

## Report to Planning and Environment Committee

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

**From:** George Kotsifas P. Eng.,  
Managing Director, Development & Compliance Services and  
Chief Building Official

**Subject:** Gateway Church  
945 Bluegrass Drive

**Public Participation Meeting on:** June 17, 2019

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Gateway Church relating to the property located at 945 Bluegrass Drive:

- (a) Consistent with Policy 19.1.1. of the Official Plan, the subject lands, representing a portion of 945 Bluegrass Drive, **BE INTERPRETED** to be located within the Multi-Family, Medium Density Residential designation;
- (b) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting June 25, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a holding Community Facility Special Provision (h\*h-1\*h-18\*CF1(3)/CF3(1)\*D40\*H12) Zone and Urban Reserve (UR3) Zone **TO** a holding Residential R8 Special Provision (h\*h-1\*R8-1(\_\_\_)) Zone and an Open Space (OS1) Zone;
- (c) Civic Administration **BE DIRECTED** to consider a Specific Policy to the Neighbourhoods Place Type in The London Plan for the property at 945 Bluegrass Drive to permit low-rise apartment buildings up to three-stories.

## Executive Summary

### Summary of Request

The requested amendment is to permit the development of two 3-storey, 40-unit apartment buildings (80 units total) at a density of approximately 46 units per hectare. The requested amendment would also permit a reduced parking rate of 0.825 spaces per unit (66 spaces), whereas 1.25 spaces per unit (100 spaces) is required. The requested amendment also seeks rezone a portion of the site to an Open Space (OS1) Zone.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment is to permit two 3-storey, 40-unit apartment buildings (80 units total) at a density of approximately 46 units per hectare. The recommended action will permit a reduced parking rate of 66 spaces, whereas 100 spaces are required. Further, the recommended action will rezone a portion of the site, currently used as Sunrise Park through an easement in favour of the City, to an Open Space (OS1) Zone.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2014;
2. The recommended amendment is in conformity with the Key Directions of The London Plan;

3. The recommended amendment is in conformity with the 1989 Official Plan;
4. The recommended amendment facilitates the development of an underutilized site with an appropriate form of development.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site is located on the south side of Bluegrass Drive. An easement in favour of the City exists at the rear of the site and forms Sunrise Park. Surrounding land uses include a place of worship (Gateway Church) to the north, low density residential in the form of single detached dwellings to the east and west, and the CN Railway right-of-way to the south. The site is currently undeveloped.



Figure 1: Subject site (front view from Bluegrass Drive)



Figure 2: Subject site (rear view from Sunrise Park)

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

- Official Plan Designation – Low Density Residential, Multi-Family, Medium Density Residential, and Open Space
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – holding Community Facility Special Provision (h\*h-1\*h-18\*CF1(3)/CF3(1)\*D40\*H12) Zone and Urban Reserve (UR3) Zone

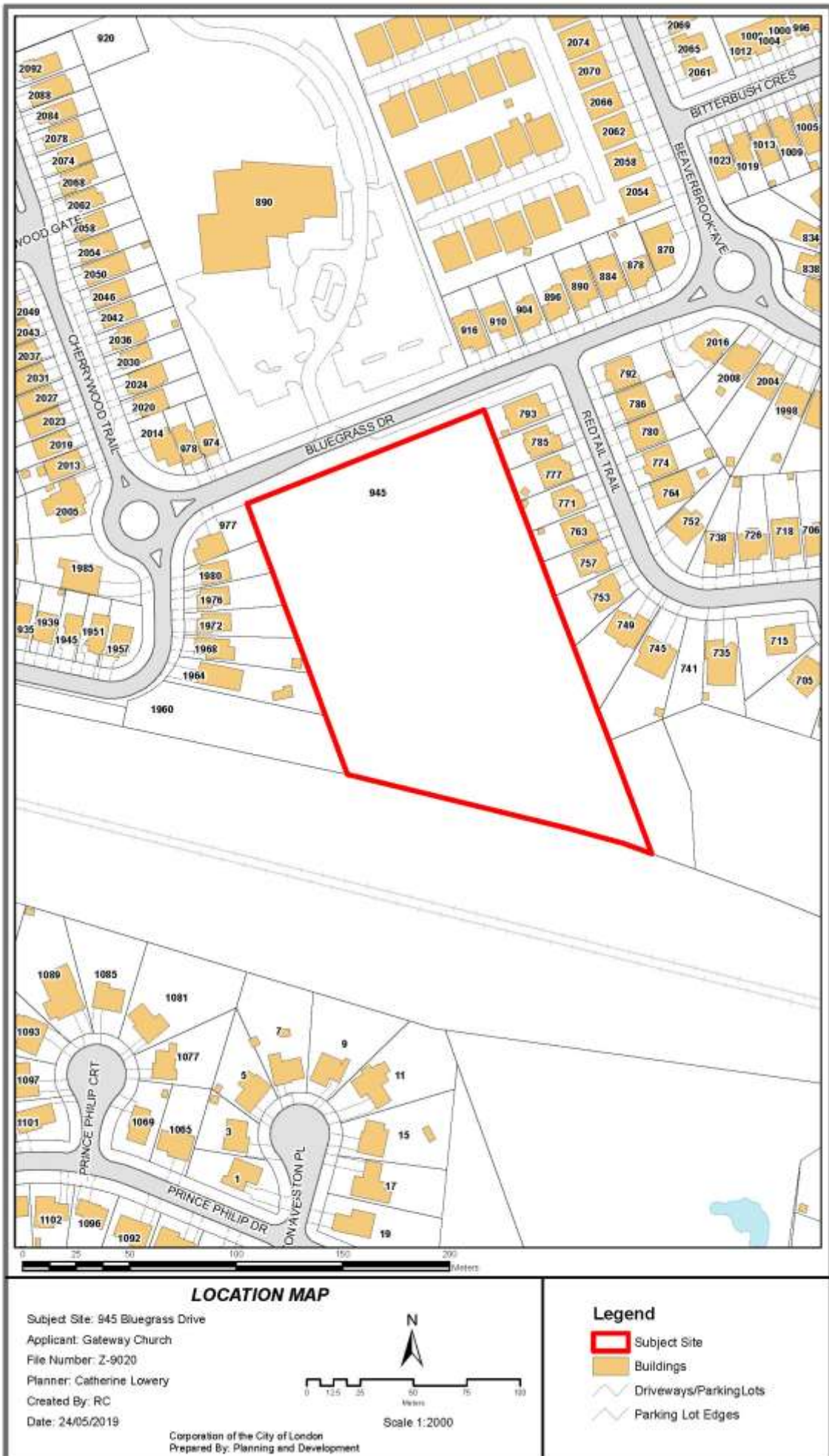
**1.3 Site Characteristics**

- Current Land Use – Undeveloped
- Frontage – 118.07 metres (387.36 feet)
- Depth – 132.52 metres (434.77 feet)
- Area – 2.1287 hectares (5.26 acres)
- Shape – Irregular

**1.4 Surrounding Land Uses**

- North – Place of Worship
- East – Low Density Residential
- South – CN Railway Right-of-Way
- West – Low Density Residential

1.5 Location Map



## 2.0 Description of Proposal

### 2.1 Development Proposal

The applicant is proposing two 3-storey apartment buildings, each containing 40 units for the purpose of affordable housing. A parking area containing 66 parking spaces is also proposed, the majority of which will be located towards the rear of the site. Several amenity areas are proposed on-site including: a playground, tennis courts or open space, a multi-use gathering area, and a gazebo/seating area. The applicant intends for these areas to be publicly accessible and open to the community, much like the site currently is. The applicant has initiated discussions with Housing Development Corporation, London (HDC) to integrate the affordability component into the proposed development.

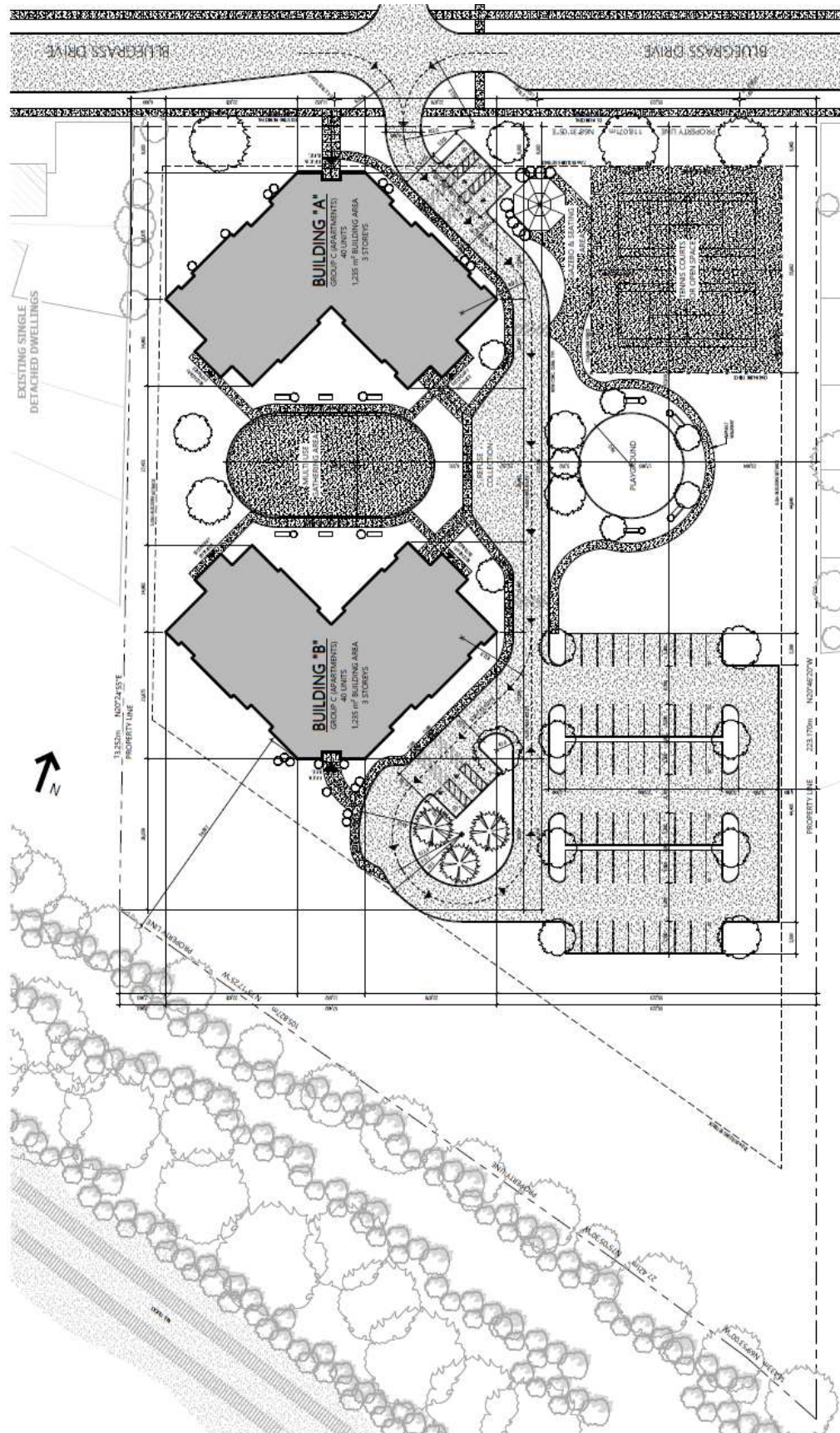


Figure 3: Conceptual Site Plan



Figure 4: Conceptual Rendering

### 3.0 Relevant Background

#### 3.1 Planning History

In 1996, City Council adopted an amendment to the Official Plan (OPA No. 88) for the annexed areas which placed these lands in an Urban Reserve - Community Growth designation. This property is located within the Hyde Park Community Planning Area, and a community plan was prepared to identify the land use pattern and road network for future development. Through an Official Plan amendment (OPA No. 193) adopted by Council on April 17, 2000 for the Hyde Park Community Planning Area, the subject lands were re-designated from Urban Reserve - Community Growth to Multi-Family, Medium Density Residential, Low Density Residential, and Open Space.

The subject lands were subsequently rezoned in February 2003 (Z-6364) to the current holding Community Facility Special Provision (h\*h-1\*h-18\*CF1(3)/CF3(1)\*D40\*H12) Zone. The purpose of this rezoning was to permit institutional type uses including: places of worship; community centres; day care centres; elementary schools; group home type 2; libraries; post office depots; private schools; secondary schools; police stations; clinics (in association with other permitted uses); continuum-of-care facilities (for seniors), hostels; medical/dental offices (in association with other permitted uses); nursing homes; personal service establishment (in association with the main permitted uses); rest homes; retirement lodges. The current zoning permits a maximum density of 40 units per hectare and a maximum building height of 12 metres.

#### 3.2 Requested Amendment

The applicant is requesting to rezone the subject lands to a holding Residential R8 Special Provision (h\*h-1\*R8-1(\_\_\_)) Zone and an Open Space (OS1) Zone to facilitate the development of the proposed apartment buildings. Special provisions would permit a reduced parking rate of 66 spaces (0.825 spaces per unit) and an increased density of 45.24 units per hectare.

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

Staff have received 21 written responses from neighbouring property owners, which will be addressed later in this report. The primary concerns were related to: decreased property values; compatibility; loss of privacy; lighting; construction impacts (noise, dust, trucks); traffic and parking; and loss of parkland. Three phone calls were received citing similar concerns and requesting clarification on the application. Two petitions were also submitted in opposition to the application: one containing 21 signatures and the other containing 13 signatures. A community meeting was held by the applicant on April 3, 2019; 17 people were in attendance and four provided comments.

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

#### ***Provincial Policy Statement, 2014***

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 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. It directs cities to make sufficient land available to accommodate this range and mix of land uses to meet projected needs for a time horizon of up to 20 years. Planning authorities are also directed to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4).

#### ***The London Plan***

*The London Plan* is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The majority of the site is located in the Neighbourhoods Place Type on a Neighbourhood Connector, as identified on \*Map 1 – Place Types and \*Map 3 – Street Classifications. Permitted uses within this Place Type include a range of low rise residential uses, such as townhouses and triplexes (\*Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The maximum permitted height is 2.5-storeys (\*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

The rear portion of the site, currently used as Sunrise Park, is located in the Green Space Place Type. This portion of the site is proposed to be rezoned to an Open Space (OS1) Zone and dedicated to the City as parkland dedication.

#### ***1989 Official Plan***

The subject site is split designated Low Density Residential, Multi-Family, Medium Density Residential, and Open Space in the 1989 Official Plan. In the Multi-Family, Medium Density Residential designation the primary permitted uses include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged (3.3.1). Height and density limitations in the Multi-Family, Medium Density Residential designation is normally 4-storeys and 75 units per hectare (3.3.3.i) and 3.3.3.ii).

The boundaries between land use designations as shown on Schedule "A" - the Land Use Map, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). As such, Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Plan is maintained and that the departure is advisable and reasonable (19.1.1i)).

## **4.0 Key Issues and Considerations**

### **4.1 Issue and Consideration # 1: Use, Intensity, and Form**

#### **4.1.1 Use and Intensity**

*Provincial Policy Statement, 2014 (PPS)*

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 (including, affordable housing and housing for older persons), employment and institutional uses to meet long-term needs. It promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas to be the main focus of growth and their vitality and regeneration shall be promoted (1.1.3). Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4). It directs planning authorities to establish and implement minimum targets for the provision of housing which is affordable to low and moderate income households. It also encourages planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The recommended amendment is consistent with the policies of the PPS as it will facilitate the development of an underutilized site within an established settlement area. The proposed 3-storey, 40-unit apartment buildings contribute to a mix of housing types and provide choice and diversity in housing options. No new roads or infrastructure are required to service the site, therefore the development makes efficient use of existing services. As such, the recommended amendment is consistent with the policies of the PPS.

### *The London Plan*

The London Plan provides Key Directions that must be considered to help the City effectively achieve its vision (54\_). These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below:

#### 55\_ Direction #1 Plan strategically for a prosperous city

13. Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.

#### 57\_ Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city

11. Develop affordable housing that attracts a diverse population to the city.

#### 59\_ Direction #5 Build a mixed-use compact city

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place

#### 61\_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone

2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.



10. Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.

The Key Directions promote affordable housing and intensification proposals, which can be used to achieve the long-term goals of The London Plan while taking advantage of existing services and facilities, and encouraging a mix of housing types within neighbourhoods.

Policy \*916\_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy \*918\_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed 3-storey, 40 unit apartment buildings would contribute to a mix of housing types, providing more intrinsically affordable housing options.

The subject site is located in the Neighbourhoods Place Type of The London Plan fronting on a Neighbourhood Connector. \*Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (\*921\_). \*Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (\*935\_1).

At this location, \*Table 10 would permit a range of low-rise residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, and triplexes. However, low-rise apartment buildings are directed to sites either fronting on a higher order street or at minimum at the intersection of two Neighbourhood Connectors. Further, in accordance with \*Table 11, the maximum height permitted for sites in the Neighbourhoods Place Type on a Neighbourhood Connector is 2.5-storeys.

While the proposed low-rise apartment use does not conform to \*Table 10 and the proposed 3-storey building height does not conform to \*Table 11, these policies are currently under appeal and are not in force and effect. Accordingly, these policies are informative but are not determinative and cannot be relied on for the review of the requested amendment. As the policy framework for this site is a matter of transition between the 1989 Official Plan and The London Plan, it is recommended that Council direct staff to initiate an amendment to The London Plan to add a Specific Policy Area permitting the low-rise apartment building use up to 3-storeys for this site.

#### *1989 Official Plan*

The site is currently split designated in the 1989 Official Plan, with the front half designated Low Density Residential and the rear half designated Multi-Family, Medium Density Residential. A portion abutting the railway right-of-way is designated Open Space which is proposed to be rezoned to an Open Space (OS1) Zone and dedicated to the City.

Chapter 19 of the Official Plan states that the boundaries between land use designations as shown on Schedule "A" - the Land Use Map, are not intended to be rigid, except where they coincide with physical features such as streets, railways, rivers or streams (19.1.1i)). Policy 19.1.1i) further states that the exact determination of boundaries that do not coincide with physical features will be the responsibility of Council and that Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Plan is maintained and that the departure is advisable and reasonable.

As there are no physical boundaries between the Low Density Residential and Multi-Family, Medium Density Residential designations, it is recommended that Council interpret the site to be designated Multi-Family, Medium Density Residential. The proposed development has been designed in a manner that is appropriate and

sympathetic to the surrounding neighbourhood, therefore the minor departure from the boundary meets the general intent of the Plan and is advisable and reasonable.

The Multi-Family, Medium Density Residential designation contemplates multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential areas but do not approach the densities intended for the Multi-Family, High Density Residential designation (3.3). Permitted uses include a range of medium density residential uses, including low-rise apartment buildings (3.3.1). Development in the Multi-Family, Medium Density Residential designation is intended to have a maximum height of 4-storeys and a maximum density of 75 units per hectare (3.3.3 i) and ii).

The two proposed 3-storey, 40-unit apartment buildings will yield an approximate density of 46 units per hectare, which is less than the 75 units per hectare permitted in the Multi-Family, Medium Density Residential designation. It should also be noted that approximately 3,602.52 square metres of the site is proposed to be rezoned to OS1 and dedicated to the City as parkland dedication. If this portion of the site were to be included in the site area as it currently exists, the proposed density would be 38 units per hectare, less than the 40 units per hectare permitted by the existing zoning. Given the foregoing, Staff is satisfied the recommended amendment is in conformity with the 1989 Official Plan.

#### **4.1.2 Form**

Concerns were raised through the circulation of the application that the proposed building form was not appropriate for the context of the neighbourhood, which consists primarily of 2-storey single detached dwellings. The site has been designed such that one of the proposed buildings and open spaces are oriented towards the street and most of the parking at the back, providing for an activated street edge. The 3-storey building height and L-shaped form is sympathetic to the neighbouring 2-storey homes, and the design incorporates a 6 metre interior side yard setback to provide separation from neighbouring properties. The conceptual design includes a number of amenity spaces on site, including: a playground, tennis courts or open space, a multi-use gathering area, and a gazebo/seating area. It is the intent of the applicant that these spaces be publicly accessible and available for use by the community.

The applicant submitted an Urban Design Brief as part of a complete application to identify how the building design and form would be in keeping with the City Design policies of The London Plan and Chapter 11 Urban Design Policies of the 1989 Official Plan. Urban Design staff was supportive of the conceptual design as it incorporates the following: locates a building along the Bluegrass Road frontage with its principle entrance to the street, establishing a built edge and activating the street; incorporates a massing and height of 3-storeys that is compatible with the existing neighbourhood composed primarily of 2-storey homes; and locates all parking at the rear of the site. Further refinement of the site and building design will occur at the Site Plan Approval stage, with consideration of design principles established through the re-zoning including: building location and orientation; building massing and height; and general site layout (setbacks, parking location, vehicular access, and pedestrian circulation).

It should be noted that the proposed building form would generally be permitted as-of-right under the current zoning, however the use would be restricted to seniors housing in accordance with the permitted uses of the CF3 Zone.

#### **4.2 Issue and Consideration # 2: Archaeology**

The existing zoning contains an h-18 holding provision, which the applicant is proposing to remove through this application. The applicant submitted a Stage 3 Archaeological Assessment as part of the complete Zoning By-law Amendment application which has been reviewed by the City's Heritage Planner. The h-18 holding provision specifically states "No demolition, construction, or grading or other soil disturbance shall take place on the subject property prior to the City's Planning Services receiving the Ministry of Tourism, Culture and Sport compliance letter indicating that all archaeological licensing

and technical review requirements have been satisfied.” The City received the Ministry of Tourism, Culture and Sport compliance letter on June 5, 2019, therefore it is recommended the h-18 holding provision be removed.

#### **4.3 Issue and Consideration # 3: Parking, Traffic, and Noise**

Several concerns were raised by neighbouring residents regarding the requested parking reduction, increased traffic, and noise issues caused by the development and proposed tennis courts. In addition, due to proximity to the CN Rail right-of-way, consideration of noise and vibration must be given.

As part of the complete application, the applicant provided a parking study to justify the proposed reduction to 66 spaces, whereas 100 spaces are required. Given the intended affordable nature of the proposed units, as well as the site’s proximity to transit, staff is satisfied the requested reduction of 34 spaces is appropriate. Furthermore, City Transportation staff have reviewed and accepted the parking study submitted with the application and had no concerns with respect to traffic or parking.

Through the circulation, some neighbouring residents were generally supportive of the proposed development but expressed concerns with respect to noise issues caused by the tennis courts currently shown on the conceptual site plan. Suggestions that this space be used as a more flexible grassed area were received, and the applicant has indicated that they are open to further discussion regarding this space. Urban Design staff have expressed concerns with the use of this area as a soccer pitch, as the space abuts the street and would require fencing to shield soccer balls from the street. This issue will be further addressed at the Site Plan Approval stage.

Lastly, CN Rail provided standard comments related to residential development adjacent to a railway right-of-way. These requirements include a 30 metre setback from the right-of-way, which is consistent with the existing special provision that currently applies to the site. As such, it is recommended an additional special provision requiring a 30 metre setback to the nearby Railway Transportation (RT) Zone be included in the zoning. In addition, the existing zoning includes an h-1 holding provision requiring the applicant to enter into an agreement covering requirements for incorporating appropriate noise and/or vibration attenuation measures into the design of the development, prior to removal. A noise and vibration study was not completed and submitted as part of this application, as the applicant had requested it be deferred to the Site Plan Approval stage. As such, removal of this holding provision has not been requested through this application and it is recommended the h-1 be maintained.

#### **4.4 Issue and Consideration # 4: Loss of Privacy and Green Space**

Several residents were concerned with the perceived loss of green space, as the site is currently vacant and very well used by the community. With the perceived loss of this “open space”, neighbouring residents were concerned that the proposed development would result in units overlooking backyards, infringing on privacy and reducing property values. Residents were also concerned about light spillover from the development onto adjacent properties.

The site has always been privately owned and has been designated and zoned for development since the early 2000’s. As such, it was never the planned intent for this site to be developed as a park, but rather with either community facility uses or a form of residential development geared to seniors.

A 6 metre (19.7 feet) interior side yard setback has been provided to offer separation between the proposed buildings and backyards of the abutting single detached dwellings. The detailed design of the site, including fencing and landscaping to screen the site from neighbouring properties, will occur through a future Site Plan Approval process and will assist in alleviating privacy concerns. Lighting will also be addressed at the Site Plan stage through the review and approval of a photometric plan, minimizing light spillage onto neighbouring properties. Several amenity spaces which are intended to be available for public use have been included in the design for the site, ensuring

publicly accessible privately owned open space is provided despite development of the site. The applicant will also be required to convey the rear portion of the site, currently an easement in favour of the City for Sunrise Park, as parkland dedication at the Site Plan stage.

More information and detail is available in Appendix B and C of this report.

## **5.0 Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement and conforms to the Key Directions of The London Plan and the in force and effect Official Plan policies of the 1989 Official Plan. The recommended amendment will facilitate the development of a vacant, underutilized parcel of land with a use and density that is appropriate for the site and contributes to a mix of housing types.

<b>Prepared by:</b>	<b>Catherine Lowery, MCIP, RPP</b> <b>Planner II, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE</b> <b>Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.ENG</b> <b>Managing Director, Development and Compliance</b> <b>Services and Chief building Official</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

June 7, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

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**Appendix A**

Bill No. (number to be inserted by Clerk's Office)  
(2019)

By-law No. Z.-1-19\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 945  
Bluegrass Drive.

WHEREAS Gateway Church has applied to rezone an area of land located  
at 945 Bluegrass Drive, 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 945 Bluegrass Drive, as shown on the attached map comprising  
part of Key Map No. A101, from a holding Community Facility Special Provision (h\*h-  
1\*h-18\*CF1(3)/CF3(1)\*D40\*H12) Zone and Urban Reserve (UR3) Zone to a holding  
Residential R8 Special Provision (h\*h-1\*R8-1(\_\_\_)) Zone and an Open Space (OS1)  
Zone.

2) Section Number 12.4 a) of the Residential R8 (R8-1) Zone is amended by adding  
the following Special Provision:

)	R8-1( )	945 Bluegrass Drive	
	a)	Regulations	
		i) Parking (minimum)	66 spaces or 0.825 spaces per unit, whichever is greater
		ii) Density (maximum)	46 units per hectare
		iii) Setback to Rail Transportation (RT) Zone (minimum)	30.0 metres (98.4 feet)

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.

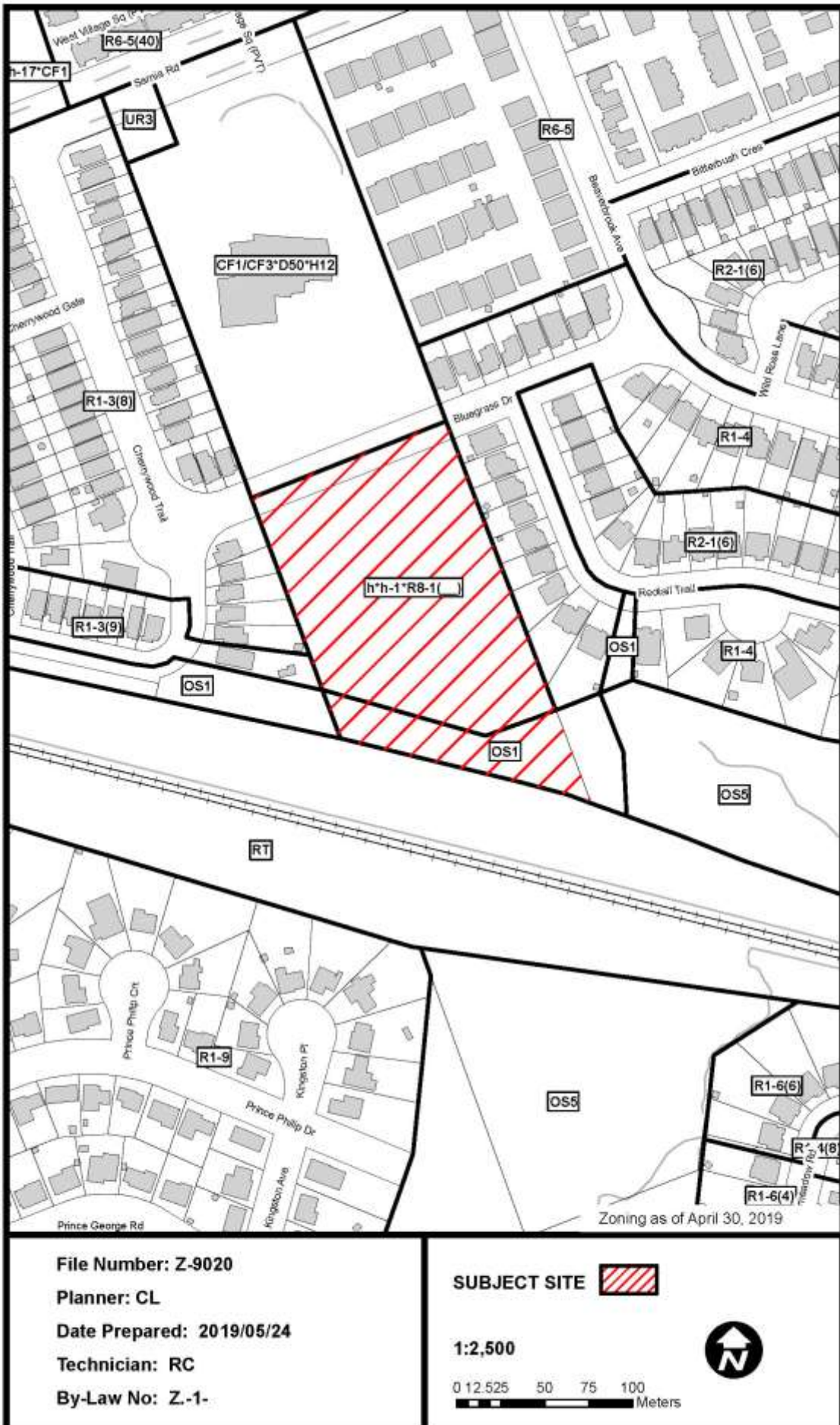
PASSED in Open Council on June 25, 2019.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – June 25, 2019  
Second Reading – June 25, 2019  
Third Reading – June 25, 2019

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



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On February 6, 2019, Notice of Application was sent to 121 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 7, 2019. A “Planning Application” sign was also posted on the site.

On April 24, 2019, Notice of Revised Application was sent to 124 property owners in the surrounding area. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 25, 2019.

24 replies were received. Two petitions were also received in opposition to the application.

One petition, signed by 21 people, cited the following concerns:

- The current proposal is not compatible for the neighbourhood in terms of the population density and the size of the apartment buildings. It does not conform to the official London plan nor Ontario zoning bylaws which state that new development should be “a good fit within the context of an existing neighbourhood” and be compatible with “adjacent uses of land” (low density). It is surrounded by single family, two-storey homes. Many of these are home to families with young children.
- We have selected this neighbourhood based on the existing zoning.
- Increased traffic will make the neighbourhood roads less safe for children and other pedestrians.
- There is also the strong potential for an “inadequacy of parking access.” Parking overflow will lead to more parking on the sides of the roads in front of our homes, adding more obstacles to obscure the view of drivers which will also make the neighbourhood less safe for all pedestrians.
- There is a significant risk that the higher density development will lower our property values. It would then be more difficult to sell if our property values decrease.
- There will likely be a much larger amount of greenspace removed from the property than what would remain with the current zoning in place.
- There would be a disruption to wildlife. Ducks, deer, and small mammals frequently use the area. Animals travel the tracks and come up around us.

The second petition, signed by 13 people, cited the following concerns:

- Proximity of large buildings and/or parking lots to our property lines.
- Increased noise pollution.
- Increased air pollution nearby.
- Drainage concerns already exist as the property slopes down into our backyards and they are often saturated with water for long periods. Drainage could become significantly worse with the removal of most of this greenspace. This would result in an increased risk of basement flooding and a higher cost of home insurance.
- Privacy concerns due to the potential of several units able to overlook our backyards.
- We payed a premium for our lots to back on to greenspace.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit two 3-storey, 40-unit apartment buildings. Possible change to Zoning By-law Z.-1 **FROM** a Holding Community Facility Special Provision (h\*h-1\*h-18\*CF1(3)/CF3(1)\*D40\*H12) Zone and Urban Reserve (UR3) Zone **TO** a Holding Residential R8 Special Provision (h\*h-1\*R8-1(\_\_\_)) Zone and an Open Space (OS1) Zone. The proposed R8-1 Zone would permit the apartment building use. Special provisions would permit a reduced minimum parking rate of 66 spaces (whereas a minimum of 100 spaces is required) and an increased maximum density of 45.24 units per hectare (whereas a maximum of 40 units per hectare is permitted). The City may also consider an additional special provision requiring a 30 metre setback from the Railway Right-of-Way.



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

**Concern for:**

*Decreased Property Values:*

Concerns that the requested amendment and proposed development will result in lowered property values.

*Compatibility:*

Concerns that the proposed development is incompatible and will not be an appropriate fit within a neighbourhood predominantly developed with single detached dwellings.

*Loss of Privacy:*

Concerns that the proposed development will result in overlook on neighbouring backyards.

*Lighting:*

Concerns that lighting from the parking and amenity areas will spillover onto neighbouring properties.

*Construction Impacts:*

Concerns related to nuisances resulting from construction such as noise, dust, and trucks, as well as dirt and mud from the site being tracked onto the streets by trucks.

*Traffic and Parking:*

Concerns that the development of the site will result in more traffic through the neighbourhood, as well as parking issues resulting from the requested parking reduction.

*Loss of Parkland:*

Concerns that the site is currently very well used by the community as an open space and that the development of the site will result in a loss of available parkland.

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

Telephone	Written
Mike Spylo 978 Bluegrass Drive London, ON N6H 0C9	David Wright 786 Redtail Trail London, ON N6H 5X3
Nikki Kalpakis 2031 Cherrywood Trail London, ON N6H 0C8	Joanne Spylo 978 Bluegrass Drive London, ON N6H 0C9
Karen Dale 2023 Cherrywood Trail London, ON N6H 0C9	Christina Hansen 1893 Cherrywood Trail London, ON N6H 0E1
	Ron and Sheilah Blackwell 777 Redtail Trail London, ON N6H 5X3
	Brynn Wright 786 Redtail Trail London, ON N6H 5X3

	Hasan Saiyid 785 Redtail Trail London, ON N6H 5X3
	Abddal Tantoush 2005 Cherrywood Trail London, ON N6H 0C9
	Caitlin Norman 974 Bluegrass Drive London, ON N6H 0C9
	Murat Temeltas 977 Bluegrass Drive London, ON N6H 0C9
	Mike Hodgson 643 Redtail Trail London, On N6H 5X7
	Lance and Ashley Lefebvre 1980 Cherrywood Trail London, ON N6H 0C9
	Qazi Uzair 752 Redtail Trail London, ON N6H 5X7
	Ola and Adrian Bienkowski 753 Redtail Trail London, ON N6H 5X7
	Lamond Ma 757 Redtail Trail London, ON N6H 5X3
	Amber Gul 2024 Cherrywood Trail London, ON N6H 0C9
	Suat Rusiti 2027 Cherrywood Trail London, ON N6H 0C9
	Christina Copeman 1845 Cherrywood Trail London, ON N6H 0E2

**From:** David W  
**Sent:** Tuesday, February 19, 2019 11:03 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File Z-9020 -> 945 Bluegrass Drive

Dear Ms. Lowery:

Per your Notice of Planning Application regarding the above file, I am writing to provide comments before the February 27th deadline.

In general, I think the plan is well thought out and the new development will fit well in the neighborhood. I do however have one concern, and that is the plan for **tennis courts** on the property. The noise created by these tennis courts will be a constant annoyance to the people that live around that location. The constant whacking of the tennis balls and the grunting and yelling by the tennis players will prevent the neighbourhood from enjoying the tranquil environment that this subdivision has provided for so many years.

In lieu of tennis courts, I would like to suggest that a soccer or football field be planned. This would remove the concern stated above and provide a green space for the people of the neighbourhood to utilize, much like the one that is there now. For the last many years while this property was empty, people have utilized the open grass area for flying kites, playing Frisbee, exercising their dogs, running with their children, and of course soccer and football. A soccer or football field (even if it is not to regulation size) would provide a more flexible usable space to many more people than the few people who would utilize the tennis courts. It should be noted that the sport of tennis is in decline and as such, fewer and fewer people are utilizing tennis courts.

To summarize, I am not in favour of a tennis court in the proposed plan as the sounds emanating from the use of it would be loud and annoying to the people living around it. I am suggesting the plan be changed to a more versatile solution, such as an open field (soccer or football), so that more people of different socioeconomic backgrounds can make use of the space. I understand that the owners of the land feel it is important to bring people together and that they also want this space to be used by the neighbourhood. A field of some type would certainly achieve this goal better than a tennis court.

I look forward to hearing back from you on this idea/proposal.

Sincerely,

David Wright  
786 Redtail Trail

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**From:** Joanne Spylo  
**Sent:** Tuesday, February 19, 2019 11:25 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** 945 Bluegrass Drive. File# Z-9020

Hi Catherine,

I am a resident on Bluegrass Drive, which is a couple doors down from Gateway Church and the 100 unit development they are proposing.

I have small children and people already drive down Bluegrass like crazy people. On Sundays it's even worse with how big that church has expanded in the past 8 years we have resided here. I am afraid that adding the proposed building and adding 100 cars onto the road daily that it'll cause alot more congestion along with more hazards for mine and the neighborhood children around our area.

Bluegrass Drive is not equipped to handle even more traffic than it has. It's not a main road - it's a side/back road. People already use it to speed down. I can't imagine adding more people.

When we purchased our house in 2011, there was no mention by anyone that this green space would be built up. We were advised it would be a soccer field which it has been for a number of years. Gateway is just looking to expand and make money. They are not concerned with the neighborhood they are in - just about profit.

Is there anything we can do to stop this from happening?

Thank you

Joanne Spylo  
Resident of 978 Bluegrass Drive

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**From:** Christina Hansen  
**Sent:** Thursday, February 21, 2019 9:04 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File: Z-9020 Zoning By-Law Amendment

I have recently been made aware of a proposed Zoning By-Law Amendment at 945 Bluegrass Drive. I would like to go on record saying that as a resident of this area I am completely against this proposal and disappointed that it would even be considered.

This community has an enormous amount of children and virtually NO green space available to them to explore safely and be active. We live in a day and age where we are all trying so hard to encourage our kids to be outside, connect with nature and get off video games and screens. We all know that the impact of NOT doing this is detrimental to our children, and this impact is serious. As you well know I could insert numerous valid articles & research papers to back this up. The closest park to this area is almost a km away to most area residents. The path there is also not a safe one to walk for younger children. Our backyards are barely large enough to kick a ball, it's impossible to fly a kite. We need our community partners to understand the impact this is going to have on so many children and families. I'm sure the statistics are readily available to the city; There are literally thousands of children in this area. Build a park, initiate a fundraising campaign for a splash pad. Create a plan to pull the community together and get people out and active. Build a library that embraces community. All of the growth in this area is about building more, squeezing in homes where they don't fit. This is the LAST open space area we have in our community. Please do not cram in 2-3-storey buildings with reduced parking. Please for once put our children and families' best interest ahead of money. I can not find the words to describe how much of a detrimental impact this will have on so many people.

The North side of Sarnia Rd has been built up with hundreds of high rise type condominiums and townhomes. Everything is overwhelmingly overcrowded in this area. Why choose the one and only last spot in our neighbourhood?

I have spoken to several neighbours who feel the same way as I do. In speaking to people I have learned that we have community members who willingly upgraded their home packages by \$10,000 - \$20,000 in order to back up onto this space. We have residents who have put their hard earned money into building beautiful backyards, adding swimming pools, etc. These valued people would never have made these decisions if they knew there was the potential for 3 storey housing units at this location.

I understand that only those within 120 metres of the proposed site have received notice. At a time of year where many stay inside and are not out walking I fear that there are MANY valuable opinions that will not be heard. 120m of this site will yield the opinion of a minuscule amount of people, when this in fact will impact thousands of people.

Thank you for hearing my concerns, please consider these thoughts and the negative impact this will have on our entire community.

Christina Hansen

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**From:** Joanne Spylo  
**Sent:** Thursday, February 21, 2019 12:25 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Re: 945 Bluegrass Drive. File# Z-9020

Hi,

Another reason is the school in our area (Clara Brenton) is already way over full and can not handle many more children. They already have 8-9 portables at the school!

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**From:** ronblackwell ronblackwell  
**Sent:** Thursday, February 21, 2019 9:43 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File Z-9020 945 Bluegrass property

We have reviewed the Notice of Planning Application Z-9020. The site concept has changed considerably from the concept presented to us by Gateway Church last autumn in that the buildings will now be much closer to Bluegrass Drive and the open space behind us (third property from Bluegrass on west side of Redtail Trail) may become a pair of tennis courts instead of a soccer field. Our main concern with tennis courts would be lighting at night since they would be very close and the use of light standards of the same height (9m) as the main church property would illuminate our backyard and shine in our windows.

Ron and Sheilah Blackwell  
777 Redtail Trail

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Sunday, February 24, 2019

Re: Resident Concerns for Proposed Zoning Amendment of 945 Bluegrass Drive (File: Z-9020)

We are writing regarding the proposed zoning amendment at 945 Bluegrass Drive to express the following concerns:

- Drainage could become significantly worse with the removal of greenspace for large buildings and concrete. The property of 945 Bluegrass Drive slopes down into our backyard and toward our home located at 1980 Cherrywood Trail.
- Proximity of large buildings (one planned to be 6 metres away).
  - Privacy concerns due to the potential of several units to be able to overlook our backyards which is a play area for our young children.
  - We appreciate that the building design includes a 'V-shape' to minimize number of units with a direct view.
- Increased noise pollution.
- Increased air pollution.
- Increased traffic will make the neighbourhood roads less safe for children and other pedestrians.
- The possibility of parking overflow that would lead to more parking on the side of the roads in front of our home, adding more obstacles to obscure the view of drivers which will also make the neighbourhood less safe for all pedestrians.

We hope that you consider our concerns.

Sincerely,

Lance & Ashley Lefebvre  
1980 Cherrywood Trail

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**From:** Brynn Wright  
**Sent:** Sunday, February 24, 2019 8:48 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Comments regarding File Z-9020 (945 Bluegrass Drive)

Dear Ms. Lowery:

I am generally pleased with the thoughtful approach Gateway Church has taken for the development of 945 Bluegrass Drive. They have been very considerate of the neighbours on either side.

I do, however, have one comment regarding the Conceptual Site Plan that was circulated to us. I noticed that the land in the northeast corner was designated as space for either tennis courts or open space. Given that much of the property will be developed with impervious surfaces (buildings, parking lot, laneway, multi-use gathering area), I would like to see that area left as an open space where rainwater and melting snow could infiltrate the ground instead of running overland into storm water drains. This would mitigate some of the impact that development of this large property would have on local waterways. I do not think that tennis courts are required in order to make this space useful. I currently see this area being used frequently by soccer players, families, and dog owners, and I anticipate that the community would continue to make use of this area if it were left as an open space.

Thank you for the opportunity to provide comments on this planning application.

Sincerely,

Brynn Wright  
786 Redtail Trail

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**From:** Christina Hansen  
**Sent:** Monday, February 25, 2019 10:44 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Re: File: Z-9020 Zoning By-Law Amendment

Thank you for your reply. I was previously aware of both the valid points you made below. I personally don't believe 120 m is sufficient, but yes I understand the laws per say. In regards to the zoning, I should have asked more questions when our home was being built, I took the developers/builders info at word. I have learned from that.

One more point I would like to add is that the parking in this area is horrendous at best during holiday seasons or special events at Gateway church. There are times when the parking lot is full and cars lined all of the surrounding streets. We had people park their cars in front of our home, to walk to the service 3 blocks away.

Knowing there will already be limited parking space (noted on the planning application) I can only imagine that the demand for parking will become a permanent issue in the area. And disastrous at these special event times. The consequences of that pose a safety issues, crowding issues, parking violation issues, etc.. the issues will impact the residents of this potential build, Gateway and all of our surrounding homes as well.

In my opinion this is a major issue with this proposed building as well.

Thank you,

Christina Hansen.

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**From:** Hasan Saiyid  
**Sent:** Monday, February 25, 2019 4:48 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File Z-9020

**Subject: File Z-9020 -> 945 Bluegrass Drive**

Dear Ms. Lowery,

I wish to submit some comments regarding the file above.

I live on 785 Redtail Trail, and I am worried about the plan to build tennis courts right behind my house. Currently, there is a soccer field behind my house, and I have had no noise issues. Children and adults play there in the spring, summer, and early fall, and we barely hear anything. Tennis courts, however, are a different matter entirely. I am anxious about a few things:

- 1) The noise from playing tennis
- 2) The lights from the tennis courts could shine brightly into our bedrooms
- 3) Any water run-off from the court

I would feel much better with preserving the soccer field that is there right now, even if only in part. I think the project as a whole is well intentioned and, for the most part, well planned, even if I did enjoy the open field for seven years. The tennis courts are my only qualm. Our street is quiet, and we cherish that peace and calm. It would be a shame to compromise or spoil that.

Thank you for your time.

Sincerely,

Hasan Saiyid  
785 Redtail trail

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**From:** Abdurrahman Tantoush  
**Sent:** Tuesday, February 26, 2019 8:54 PM  
**To:** Lowery, Catherine <clowery@london.ca>; Lehman, Steve <slehman@london.ca>; Doc Services <DocServices@london.ca>  
**Subject:** Zoning By-Law 945 Bluegrass Drive

To Catherine and Councillor Steve, And City Clerk

My name is Abddal Tantoush and I live at 2005 Cherrywood Trail, about approximately 50 metres from the re-zoning application.

I do not agree with the requested zoning change at all. As an active member of this community with a growing family it is important to me to have public access facilities such as libraries, parks, swimming pools, community churches, etc. Or safety features such as police stations closer to this area of town. We do not need more residences or more apartment buildings. I want my voice heard to keep the zoning By-laws in place as they are and do not want any changes to these by-laws as requested.

Also, if this could be used as future reference in case the requested by-law gets passed, to be used as a premise for appeal.

To the City Clerk, please could you notify me of any decisions made of the City of London on the proposed zoning by-law amendments for 945 Bluegrass Drive.

Sincerely,

Abddal Tantoush

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February 26, 2019

Dear Catherine Lowery:

I am a resident of our city, and I am writing to express my concern about the recent proposal relating to file Z-9020. Specifically, the matter regarding the zoning and planning application for 975 Bluegrass Drive, which requests approval for two three-storey rental apartment buildings with reduced parking spaces. To be clear, I am against accepting the proposed change and believe that the current zoning category should remain.

The proposed zoning requests would entail that two medium density buildings would be constructed on the proposed land. This is the primary concern for several reasons. First, the current neighbourhood consists of single-family homes and this building does not fit with the surrounding infrastructure. That is, the change does not conform with Ontario Zoning By-Laws that states that a new development is to be “a good fit within the context of an existing neighbourhood” and “compatible with adjacent uses of land” (low density/single-family homes). Moreover, I understand that within the city plan, developments are to consider building higher density buildings in developing areas in London. Nevertheless, our area is developed and established and therefore the current application does not conform with the city plan.

Secondly, such a large increase in population would greatly increase the traffic in the area, directly effecting the safety of the residents; in particularly, children. Moreover, reduced parking would lead to increased street parking which would therein obstruct view of the roadway for vehicles and pedestrians. Additionally, due to the layout of the space, there is only one entrance/exit for the buildings, which is directly across the street from our home. This is not an ideal situation not only for the street and the increase of traffic flow, but also for the number of residents that would be living in the buildings. Supplementing this matter is the fact that reduced parking availability would increase the likelihood that the medium density apartments become more suitable for students. As a former student myself, I value the contribution that students can make to a community. However, our neighbourhood is consistent with family homes with young children. Although we are further from the university then the ‘typical’ area for student housing, the increase of bus routes in our area make this location a candidate for students. Unfortunately, this portion of the population does not always tend to blend well in family neighbourhood’s and can at times be disruptive to the neighbouring residents. Lastly in relating to our primary concern is that there is significant risk that our property values will decrease. This is unexpected, unfair, and will affect the resale value of our home in the future.

Furthermore, there are secondary concerns regarding the current application. When originally purchasing our home, we were told that the land was zoned for its current purpose and was going to remain a green space. There are soccer nets on the field and children and families are often found using and sharing the green space. Green spaces such as these are known to bring communities and residents together. Removing this space would decrease the already very limited green space in our neighbourhood. Doing so would not only decrease a safe area for children and families to play but also impact the wildlife in the area.

Taken together with the concerns stated above, the proposal is not in the best interest of the neighbourhood. As such, we ask that our concerns be considered and that the application be rejected.

Thank you for considering our input and I look forward to hearing from you.

Sincerely,

Matthew and Caitlin Norman  
974 Bluegrass Drive

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**From:** murat temeltas  
**Sent:** Tuesday, February 26, 2019 10:26 PM  
**To:** Development Services <DevelopmentServices@london.ca>; Lowery, Catherine <clowery@london.ca>  
**Subject:** Comment and concerns regarding 945 Bluegrass Drive

Hello To whom it may concern,

I am writing this regarding the development plan of 945 Bluegrass Drive. We are the residents of 977 Bluegrass Drive (right beside, west of the soccer field). Our concern with these apartments is that it would interfere with our privacy, especially the upper floors would be able to see directly into our backyard. Also we're worried these apartments would make this quite street, which we like most about this area, a busy-high traffic street. We would prefer that buildings not be built. Thank you in advance.

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**From:** Jennifer Spinney  
**Sent:** Wednesday, February 27, 2019 8:20 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File: Z-9020: Gateway Church Application

Good morning Ms. Lowery,  
I am a resident in the Deer Ridge community and our house backs onto the land currently under consideration for a zoning by-law amendment.

I am generally opposed to the applicant's proposal and have signed a petition along with several of my neighbours demonstrating my position against construction of the two, 3-storey, 40 unit apartment buildings. I live on the good side (Redtail Trail) of the plan, and even still, I feel the disadvantages to our community outweigh any potential benefits that have been suggested to us by the applicant.

My question for you this morning is this:  
If the lands "are currently designated as Low density residential and multi family, medium density residential in the official plan, which permits a range of low rise and mid-rise residential uses as the main uses", then why is a zoning change/amendment necessary for the applicant to move forward with their two, 3-story, 40 unit apartment buildings?

Related to this, what are the unforeseen implications if the amendment were to pass? In other words, what does the passing of the zoning amendment mean for residents in terms of future use should the applicant change their mind with the plan? More specifically, what are we opening ourselves up to if the amendment passes?

Thank you for your time and I look forward to hearing more from you.

Sincerely,

Jennifer

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**From:**  
**Sent:** Wednesday, February 27, 2019 8:32 AM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Green space beaver book area

I am opposed to developing the green space

Mike Hodgson

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**From:** Lance Lefebvre  
**Sent:** Wednesday, February 27, 2019 12:08 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Resident Petition Against the Proposed Zoning Amendment of 945 Bluegrass Drive

hi Catherine,

Please refer to the attached petitions against the zoning amendment of 945 Bluegrass Drive. There are two petitions: one for general neighbourhood concerns and the other for specific concerns of neighbours whose lots are immediately adjacent to the property in question. We will also send additional pages of signatures after canvassing tonight.

Let me know if you would like any additional information from us.

Best wishes,

Lance & Ashley Lefebvre (& Neighbours)  
1980 Cherrywood Trail

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**From:** Qazi Uzair  
**Sent:** Wednesday, February 27, 2019 5:15 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** File: Z - 9020 (Zoning change)

Dear Catherine - i am writing this email to raise my concern in regards to building two 3 storey apartment buildings in my neighborhood as i have received a letter from City of London.

we love the open space as we do not have any park/field close by and my kids like to play soccer there.

in addition - once these will be built then i suspect the privacy may also be at stake.

May God guide us all so we worship HIM alone and obey all prophets peace upon all of them who were sent for mankind's guidance. The last and final word of God the Quran which once read gives us peace and connectivity to God and real happiness. Plz try yourself.

Regards

Qazi  
752 Redtail Trail

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**From:** AA Bienkowski  
**Sent:** Wednesday, February 27, 2019 9:27 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Bluegrass development

Hi Catherine

I wanted to send you a quick email regarding the proposed 3 story development off of Bluegrass. I don't understand why the parking lot is placed at the very end of the property where cars will have to drive by and pollute all of our backyards to park their vehicles. Wouldn't it make more sense to have the lot right off of the street ? Where the traffic comes through anyway?

This is really bothering us neighbours not to mention the idea of having to put up with construction, dust, and loud machines.

The other thing with the parking lot — will the lights be on all night long ? I'm thinking this will also be disruptive to those with bedrooms facing the lot.

Please let me know your thoughts.

Thank you,

Ola & Adrian

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**From:** Lamond Ma

**Sent:** Thursday, February 28, 2019 1:00 AM

**To:** Lowery, Catherine <clowery@london.ca>

**Subject:** Opposition to Z-9020 Gateway Church Zoning Amendment

Good Evening Ms. Lowery,

As a resident of 12 years in the Deer Ridge subdivision I wish to express my opposition to the proposed zoning amendment for the following reasons:

I was one of the first residents in this subdivision. I purchased my home which is located on the west side of the subject lands in 2005 with the understanding the property to the east was owned by the Gateway Church which was relocating and being built at 890 Sarnia Road. I was advised the property would eventually be developed into a seniors' retirement home but likely left vacant for at least 10 years. Had I been advised that the plans were for affordable low rise apartment housing, I would have reconsidered purchasing and building on the lot which I am currently located.

I believe this zoning amendment and proposed development of an affordable housing complex will lower the property value of the low density homes in the area. I believe the neighbourhood already has an ample supply of medium density housing to the north and east and the addition of an affordable low rise apartment buildings will reduce the value of low density homes in the neighbourhood.

An increase in the population due to an additional 80 apartment units will cause an additional burden on the designated elementary school in the area, Clara Brenton. According to the school staff, the student population has increased to an unsustainable population in recent years. The portable classrooms that have been added to the school and daily traffic jam of vehicles at the school in the morning and afternoon are also indicative that the school has reached a maximum capacity.

The applicant makes a comparison of the Gateway church building and proposes that the affordable housing complex will have having a similar impact on the neighbourhood with respect to shadowing and loss of views. This comparison is flawed as it is omitting the fact that the Gateway Church property is built on land that was excavated and is lower than the surrounding properties by several feet. The proposed low rise apartment buildings would most certainly have a greater impact on shadowing and loss of views than that of the nearby church.

I also have concerns with the placement of yet another open parking lot in the immediate area. The current parking lot of the Gateway Church is already subject to nuisance vehicles squealing tires and occasional groups of people gathering during summer evenings and causing disturbances. The placement of the parking lot adjacent to Sunrise Park will likely attract groups to gather in the open space at night if 80 units of affordable housing are added in the immediate area. The noise generated from up to 66 parking spaces at various hours also cannot be compared to a church parking lot whereby church goers generally come and go during daytime hours. The lighting from parking lot and the lighting from the low rise apartment buildings would also pollute the views that the neighbourhood is currently enjoying. I do not want the lights from a parking lot shining into my bedroom at night nor do any of the neighbours that I have spoken to.

Lastly, my experience with the land owner, Gateway Church has been less than positive over the years during and after the construction of the church building and retaining wall. My father who owned the house immediately east of the church on Bluegrass Drive was asked by the church to allow access onto his property so the retaining wall could be built. He permitted access with the promise that the inconvenience would be temporary and his property repaired to its original condition. A temporary orange construction fence prevented him from bringing his lawn mower into his back yard from the garage. Due to an existing wooden fence on the west side of my dad's property, he had to resort to dragging his lawn mower through the inside of his house out the back patio door. Despite a number of requests to the church to remedy this situation, my father (almost 76 at the time) was forced to drag his lawnmower through his house for a summer and a half until the church finally removed their construction fence. The damage that was done to the lawn was ignored and only after numerous e-mails did the church throw a layer of sod onto my dad's property. When I inquired as to whether top soil should be put under the sod and who would water the fresh sod, I was advised by the church that they had gone beyond fulfilling their commitment to my father.

The current vacant land was not always flat and maintained. For a number of years, the land held a small mountain of soil that had been left there after being excavated from the church property at 890 Sarnia Road. Weeds were allowed to grow and my inquiries with the church as to whether they would properly maintain the land were ignored with the excuse that they did not have to maintain a property that was under construction. The issue was the landfill pile was an eyesore, posed a nuisance due to the meter high weeds that were allowed to grow, turn to seed and in turn continually dump weed seeds onto the lawns from the winds.

London Bylaws were frequently called over the years and each time they would confirm that the property had to be maintained. Only then were the weeds cut down and the pile of landfill eventually removed.

As you can see, I have some significant concerns with the planned development and potential long term impact that it will have on this neighbourhood. I am strongly opposed to the application for a zoning change.

I was successful in appealing my property assessment and that of my father's house 11 years ago partially on the grounds that the construction of the church reduced the value of our properties. Should the zoning change be approved and the affordable housing plan move forward to the construction phase, I will be appealing my property tax assessment and encouraging the neighbours to do the same on the grounds that the value of our homes has diminished.

Sincerely yours,

Lamond Ma  
757 Redtail Trail

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**From:** amber gul  
**Sent:** Wednesday, March 13, 2019 9:59 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** 945 Blue Grass

Hello,  
Please don't Built the apartment Building or any Commercial thing in Residential Area  
.Thank's

Best regards

Amber Gul  
2024 cherry wood Trail

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**From:** suat Rusiti  
**Sent:** Thursday, March 28, 2019 10:23 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] Hello Steve lehman

This is suat rusiti i have reseved a leter that there going to build townhouses on 945 bluegrasd drive i dont like this to happen i have leaved here for 8 years and i moved here beacuse there was no tow house please i do not want to see tow houses

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**From:** Christina Copeman  
**Sent:** Saturday, April 13, 2019 6:57 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** [EXTERNAL] 945 Bluegrass drive

Hi,

I would like to be informed about details regarding the planning application on Bluegrass drive. I just found out information about it's intended purpose but I see I have missed the February 27 deadline to summit my input.

What stage is the project in, has the zoning by-law application been approved? Was there a public meeting that I missed?

Thank you,

Christina Copeman

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**From:** Christina Copeman  
**Sent:** Wednesday, May 15, 2019 2:37 PM  
**To:** Lowery, Catherine <clowery@london.ca>  
**Subject:** Re: [EXTERNAL] 945 Bluegrass drive

Hello,

This email is on behalf of a group of neighbours from Cherrywood Trail regarding the plans for re-zoning the open space at 945 Bluegrass Drive.

The current request for a bi-law amendment allows for lodging house class 2 and emergency care establishments. A member from our group has communicated with the pastor of Gateway Church and has been told the aim of the proposed building would be to provide low -income housing for retired people and young people just starting out.

We would like the by-law amendment to be re-worded to be more specific to the intended purpose stated by the pastor.

To be precise we would like the lodging house class 2 and emergency care establishments to be in specific excluded from the bi-law amendment.

Some may feel that this may seem unnecessary given that Gateway Church has not said they intend to use the development in this way, however, we want this to be explicitly addressed for the current plans and also in the event that Gateway should sell the property and no longer be guiding its direction.

Please let me know what needs to be done to pursue this further.

Kind Regards,

Christina Copeman  
1845 Cherrywood Trail

## Agency/Departmental Comments

### February 12, 2019: Transportation

Transportation has no comments to offer at this time, the parking study supplied in support of the application has been reviewed and accepted.

### February 18, 2019: CN Rail

Thank you for circulating CN Rail on the zoning bylaw amendment for 945 Bluegrass Drive.

I would offer the following comments:

- It is noted that the current zoning requires a minimum 30 meter set back from the rail right-of-way.
- Attached are CN's standards for residential development in proximity to a principal main line (PML). These standards include requirements for a noise study, warning clauses, a development agreement and environmental noise easement. CN would request our development standards are included as permit conditions.

### **PRINCIPAL MAIN LINE REQUIREMENTS**

**A.** Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

**B.** The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.

**C.** Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz,  $\pm 3$  dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

**D.** The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

**E.** The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

**F.** Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.

**G.** The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

**H.** The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

**I.** The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

February 19, 2019: UTRCA

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

**CONSERVATION AUTHORITIES ACT**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

**DRINKING WATER SOURCE PROTECTION**

Clean Water Act

The subject lands have been reviewed to determine whether or not it falls within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are not** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at: [http://maps.thamesriver.on.ca/GVH\\_252/?viewer=tsrassessmentreport](http://maps.thamesriver.on.ca/GVH_252/?viewer=tsrassessmentreport)

**RECOMMENDATION**

The UTRCA has no objections to this application.

February 26, 2019: Water Engineering

Water Engineering offers the following on this application:

- Water does not oppose the application
- Water is available from the 250mm water main on Bluegrass Drive
- Each building will require an independent water service
- Additional comments/requirements may be offered during development application process.

March 6, 2019: London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

March 18, 2019: Engineering

No comments.

March 25, 2019: Urban Design

Urban Design staff commend the applicant for incorporating the following into the proposed design; locating a building along the Bluegrass Road frontage with its principle entrance to the street, establishing a built edge and activating the street;

massing and height of 3 storeys that is compatible with the existing neighbourhood composed primarily of 2 storey homes, locating all parking in the rear of the site.

Through the staff recommendation, the site plan authority should be requested to ensure the following design principles are incorporated into the final site and building design through the site plan approvals process:

- Ensure the proposal is in keeping with the principles established through the rezoning process, these include:
  - Building location and orientation;
  - Building massing and height;
  - General site layout (setbacks, parking location, vehicular access, pedestrian circulation, etc...)

#### April 5, 2019: Heritage Planning

I have reviewed the Archaeological Assessment (Stage 3) for Gateway Church Development. Due to the sensitivity of the site and current recommendation not requiring further Stage 4 assessment, heritage planning staff is requesting that the MTCS compliance letter be submitted to the City prior to accepting the Assessment report and consideration to remove the holding provision (h-18). Staff will finalize review of the Archaeological Assessment with receipt of the MTCS letter.

#### April 10, 2019: Parks Planning and Design

Parkland dedication is required. Applicant to dedicate the existing easement as parkland.

#### April 29, 2019: London Hydro (Re-Circulation)

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

#### May 1, 2019: UTRCA (Re-Circulation)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

### **CONSERVATION AUTHORITIES ACT**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

### **DRINKING WATER SOURCE PROTECTION**

Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are not** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

### **RECOMMENDATION**

The UTRCA has no objections to this application. Thank you for the opportunity to comment.

#### May 6, 2019: CN Rail (Re-Circulation)

Thank you for circulating CN Rail on the rezoning application for 945 Bluegrass Drive.



I have reviewed the information circulated and the project description.

CN Rail has concerns about increased residential densification near rail lines, but we do no object to the proposed rezoning.

We request to be notified when this project comes to the site plan review stage as we anticipate submitting conditions at that time.

May 7, 2019: Engineering (Re-Circulation)  
No Comments.

## 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, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs

1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within *settlement areas* shall be based on:

- a. densities and a mix of land uses which:
  1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  3. minimize negative impacts to air quality and climate change, and promote energy efficiency

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by:

- a. establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households*. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b. permitting and facilitating:
  1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements; and
  2. all forms of *residential intensification*, including second units, and *redevelopment* in accordance with policy 1.1.3.3;
- c. directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;

- d. promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

### The London Plan

54\_ To effectively achieve this vision, we will collectively need to blend our past planning successes with a new approach. What follows are the key directions that define this new approach. These directions give focus and a clear path that will lead us to the London that we have collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of this Plan and will guide our planning and development over the next 20 years.

#### 55\_ Direction #1 Plan strategically for a prosperous city

13. Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.

#### 57\_ Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city

11. Develop affordable housing that attracts a diverse population to the city.

#### 59\_ Direction #5 Build a mixed-use compact city

4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place

#### 61\_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone

2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.
10. Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.

495\_ Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. Quality housing is a necessary component of a city that people want to live and invest in. Housing choice is influenced by location, type, size, tenure, and accessibility. Affordability and housing options are provided by establishing variety in these factors.

496\_ Housing is a basic need for all Londoners. For London to be truly prosperous, it needs to take into account the housing needs of all of its residents. This Plan focuses on programs and policies that deliver housing as a service to lower-income and vulnerable Londoners, while setting the context for a city that provides all Londoners with access to quality housing that meets their needs.

\*916\_ In 2035 our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for neighbourhoods include:

3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.

\*918\_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.

3. Affordable housing will be planned for, and integrated into, all neighbourhoods.

\*920\_ Tables 10 to 12 give important guidance to the permitted uses, intensity, and form of development that may be permitted on lands within the Neighbourhoods Place Type. The following policies provide direction for the interpretation of these tables:

4. Where development is being considered at the intersection of two streets of different classifications

- a. The higher-order street onto which the property has frontage, will be used to establish the permitted uses and intensity of development on Tables 10 to 12.

- b. The development will be oriented toward the higher-order street.

- c. The development will be permitted only if it can be demonstrated, in conformity with the policies of this Plan, that it will be a good fit and will not undermine the character of the lower-order street.

\*921\_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification.

\*Table 10: Range of Permitted Uses in Neighbourhood Place Type

\*935\_ The following intensity policies will apply within the Neighbourhoods Place Type:

1. Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type, based on street classification.

\*Table 11: Range of Permitted Heights in Neighbourhoods Place Type

## The 1989 Official Plan

### 3.3.1. Permitted Uses

The primary permitted uses in the Multi-Family, Medium Density Residential designation shall include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged.

### 3.3.3. Scale of Development

Development within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition

between low density residential areas and more intensive forms of commercial, industrial, or high density residential development.

i) Height

Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood.

Normally height limitations will not exceed four storeys. In some instances, height may be permitted to exceed this limit, if determined through a compatibility report as described in Section 3.7.3. to be appropriate subject to a site specific zoning by-law amendment and/or bonus zoning provisions of Section 19.4.4. of this Plan. (Clause i) amended by OPA 438 Dec. 17/09)

ii) Density

Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre).

19.1.1. The objectives and policies contained in the Plan are intended to assist in the achievement of the purposes of the Official Plan, as described in Chapter 1. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:

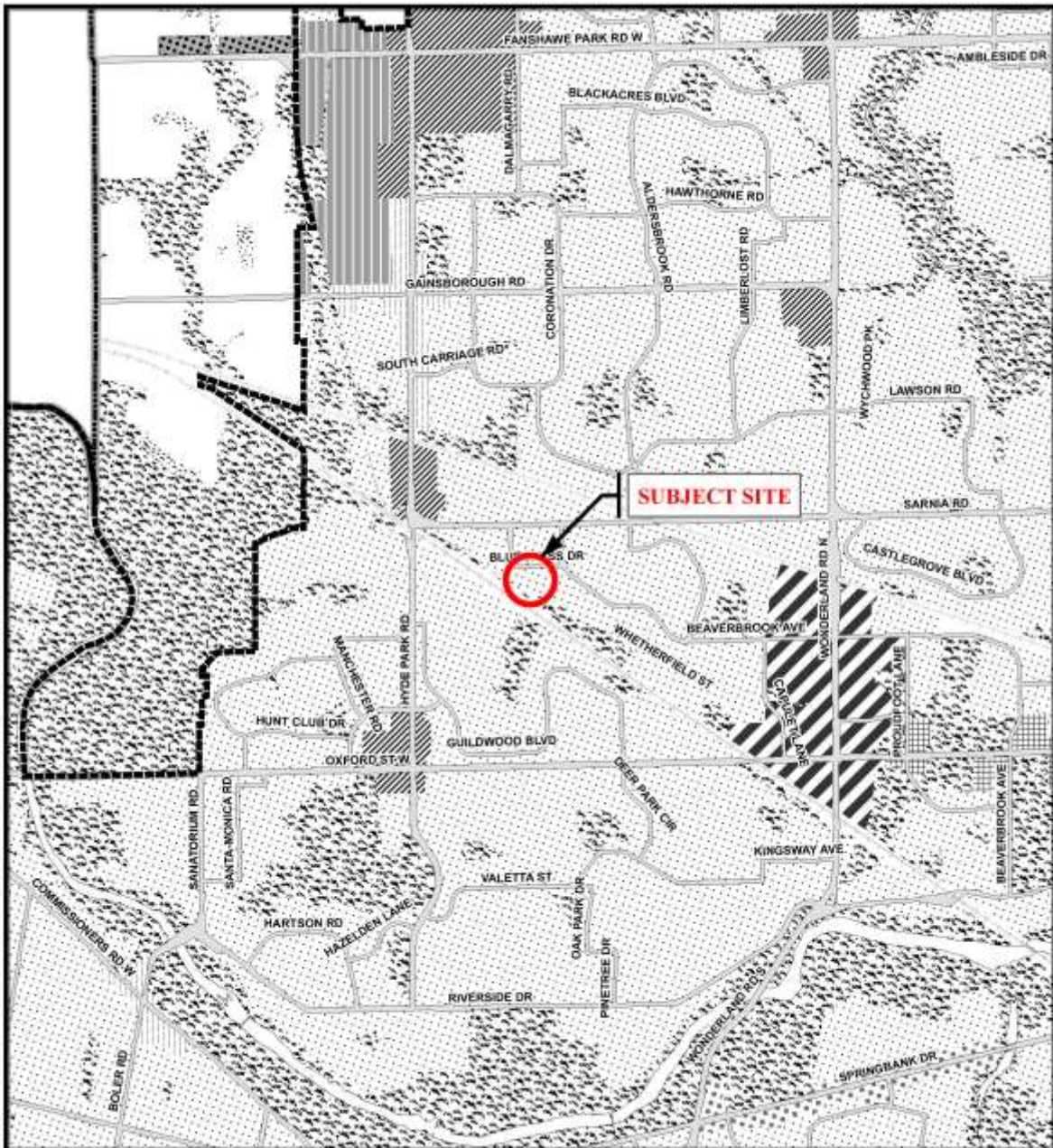
i) Boundaries Between Land Use Designations

The boundaries between land use designations as shown on Schedule "A" - the Land Use Map, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Plan is maintained and that the departure is advisable and reasonable.

Where boundaries between land use designations do coincide with physical features, any departure from the boundary will require an Official Plan amendment.

**Appendix D – Relevant Background**

**Additional Maps**



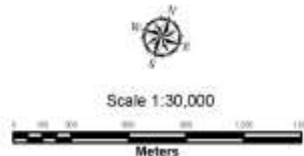
**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| 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              |   |

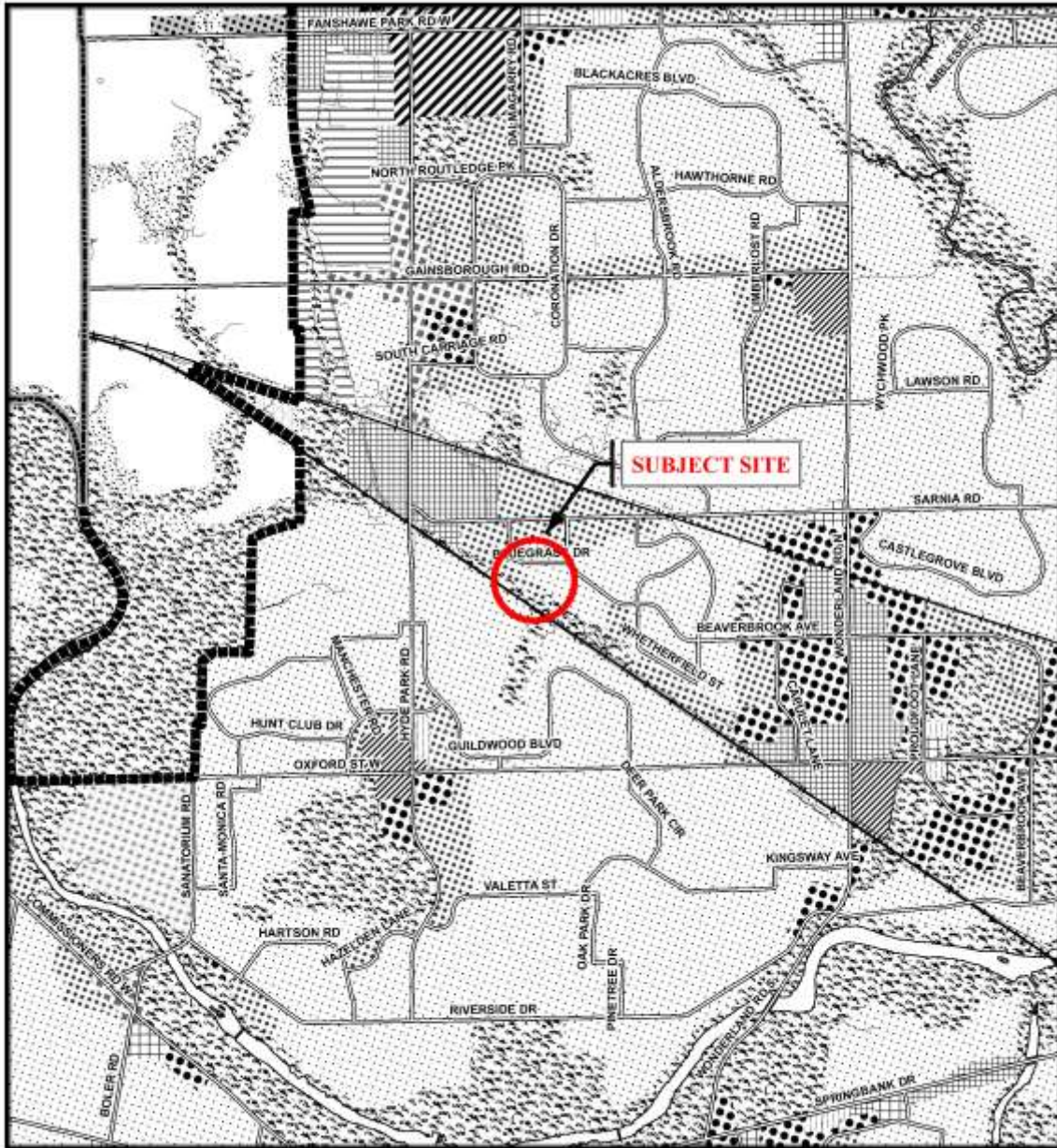
*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

*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.*

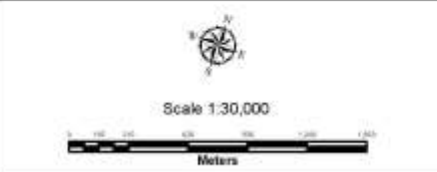
**CITY OF LONDON**  
 Planning Services /  
 Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning Services



**File Number:** Z-9020  
**Planner:** CL  
**Technician:** RC  
**Date:** May 24, 2019



**CITY OF LONDON**  
 Planning Services /  
 Development Services  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9020  
 PLANNER: CL  
 TECHNICIAN: RC  
 DATE: 2019/05/24

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consolid\00\extracts\mad\_template\scheduleA\_b&w\_6x14\_with\_SWAP.mxd



Zoning as of March 29, 2019



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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>"1" - 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**

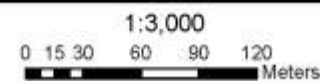
PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:  
Z-9020 CL

MAP PREPARED:  
2019/05/24 RC



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

**Additional Reports**

Z-6364: February 24, 2003 – Report to Planning Committee: request for a Zoning By-law Amendment for the Western Portion of 853 Sarnia Road