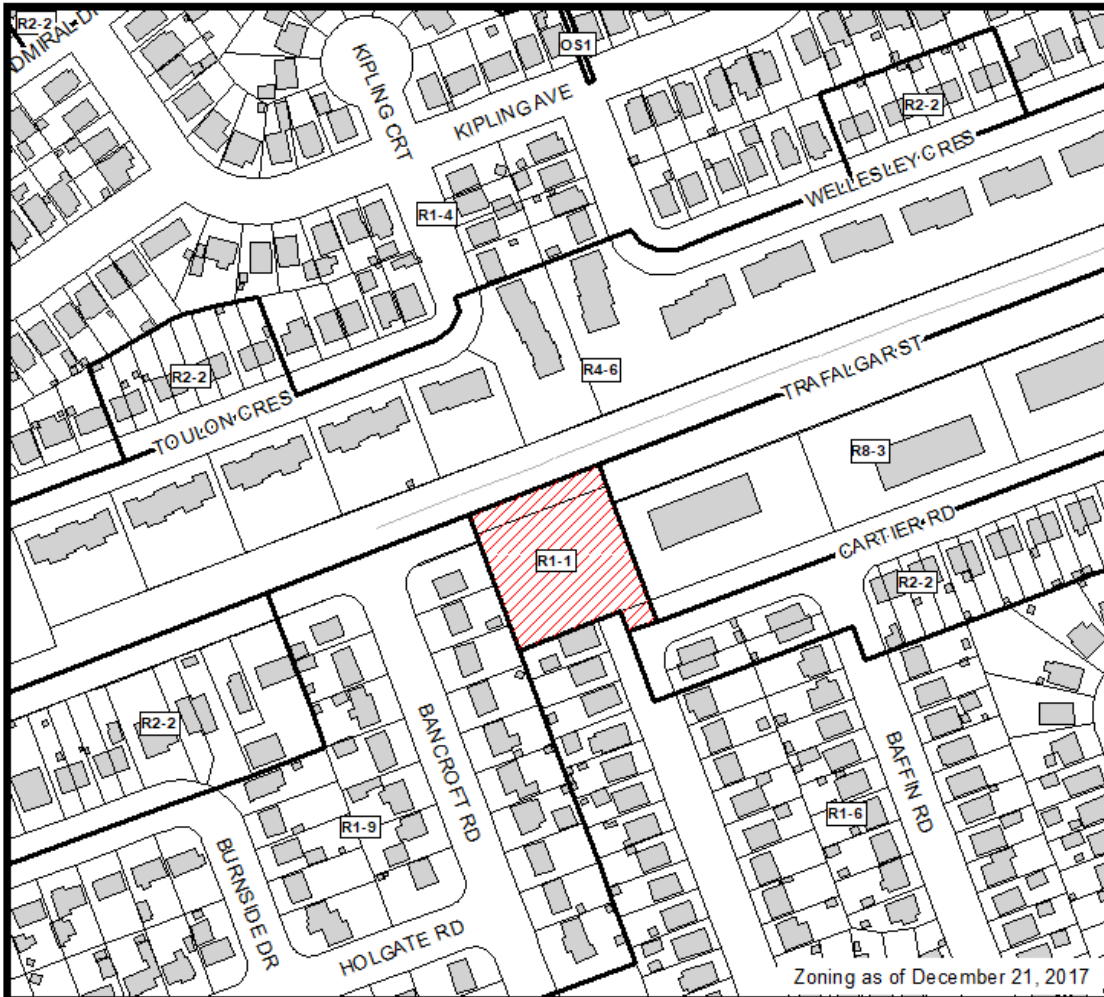
**CITY OF LONDON**  
Planning Services /  
Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
PREPARED BY: Planning Services



**File Number:** Z-8846  
**Planner:** SW  
**Technician:** MB  
**Date:** January 4, 2018

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Z-8846  
Sonia Wise



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-1**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-8846

SW

MAP PREPARED:

2018/01/04

MB

1:2,500

