

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: Loco Holdings Ltd.
943 Fanshawe Park Road West and 1800 Aldersbrook Gate

Public Participation Meeting on: December 2, 2019

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of Loco Holdings Ltd. relating to a portion of the property located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on December 10, 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 Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone **TO** a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75), Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5) Zone, and a Convenience Commercial (CC5) Zone;

IT BEING NOTED THAT the Site Plan matters raised during the public participation process relate to building orientation and enhanced landscaping along the public street.

Executive Summary

Summary of Request

The requested amendment will facilitate the development of a 2.5-storey, 27-unit townhouse development with a front yard setback of 2.8 metres and a density of 40 units per hectare and also seeks to remove holding provisions.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment is to permit a 2.5-storey, 27-unit townhouse development with a reduced minimum front yard setback of 2.8 metres, whereas a minimum of 6 metres is required, and a maximum density of 40 units per hectare, whereas a minimum of 45 units per hectare is required. The recommended amendment will also remove existing holding provisions.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS, 2014, which encourages a mix of housing types to provide choice and diversity in housing options;
2. The recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation;
3. The recommended amendment is in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type policies;
4. 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.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located in the Fox Hollow Planning District on the east side of Aldersbrook Gate, north of Fanshawe Park Road West. The site consists of an irregularly shaped parcel of land municipally addressed as 1800 Aldersbrook Gate and the northerly 0.62 hectare portion of 943 Fanshawe Park Road West. The remainder of 943 Fanshawe Park Road West currently contains an existing personal service establishment (Zana Day Spa). Surrounding land uses include a low density residential in the form of townhouses to the north and east, the existing personal service establishment to the south, and undeveloped residential land and low density residential development in the form of single detached dwellings to the west. The subject site is currently undeveloped.



Figure 1: Subject lands (view from intersection of Aldersbrook Gate and Tokala Trail)

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

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Holding Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone

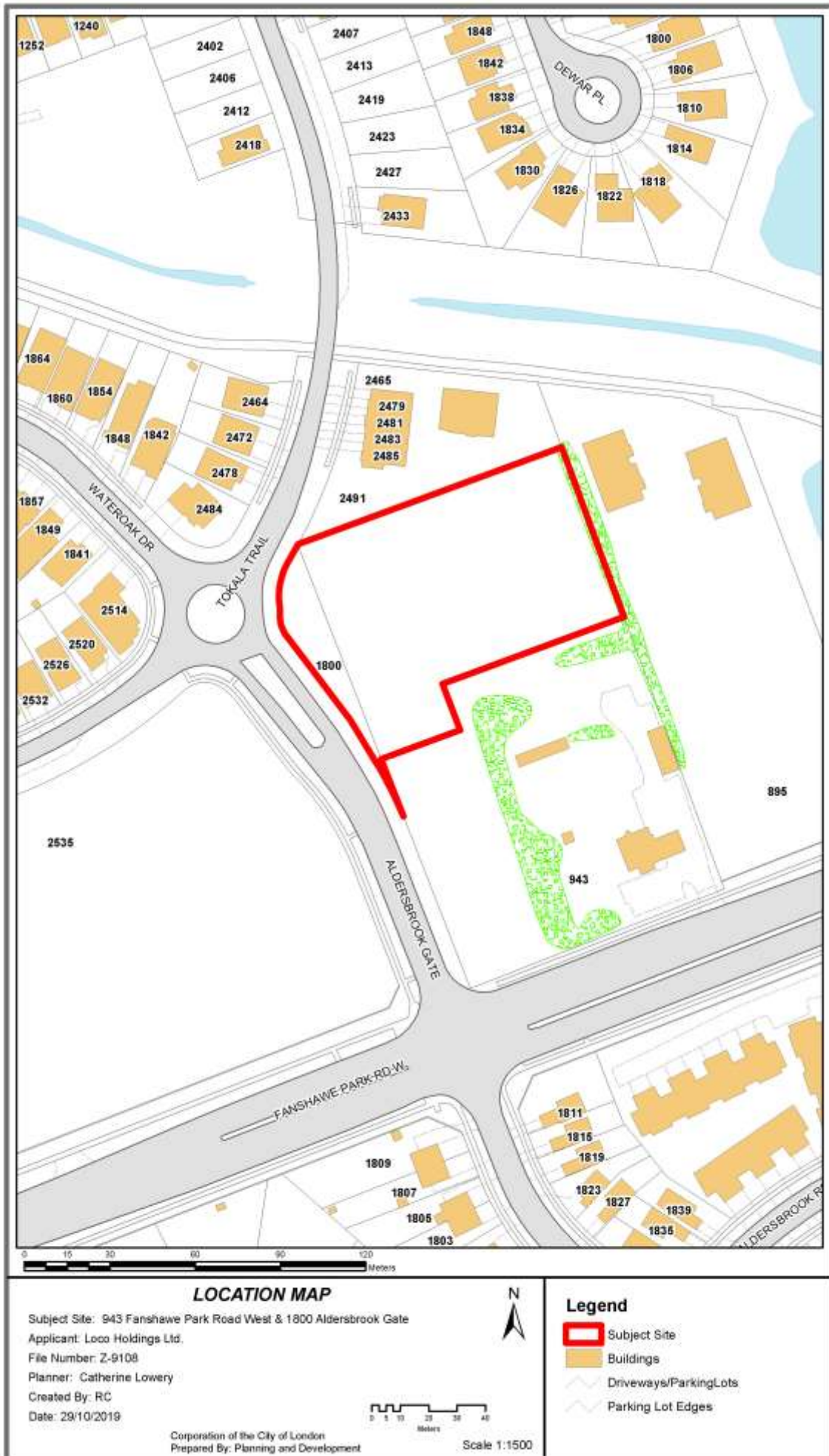
1.3 Site Characteristics

- Current Land Use – Undeveloped
- Frontage – 102.3 metres (335.6 feet)
- Depth – 98.9 metres (324.4 feet)
- Area – 6,915.18 square metres (74,434.37 square feet)
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Low Density Residential
- East – Low Density Residential
- South – Personal Service Establishment
- West – Undeveloped Land and Low Density Residential

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The owner is proposing to develop the subject lands with a 2.5-storey, 27-unit townhouse development with associated driveways, amenity space, and visitor parking, as depicted on the site concept plan and rendering in Figures 2 and 3. Through a future consent application, the owner intends to sever the northerly portion of 943 Fanshawe Park Road West to be merged with 1800 Aldersbrook Gate, and to convey the southerly portion of 1800 Aldersbrook Gate to the southerly portion of 943 Fanshawe Park Road West. An access easement over the southerly portions of 1800 Aldersbrook Gate and 943 Fanshawe Park Road would provide mutual access to the subject site and the lands to the south.

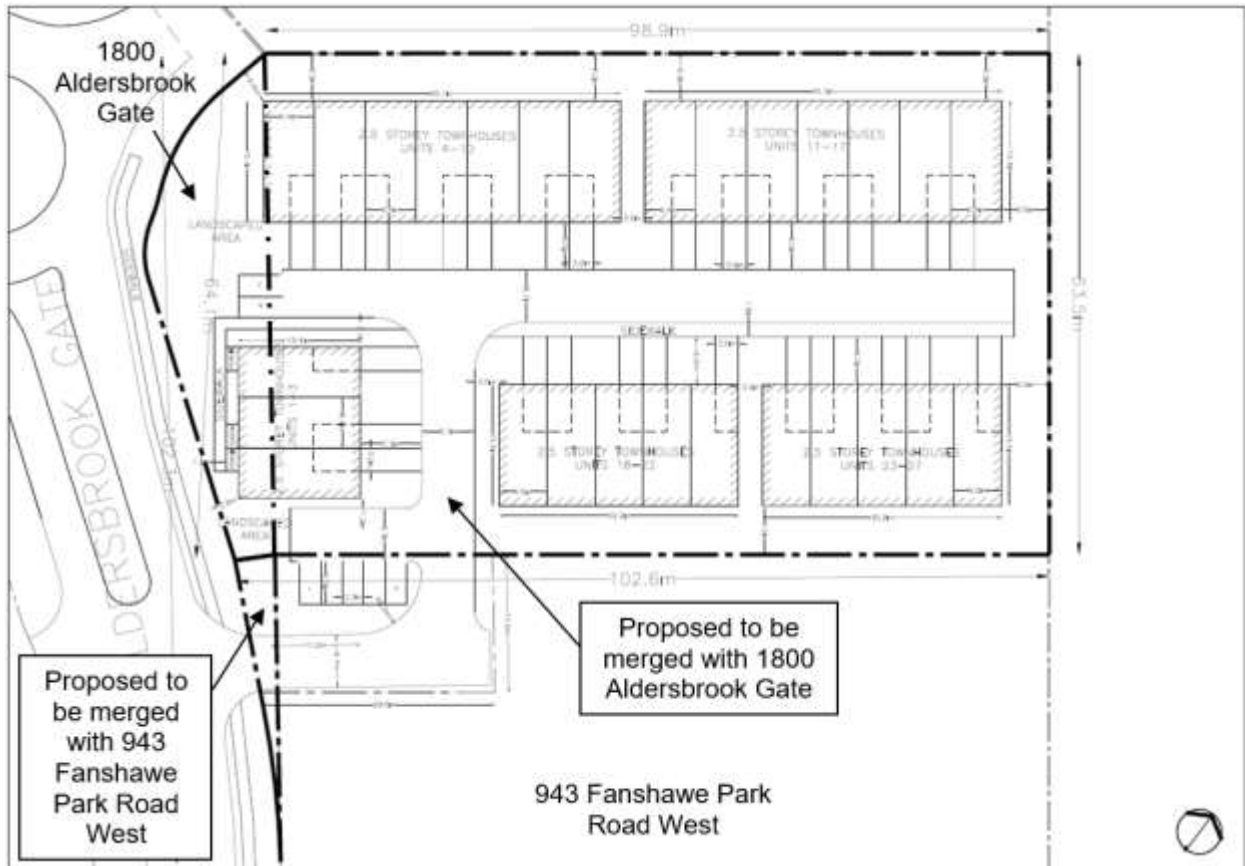


Figure 2: Site Concept Plan



Figure 3: Conceptual Rendering (view from Aldersbrook Gate northeast towards Tokala Trail)

3.0 Relevant Background

3.1 Planning History

The subject lands are located within the Fox Hollow Community Planning Area. This Community Planning Area is generally bounded by Sunningdale Road West, Wonderland Road North, Fanshawe Park Road West and Hyde Park Road. The community plan and associated amendments to the Official Plan were adopted by City Council in March 1999.

In 2000, 943 Fanshawe Park Road West was created through consent and rezoned to its current Convenience Commercial (CC5) and Urban Reserve (UR3) zoning. At that time, it was determined that the convenience commercial zone should only apply to the front one hectare portion of this parcel to ensure that the future scale of development was for convenience commercial uses, with the rear portion being zoned to UR3.

In 2004, the subject lands were re-designated from Low Density Residential to Multi-Family, Medium Density Residential in the 1989 Official Plan in accordance with the Fox Hollow Community Plan. 1800 Aldersbrook Gate was rezoned to its current zoning in 2009 through the subdivision planning process (39T-05512/Z-6979). At that time, the City was in the process of preparing the Development Charges By-law, which used certain assumptions on residential densities to project possible revenues from future residential development. Due to this uncertainty, *minimum* densities were applied to ensure multi-residential blocks were developed at a sufficient density, as anticipated by the proposed Development Charges By-law. As such, it was recommended that a minimum/maximum density of 45 units per hectare be applied to the R5/R6 Zone variations, which would also provide for a strong street presence at the intersection of the two proposed collector roads (now Aldersbrook Gate and Tokala Trail).

Lastly, it was recommended through the subdivision planning process that only the southern portion of 1800 Aldersbrook Gate be zoned a Convenience Commercial (CC5) Zone and that a holding provision be applied to this portion of the site to ensure that it be developed in conjunction with the abutting lands, being the southern portion of 943 Fanshawe Park Road West. The northerly portion of 1800 Aldersbrook Gate was zoned a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(16)/R6-5(28)/R7*D50*H12) Zone with holding provisions.

3.2 Requested Amendment

The applicant is requesting to rezone the subject lands to a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75), Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5) Zone, and Convenience Commercial (CC5) Zone to facilitate the proposed townhouse development. Special provisions would permit a reduced minimum front yard setback of 2.8 metres, whereas a minimum of 6 metres is required, and a maximum density of 40 units per hectare, whereas a minimum of 45 units per hectare is required.

3.3 Community Engagement (see more detail in Appendix B)

Staff received six (6) written responses from neighbouring property owners, which will be addressed later in this report. The primary concerns were related to pre-existing traffic issues on Aldersbrook Gate south of Fanshawe Park Road West, accident rates at the intersection, and the proposed reduced front yard setback and density.

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 subject 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 (*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).

1989 Official Plan

The subject site is designated Multi-Family, Medium Density Residential in the 1989 Official Plan. The primary permitted uses in this designation 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 are normally 4-storeys and 75 units per hectare (3.3.3.i) and 3.3.3.ii).

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 27-unit, 2.5-storey townhouse development contributes to a mix of housing types and provides 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:

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 forms of 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 2.5-storey townhouse units 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. In accordance with *Table 11, the maximum permitted height for sites in the Neighbourhoods Place Type on a Neighbourhood Connector is 2.5-storeys. The proposed use and intensity are both contemplated by *Tables 10 and *11 and the proposed development aligns with the Key Directions. As such, the recommended amendment is in conformity with The London Plan.

1989 Official Plan

The site is designated Multi-Family, Medium Density Residential in the 1989 Official Plan. This 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 multiple attached dwellings such as rowhouses (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 proposed 2.5-storey townhouse development would yield an approximate density of 40 units per hectare, which is well within the maximum density of 75 units per hectare permitted by the Multi-Family, Medium Density Residential designation. Given the above, Staff is satisfied the recommended amendment is in conformity with the 1989 Official Plan.

4.1.2 Form

The site is currently subject to the following form-related holding provisions:

h-71: To encourage street orientation development, the Owner shall prepare a building orientation plan which demonstrates how the front façade of the dwelling units can be oriented to all abutting streets (except where a noise barrier has been approved), acceptable to the General Manager of Planning and Development. The recommended building orientation will be incorporated into the approved site plan and executed development agreement prior to the removal of the "h-71" symbol. (Z.-1- 061521)

h-95: To ensure that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented, a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified Urban design issues. Permitted Interim Uses: Existing Uses (Z.-1-081711)

The applicant is proposing to remove these holding provisions through the requested amendment. As part of the complete application, the applicant prepared a site concept plan (Figure 2) showing the buildings oriented towards the street. Through the requested amendment, the applicant is also seeking a special provision for a reduced front yard setback of 2.8 metres, whereas 6 metres is required. This would enable the buildings to be sited closer to the street, establishing a built edge along the Aldersbrook Gate frontage. Enhanced landscaping along the Aldersbrook Gate frontage may also be considered to create a more pedestrian-friendly street edge. Refinement of the building design, including approval of elevation drawings, would occur at a future site plan stage as well as execution of the development agreement to implement these urban design concepts, as had been intended by the h-95 holding provision. As such, staff has no concerns with the removal of these holding provisions.

4.2 Issue and Consideration # 2: Traffic

Through the circulation of the application, several traffic concerns were raised by nearby residents. These concerns were raised by residents of Aldersbrook Gate (south of Fanshawe Park Road West) and relate to a pre-existing traffic issue caused by vehicles using the short stretch of Aldersbrook Gate south of Fanshawe Park Road West for cut-through traffic. The number of accidents at the intersection of Aldersbrook Gate and Fanshawe Park Road West was also raised as a concern.

Transportation staff have reviewed the application and provided the following comments in response to neighborhood concerns. With the opening of Dalmagarry Road in 2016, there has been some redistribution of traffic within the neighbourhood. Daily traffic volume on Aldersbrook Gate south of Fanshawe Park Road decreased after the

opening of Dalmagarry Road from 7,000 vehicles per day in 2016 to 5,000 vehicles per day in 2017. The north leg of Aldersbrook Gate currently has daily traffic volume of 2,500 suggesting there is sufficient road capacity to accommodate the small increase in traffic that the proposed 27 units at 943 Fanshawe Road West is projected to generate.

4.3 Issue and Consideration # 3: Removal of Holding Provisions

In addition to the form-related holding provisions noted above, the site is currently subject to the following holding provisions which the applicant has requested be removed:

h: To ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development. Permitted Interim Uses: Model homes are permitted in accordance with Section 4.5(2) of the Bylaw; (Z.-1-122078) (Z.-1-142245)

h-100: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Permitted Interim Uses: A maximum of 80 residential units (Z.-1-081786) (Z.-1-122078)

h-108: To ensure that this parcel is developed in conjunction with abutting lands, to the satisfaction City of London, prior to removal of the "h-108" symbol. (Z.-1-091882)

The matters outlined in holding provisions h and h-100 will occur at the site plan stage as part of standard practice and review. Furthermore, as the proposed development has fewer than 80 residential units, the proposed density would not trigger the need for a looped watermain and second public access. To satisfy h-108, the development proposed through the requested amendment would inherently result in a comprehensive development of the northerly portions of 1800 Aldersbrook Gate and 943 Fanshawe Park Road West. A future consent application is proposed to sever and convey the southerly portion of 1800 Aldersbrook Gate to the southerly portion of 943 Fanshawe Park Road West in order to allow for the balance of the site to develop comprehensively for commercial uses. As such, staff has no concerns with the removal of these holding provisions.

More information and detail is available in the appendices of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014, is in conformity with the in-force and effect policies of the 1989 Official Plan, and is in conformity with the in-force and effect policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type policies of The London 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.

Prepared by:	Catherine Lowery, MCIP, RPP Planner II, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
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.	

November 25, 2019

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

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 a portion of 943 Fanshawe Park Road West and 1800 Aldersbrook Gate.

WHEREAS Loco Holdings Ltd. has applied to rezone a portion of an area of land located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, 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 a portion of the lands located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, as shown on the attached map comprising part of Key Map No. A101, from a Holding Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone to a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75), Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5) Zone, and a Convenience Commercial (CC5) Zone;
- 2) Section Number 9.4 of the Residential R5 (R5-3) Zone is amended by adding the following Special Provision:

R5-3() Northerly Portion of 943 Fanshawe Park Road West and 1800 Aldersbrook Gate

a) Regulations

- i) Front Yard Depth 2.8 Metres (9.2 feet)
(Minimum)
- ii) Density 40 Units Per Hectare
(Maximum)

- 3) Section Number 10.4e) of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:

R6-5() Northerly Portion of 943 Fanshawe Park Road West and 1800 Aldersbrook Gate

a) Regulations

- iii) Front Yard Depth 2.8 Metres (9.2 feet)
(Minimum)
- iv) Density 40 Units Per Hectare
(Maximum)

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.

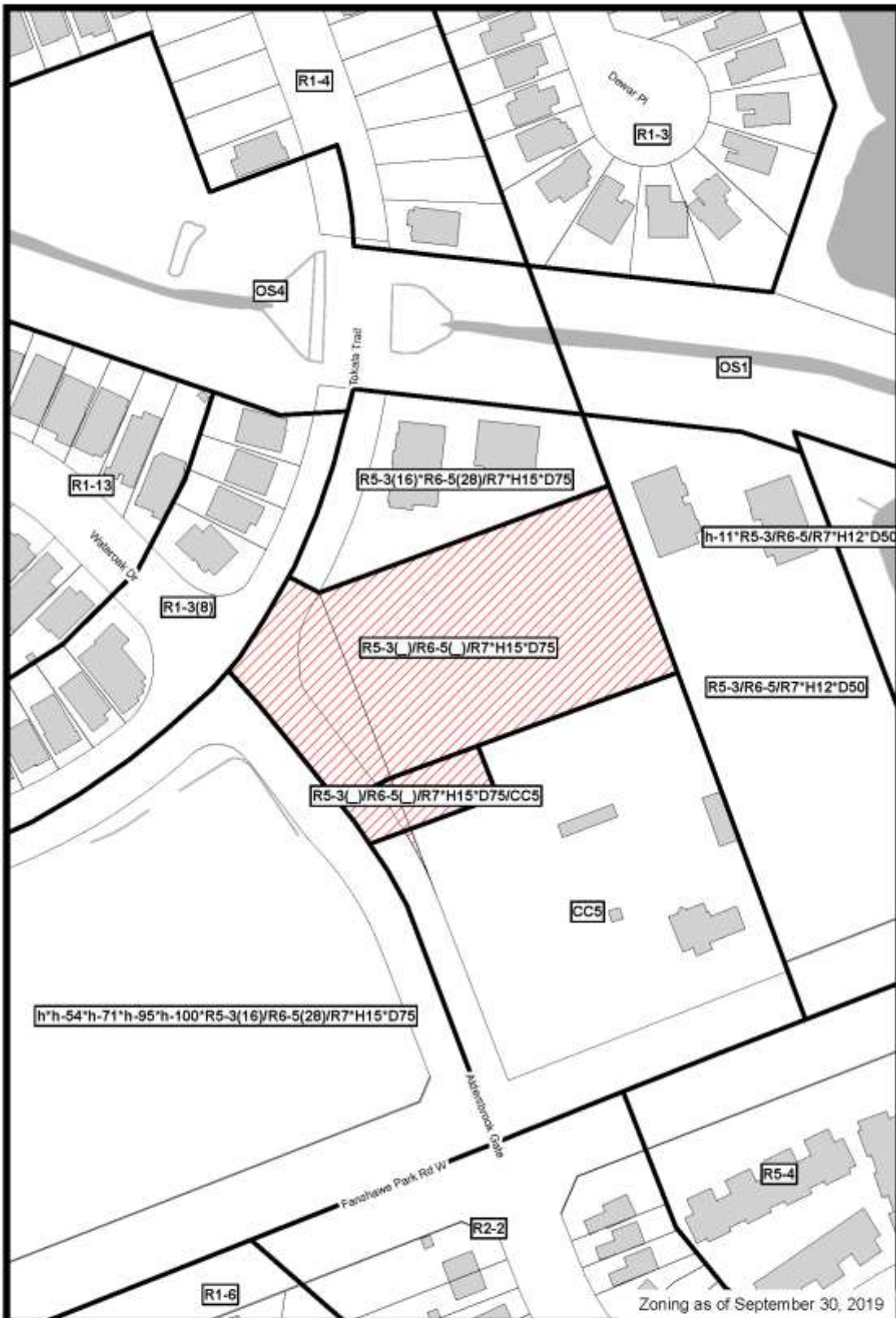
PASSED in Open Council on December 10, 2019.




Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – December 10, 2019
Second Reading – December 10, 2019
Third Reading – December 10, 2019

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



<p>File Number: Z-9108 Planner: CL Date Prepared: 2019/10/28 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40  Meters</p> <p></p>
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Appendix B – Public Engagement

Community Engagement

Public liaison: On September 4, 2019, Notice of Application was sent to 134 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 2019. A “Planning Application” sign was also posted on the site.

Six (6) replies were received

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of 27 cluster townhouse dwelling units. Possible change to Zoning By-law Z.-1 **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone **TO** a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75) and Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5) Zone. Special provisions would permit a reduced minimum front yard setback of 2.8 metres, whereas a minimum of 6 metres is required, and a maximum density of 40 units per hectare, whereas a minimum of 45 units per hectare is required. The existing range of permitted uses would continue to apply to the site.

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

Concern for:

Lack of Traffic Calming Measures on Aldersbrook Gate (South of Fanshawe Park Road West):

Concerns that Aldersbrook Gate (south of Fanshawe Park Road West) has a pre-existing traffic issue caused by vehicles cutting through to Fanshawe Park Road West. Concerns that there are no traffic calming measures to mitigate this issue, which will be exacerbated by the proposed 27-unit townhouse development.

Accident Rates at the Intersection of Fanshawe Park Road West and Adersbrook Gate:

Concerns related to the number of collisions that already occur at this intersection and that the construction of 27 townhouse units will result in more traffic accidents.

Reduced Front Yard Setback and Density:

Concerns related to infill development of this vacant block and the requested reductions in front yard setback and density.

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

Telephone	Written
	Pam Campbell 1819 Aldersbrook Gate London, ON N6G 3M4
	Alex Mercer 1819 Aldersbrook Gate London, ON N6G 3M4
	Rob Webb 1788 Alderbrook Road London, ON N6G 3E4

Telephone	Written
	Viorica Rusu 1864 Watroak Drive London, ON N6G 0M5
	Jennifer Neilans 49 Winding Way Crescent London, ON N6G 3E9
	Alison Tucker 1807 Aldersbrook Gate London, ON N6G 3M4

From: Pam Campbell
Sent: Friday, September 6, 2019 5:13 PM
To: Lowery, Catherine <clowery@london.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>; Alison Tucker; Leon Broniewicz; Kevin King; Zina Alimorad
Subject: [EXTERNAL] Notice of Planning Application - 943 Fanshawe Park Road West & 1800 Aldersbrook Gate

Dear Ms. Lowery

Whoa Hold on a minute here.

Residents on Aldersbrook Gate have been fighting for years to have something done with the traffic on the corner of Aldersbrook Gate and Fanshawe Park Road. We were assured by Josh Morgan that once Dalmagarry Road was opened, it would eliminate the traffic on Aldersbrook Gate. We knew it would not, however, to please Mr. Morgan and give him the benefit of the doubt, we remained quiet until it was done. The accidents continue to occur at the intersection of Fanshaw Park Rd and Aldersbrook Gate. There has been no reduction in the traffic or the accidents, **in fact the opposite is true**. Traffic continues to increase and accidents continue to soar.

Will it take a fatality to get this situation resolved????

We have been asking for some relief or for any viable solution for many years, to no avail.

Aldersbrook Gate is about 900 feet in length and it is being used as a cut through street.

Traffic also use residents' driveways as a turn around to try to beat the traffic lights causing more unsafe conditions. Residents have proposed several solutions to ease the situation, however, nothing has been done and the city has not proposed any reasonable solutions to the unsafe traffic that exists in this short street. Ignoring the problem simply will not make it go away! What is needed is someone in authority to conduct a thorough review of the issues and look to find reasonable solutions to the unsafe conditions that currently exist.

Now we get a Notice of Planning Application for townhouse dwelling units directly across the street – a continuation now of Aldersbrook Gate. So rather than try to help the existing residents on Aldersbrook Gate, the City of London is now planning to increase traffic by allowing more residential dwellings.

When we met with John Morgan two years ago, he was very excited about what he has done and is doing for all the new subdivisions, but simply ignored trying to do anything

for the existing residents on Aldersbrook Gate. The only thing he gave the residents was empty promises, and any assistance from city hall was to say the least "lip service".

It is very obvious that London has a two tier system and unless you live in a very expensive home or area, nothing gets done for them.

I would hope that before this Notice of Planning Application gets passed that someone will consider where the traffic will be directed to. In the alternative I hope this application does not get passed as it would worsen the situation that currently exists. Simply put, the traffic situation on this short street is unsafe and solutions need to be found before any additional action is taken on this proposed planning application for townhouses across the street.

Thank you for your attention in this matter.

Pam Campbell
1819 Aldersbrook Gate
London, ON N6G 3M4

From: ALEX MERCER
To: clowery@london.c <clowery@london.c>; mayor@london.cao <mayor@london.cao>; Josh Morgan <joshmorgan@london.ca>
Cc: Alison Tucker; Leon Broniewicz; Kevin King; Zina Alimorad; Pam Campbell
Sent: Wednesday, September 11, 2019, 09:23:19 a.m. EDT
Subject: Aldersbrook Gate/Planning Application

Dear Ms Lowery, attached please find my objection to the Notice of Planning Application regarding the townhouses about to be constructed at 943 Fanshawe Park Rd and 1800 Aldersbrook Gate here in London.

I trust it is self explanatory.

I have taken the liberty of copying the Mayor and our local Councilor.

My reason for doing this is the residents of Aldersbrook Gate have for several years been trying to obtain some relief regarding the traffic issues on this short street, The accident rate at the intersection of Aldersbrook Gate and Fanshawe Park Rd is quite astounding, and luckily to date there have been no fatalities.

The cut through traffic to date is simply unacceptable and adding more traffic to this short street would be a disaster causing more unsafe conditions.

I am hoping that by copying the Mayor and our local councilor they will take the residents issues very seriously and put pressure on the appropriate city departments do something about the resident's issues.

We have suggested several options previously in an effort to rectify the situation. However, to date nothing has been done.

I believe it is time for sustainable solutions to be seriously looked at in order that some concrete steps can be taken to finally bring to an end the traffic situation here at Aldersbrook Gate.

Thank you for your attention to this matter.
Best regards

Alex Mercer

September 11 2019

Catherine Lowery
Development Services
City of London.

Sent via e mail

Re: Notice of Planning Application (943 Fanshawe Park Rd/1800 Aldersbrook Gate)

This is in response to the Notice of Planning Application regarding 943 Fanshawe Park Rd and 1800 Aldersbrook Gate in London. First it must be noted that this notice is supposed to allow residents to provide input to this application. It also must be noted, that construction has already begun at this site. It begs the question "what is the point of resident input when construction has already commenced?" It would appear this project is a "fait accompli" and regardless of what residents have to say it would also appear to be meaningless.

Aldersbrook Gate was constructed around the mid 1980's when Fanshawe Park Rd was a two-lane thoroughfare. Since that time there have been many new residential and business premises constructed. The farmland that used to exist is now mostly residential.

While it is good for the City of London to grow and keep the tax base reasonable, not to mention increasing the "coffers" to the City, it appears that in the planning process little or no planning or thought was given on the impact to the surrounding neighborhoods. Aldersbrook Gate is approximately 900 feet in length and with the passage of time and new surrounding construction, traffic has increased significantly. The intersection at Aldersbrook Gate and Fanshawe Park Rd has been the scene of a large amount of accidents, some quite serious. Residents have written many letters indicating the problems in the area with little success. Our ward councilor and City staffers have been of little assistance in looking for reasonable alternative solutions.

I have reviewed your posting on the web site regarding "traffic calming" which I reference below. I will highlight (bolded and underlined) some of the basic principles contained in your own document, which I suggest have not been met.

The City of London is responsible for ensuring roadways serve the needs of all users such as cars, transit, pedestrians including those with accessibility needs, cyclists, emergency vehicles and snow removal equipment. **When the rules of the road are not followed, residents may no longer feel safe walking or riding their bikes on the street, in these cases traffic calming measures may be needed to restore the street to its intended function in the neighborhood.**

Background

Every year the City receives numerous complaints or concerns from residents regarding **speeding, traffic volumes and/or cut through traffic in residential areas.** To manage the number of requests and ensure community support, constituents are requested to obtain a minimum of 10 signatures and addresses on the street, see attached petition for more information. **The Transportation Planning & Design Division responds by investigating the need for neighborhood traffic calming measures to potentially mitigate these unfavourable driving conditions.**

Studies across North America have shown that using the wrong tool to address a traffic issue not only doesn't solve the problem, but may result in creating additional safety issues in the area. Our Traffic Calming Practices and Procedures defines what is traffic calming and clarifies what is not traffic calming. **The goal of introducing traffic calming is to create safe and attractive streets, promote pedestrian, bicycle and transit use, and improve the quality of life in residential neighbourhoods**

Traffic calming is a contentious subject and should be dealt with in a clear, concise and transparent process that will meet the needs and expectations of the community. The Traffic Calming Practices and Procedures outlines how investigations into traffic calming measures should be initiated and implemented based on the experience gained by the City of London and other Ontario municipalities over the last decade.

The community and residents of Aldersbrook Gate have been complaining for many years to have sustainable and reasonable solutions found to make this street safe and improve the quality of life on this short street. This street is being used as a cut through and access to the school across on Fanshawe Park Rd. Vehicles continually use residents' driveways as a turn around to beat the traffic lights. As many as 15-30 vehicles turn into driveways each day posing an increased safety risk. It has got to the point that some residents had posted signs asking vehicles to "respect the limit" others have placed signs indicating "private driveway no turning". There are other signs posted around the neighborhood informing people that "this is not a cut through to the high school". It is sad that residents have to resort to self- help measures while the city officials and ward councilor do not seem interested in attempting to solve this serious problem.

This short street was never intended to accommodate the increased traffic volume that currently exists. It appears that while planning increased growth, the city officials paid little attention on the impact new construction would mean to the neighborhood and safety of the residents. There have been several suggestions provided to the city from the residents to alleviate the issues, but they appear to have fallen on deaf ears.

There was a previous traffic count taken which occurred when the school was out and at a time in the early afternoon when traffic was somewhat lighter.

It would be more meaningful to have a pneumatic road tube installed for at least a week to get a more accurate reading of traffic volumes. I am sure it will indicate that the traffic on this street does require some action to limit the volume of traffic which as I said, is too much for this short street.

Some other suggestions are the following:

- 1) Make Aldersbrook Gate a one way street.
- 2) Restrict any turning onto Aldersbrook Gate during peak hours (7.00am -9.00am then from 4.00pm to 6.30pm)
- 3) Have advanced turning signals installed
- 4) Put speed bumps in place.
- 5) Install or use existing cameras to monitor traffic and other related issues.
- 6) Reduce the speed limit to 30 km/h.

While these suggestions are not exhaustive, they at least provide some ideas which the residents feel will have a traffic calming effect. In addition, such measures (or any other measures taken) will improve the quality of life for the residents, meet the needs and expectations of the community (this street) and finally, restore the street to its intended function in the neighborhood. These, after all, are the objectives of your traffic calming policy referenced above.

In conclusion, we do not feel enough has been done to have the residents' complaints dealt with in a transparent manner. Some reasonable long lasting solutions have to be found to restore this street to be safe and secure for all residents.

This planning application if approved, will do nothing to decrease the traffic on Aldersbrook Gate, but will significantly increase the volume of traffic exacerbating an already intolerable situation.

Alex Mercer
1819 Aldersbrook Gate

From: Rob Webb
Sent: Wednesday, September 11, 2019 9:21 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] File Z-9108

Applicant Loco holdings

Please be advised I object to a zoning amendment that reduces the front yard setback and high density

This plot of vacant land is built up all around it and has been fallow for decades , so Loco to want to infill and be close to road is not acceptable

Please send it back to the designer and developer Loco to refit onto the land meeting the rules and density in place without squeezing more in and being closer to the busy street scape in Whitehills North / Hyde pk .

That may mean fewer units but that is not The neighbourhood problem . Work within the guide lines not within the amendments that are possible . Forever stretching the rules is not needed in this vacant parcel .

After all this is not a older city infill project like a vacant lot in the old south or old north , there is plenty of useable space at this site : Build within it Within the existing space rules .

Thank you

Robert Webb
1788 Aldersbrook
rd

From: Viorica Rusu
Sent: Friday, September 13, 2019 8:03 AM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] File Z-9108 comments

Dear Catherine,

I reside at 1864 Watroak Dr and I received the Notice of Planning Application letter. I would like to express my interest to attend the Public Participation Meeting regarding this file and I would like to ask you to send me the date and time of the meeting when it is available.

Thank you,

Kind regards,

--

Viorica Rusu

From: Jennifer Neilans
Sent: Friday, September 13, 2019 9:13 AM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] Information regarding file #Z-9108

Hi Catherine, as a resident close to this proposed development and having both kids at Saint André Bessette High School I am concerned with the plan.

I'd like my email address to be added to any updates on this proposed development.

From: Alison Tucker
Sent: Tuesday, September 17, 2019 10:33 PM
To: Lowery, Catherine <clowery@london.ca>
Cc: City of London, Mayor <mayor@london.ca>; Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] Notice of planning application

Catherine Lowery
Development Services
City of London.

Re: Notice of Planning Application (943 Fanshawe Park Rd/1800 Aldersbrook Gate)

Please. Before continuing with any more building - of any kind in the area of Aldersbrook gate and Fanshawe Park Road please consider the impact that this will have on the residents of Aldersbrook Gate. We have been battling the city with regards to reducing traffic volume / speed for years. Adding any additional traffic will only negativity impact the citizens of this neighbourhood. Help us to have traffic calming measures implemented on our street and then move forward to increasing the population of the neighbourhood.

Alison & Jeff Tucker
Aldersbrook Gate

From: Pam Campbell
Sent: Tuesday, October 15, 2019 3:52 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] Re: Notice of Planning Application - 943 Fanshawe Park Road West & 1800 Aldersbrook Gate

Thank you for your delayed response sent October 15, 2019 regarding traffic on Aldersbrook Gate.

According to your response, I assume the transportation staff have conducted traffic volume counts on Aldresbrook Gate and Dalmagarry Road. That being the case can you provide the following information?

- 1) When was the traffic count done on Aldersbrook Gate? What day, time of day, month and year was it conducted?
- 2) When was the traffic count done on Dalmagarry Road? What time, time of day, month and year was that conducted?
- 3) What is the process in deciding how many accidents at any intersection is acceptable?

Can that information also be provided? I believe the accident count provided in not accurate.

In the event I am wrong, it still does not account for the accidents not reported? The accidents we have witnessed from my memory amount to more than ten per year. However, that aside, for any City Official to suggest that ten accidents per year is acceptable is simply ludicrous.

What does that say about the safety of London streets and the pedestrians and children who use these streets?

In terms of volume I do not agree with the response given to you by the transportation staff,

Aldersbrook Gate is about 300 feet in length and was never designed to accommodate the traffic it now experiences. This issue has been going on for many years, with many residents complaining continually and the only response given is the usual bureaucratic side-step designed to never answer or deal with the problem at hand rather than finding some way to find a resolution. This only serves to infuriate and further frustrate the residents of Aldersbrook Gate.

I can assure you and the transportation staff, this will never go away until something concrete is done.

In terms of traffic volume on Aldersbrook Gate and Dalmagarry Road, installing a pneumatic road tube on both streets for a minimum of two weeks might provide a more accurate count on traffic volumes, and I suspect may prove the information being provided by transportation staff is seriously flawed.

In any event, the residents will continue to pursue this issue in as many forums as possible to ensure a satisfactory resolution is found.

I look forward to the information I requested.

Thank you.

Pam Campbell
1819 Aldersbrook Gate, London, ON

Agency/Departmental Comments

September 9, 2019: Hydro One

We are in receipt of your Site Plan Application, Z-9108 dated September 4, 2019. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only. For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

September 26, 2019: Urban Design

The applicant is commended for providing a building and site design concept that incorporates the following design features; a built form that establishes the built edge along the Aldersbrook Gate frontage, is generally street oriented and for requesting a reduced setback for buildings located along the Aldersbrook Gate frontage in order to ensure that they are street oriented and provide enclosure to the street.

The following comments are related to site and building design that would be further refined through the Site Plan process:

- Explore opportunities to rotate the two rows of townhouses closest to the street to be oriented lengthwise along the street frontage. Due to the size and location of the lot, these two rows of towns would likely require rear lane garages. Alternatively, if this cannot be achieved, the end units located next to the street should include a similar level of architectural detail on the street flanking facades as is proposed on the front and the principle unit entrance should be oriented to the street.
- Ensure all visitor parking is located internal to the site away from the street frontage.

October 4, 2019: Transportation

It is expected the subject lands will undergo a consent, through the consent Transportation will be seeking a joint access located approximately mid-block to Aldersbrook gate to avoid conflicts with the roundabouts splitter island.

October 9, 2019: Parks and Recreation Services

- CIL at time of site plan
- Tree preservation study to protect as many trees as possible

October 18, 2019: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above-grade transformation is required. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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

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;

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

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;

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;

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

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.

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.

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.

*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.

*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:

2. Tables 10 to 12 specify the broadest range of uses and greatest intensity that

may be permitted within the Neighbourhoods Place Type. It must be clear that zoning on individual sites may not allow for the full range of uses or intensity shown in these tables. Zoning by-law amendment applications will be evaluated based on the Planning and Development Application policies in the Our Tools part of this Plan to ensure that the permitted range of uses and intensity of development is appropriate within the context of the neighbourhood.*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

1989 Official Plan

3.3 Multi-Family, Medium Density Residential

The Multi-Family, Medium Density Residential designation permits 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. Residential uses that typically comprise medium density development include row houses, cluster houses, low-rise apartment buildings, and certain specialized residential facilities such as small-scale nursing homes, homes for the aged and rest homes.

The Multi-Family, Medium Density Residential designation may serve as a suitable transition between Low Density Residential areas and more intense forms of land use. It will also provide for greater variety and choice in housing at locations that have desirable attributes but may not be appropriate for higher density, high-rise forms of housing.

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.

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

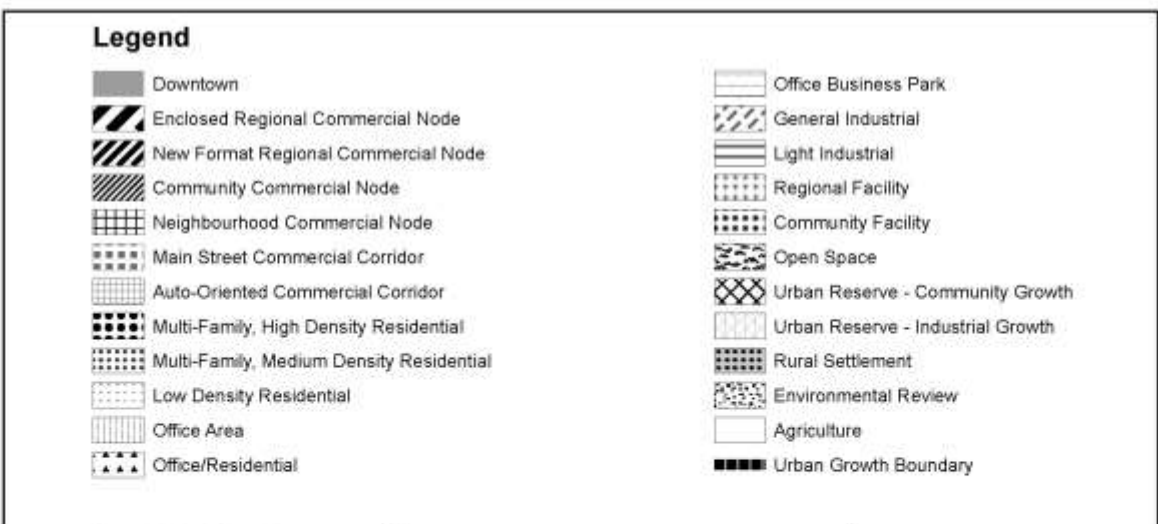
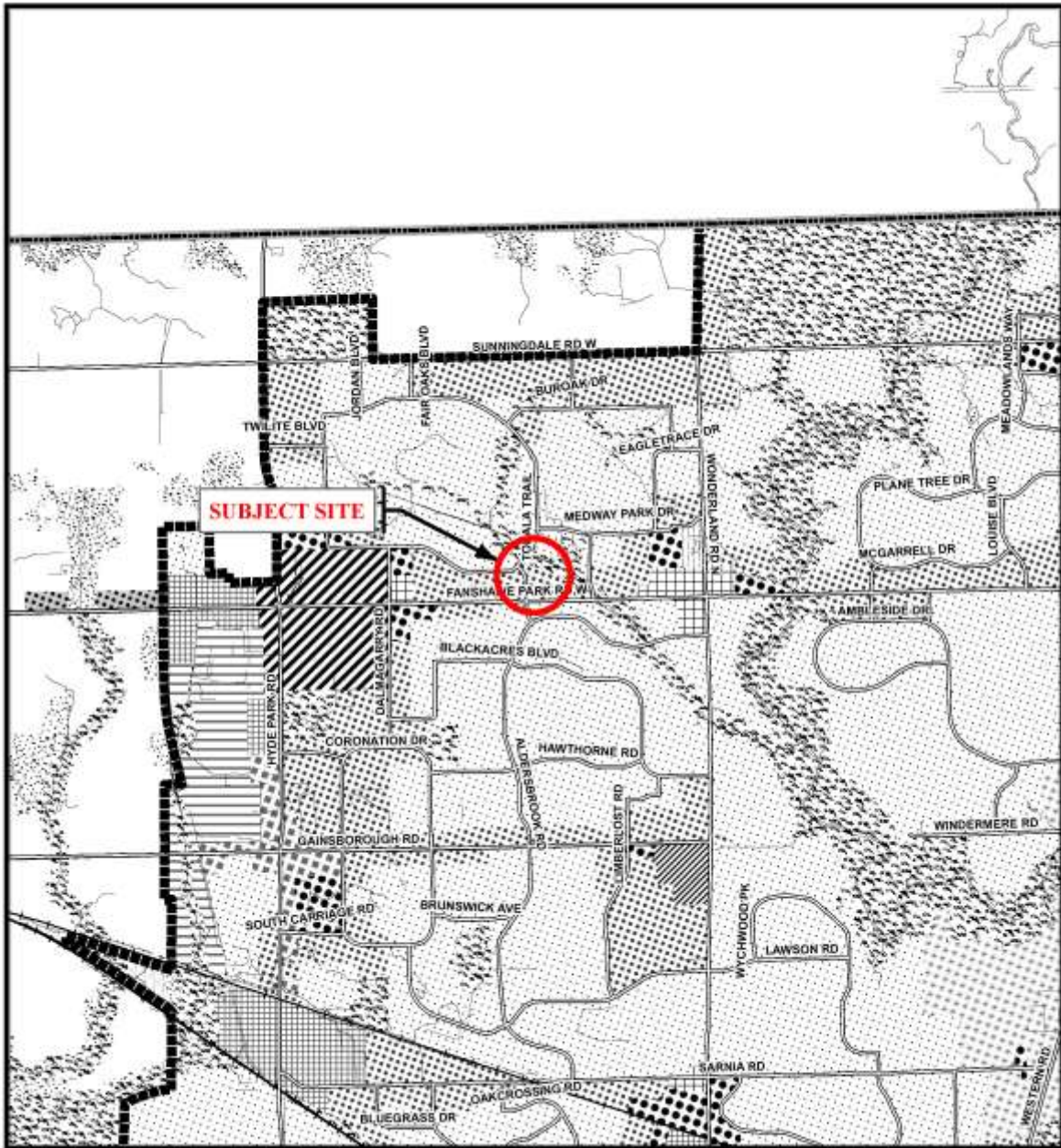
Normally height limitations will not exceed four storeys.

ii) Density

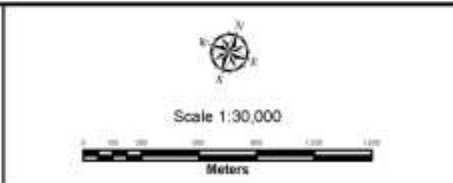
Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre).

Appendix D – Relevant Background

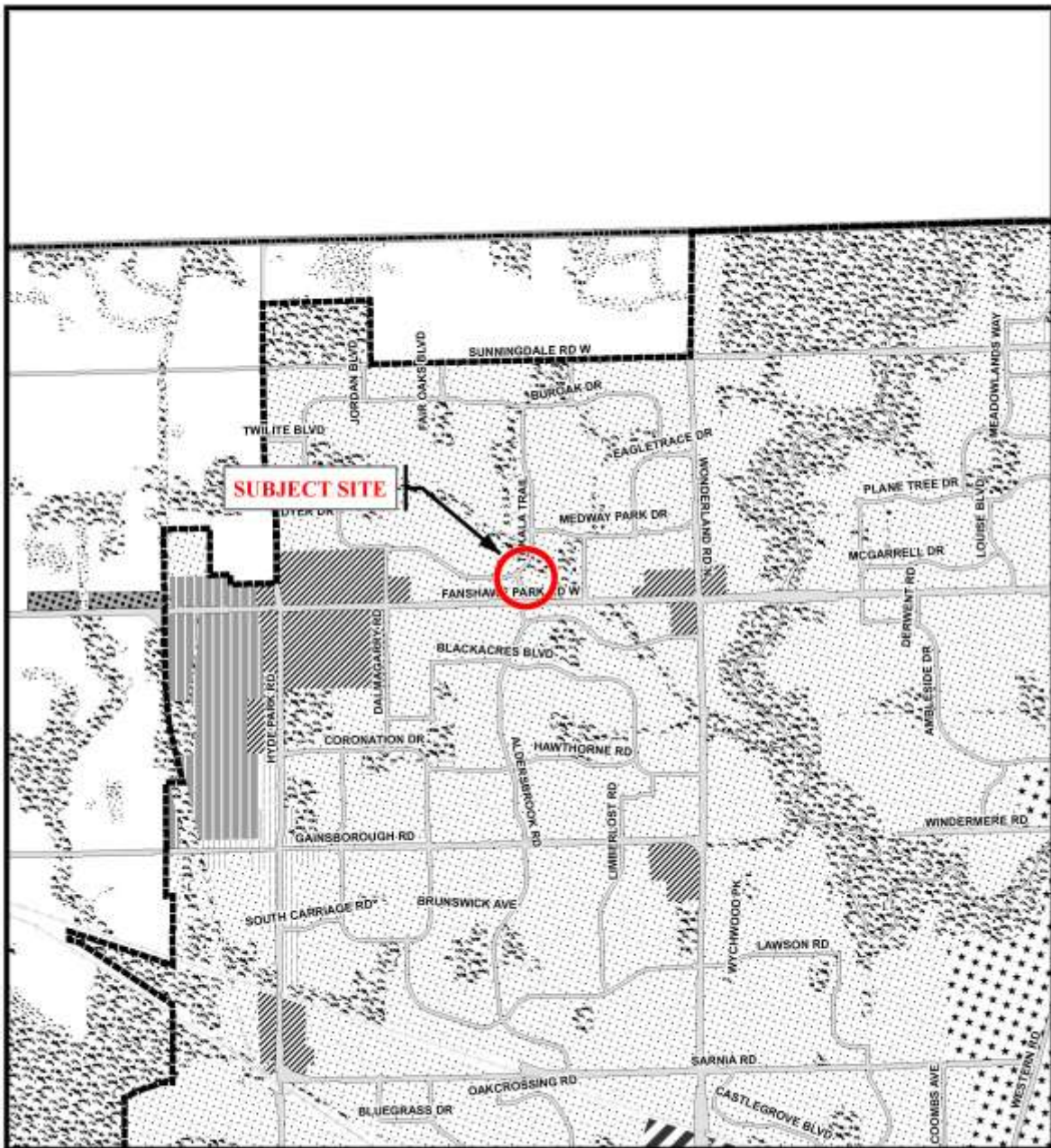
Additional Maps



CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9108
PLANNER: CL
TECHNICIAN: RC
DATE: 2019/10/29



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.

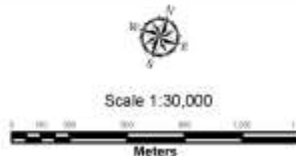
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

**LONDON PLAN MAP 1
 - PLACE TYPES -**

PREPARED BY: Planning Services



File Number: Z-9108

Planner: CL

Technician: RC

Date: October 29, 2019



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9108

CL

MAP PREPARED:

2019/10/29

RC

1:1,500

0 5 10 20 30 40
Meters

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

Additional Reports

Z-5970: October 30, 2000 – Report to Planning Committee: request for a Zoning By-law Amendment for 9473 Fanshawe Park Road West

O-6241/O-6661: May 10, 2004 – Report to Planning Committee: request for an Official Plan Amendment and City-Initiated Review

H-6826: April 11, 2005 – Report to Planning Committee: request for Holding Provision Removal for 943 Fanshawe Park Road West

39T-05512/Z-6979: July 20, 2009 – Report to Planning Committee: request for Plan of Subdivision and Zoning By-law Amendment at 995 Fanshawe Park Road West