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**File: Z-8125
N. Musicco**

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: UNION DEVELOPMENT AND TRADING COMPANY INC. 2115, 2119 AND 2121 ALDERSBROOK ROAD PUBLIC PARTICIPATION MEETING ON FEBRUARY 26, 2013

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application of Union Development and Trading Company Inc. relating to the property located at 2115, 2119 and 2121 Aldersbrook Road: the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2013 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Highway Service Commercial (HS2) Zone which permits: Automobile repair garages; Taxi establishments; Animal hospitals; Automotive uses, restricted; Convenience service establishments; Convenience stores; Duplicating shops; Financial institutions; Personal service establishments; Restaurants; Video rental establishments; Brewing on Premises Establishment **TO** a Neighbourhood Shopping Area Special Provision (NSA1()) Zone to permit Bake shops; Catalogue stores; Clinics; Convenience service establishments; Day care centres; Duplicating shops; Financial institutions; Food stores; Libraries; Medical/dental offices; Offices; Personal service establishments; Restaurants; Retail stores; Service and repair establishments; Studios; Video rental establishments; Brewing on Premises Establishment with a special provision to retain existing automotive uses, existing automotive repair garages and add a pharmacy with a total maximum gross floor area of 1,800m².

PURPOSE AND EFFECT OF RECOMMENDED ACTION

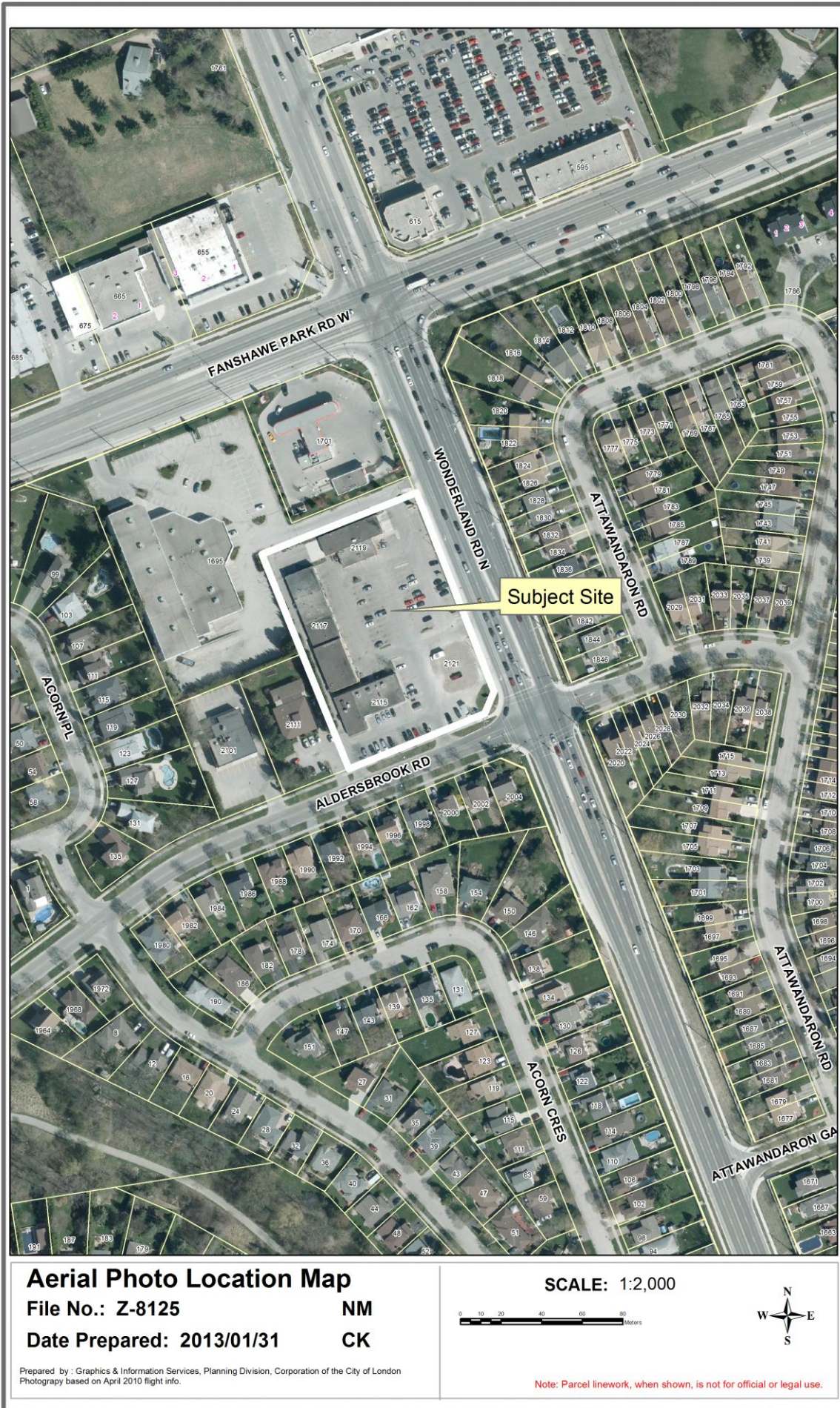
The requested amendment is to permit Neighbourhood Shopping Area uses in addition to the existing automotive uses, existing automotive repair garages within the existing buildings and add a pharmacy.

RATIONALE

1. The recommended amendment is consistent with the polices of the Provincial Policy Statement (2005), as it is supportive of the promotion of economic development and competitiveness by providing for an appropriate mix and range of employment to meet long term needs.
2. The recommended zone is consistent with the City of London Official Plan.
3. The recommended zone will allow for the existing automotive uses and existing automotive repair garages to remain on site within purpose-designed buildings which have achieved an acceptable measure of compatibility with adjacent uses, as well as add Neighbourhood Shopping Area uses, which are consistent with the current Official Plan designation.

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Aerial Photo Location Map

File No.: Z-8125

NM

Date Prepared: 2013/01/31

CK

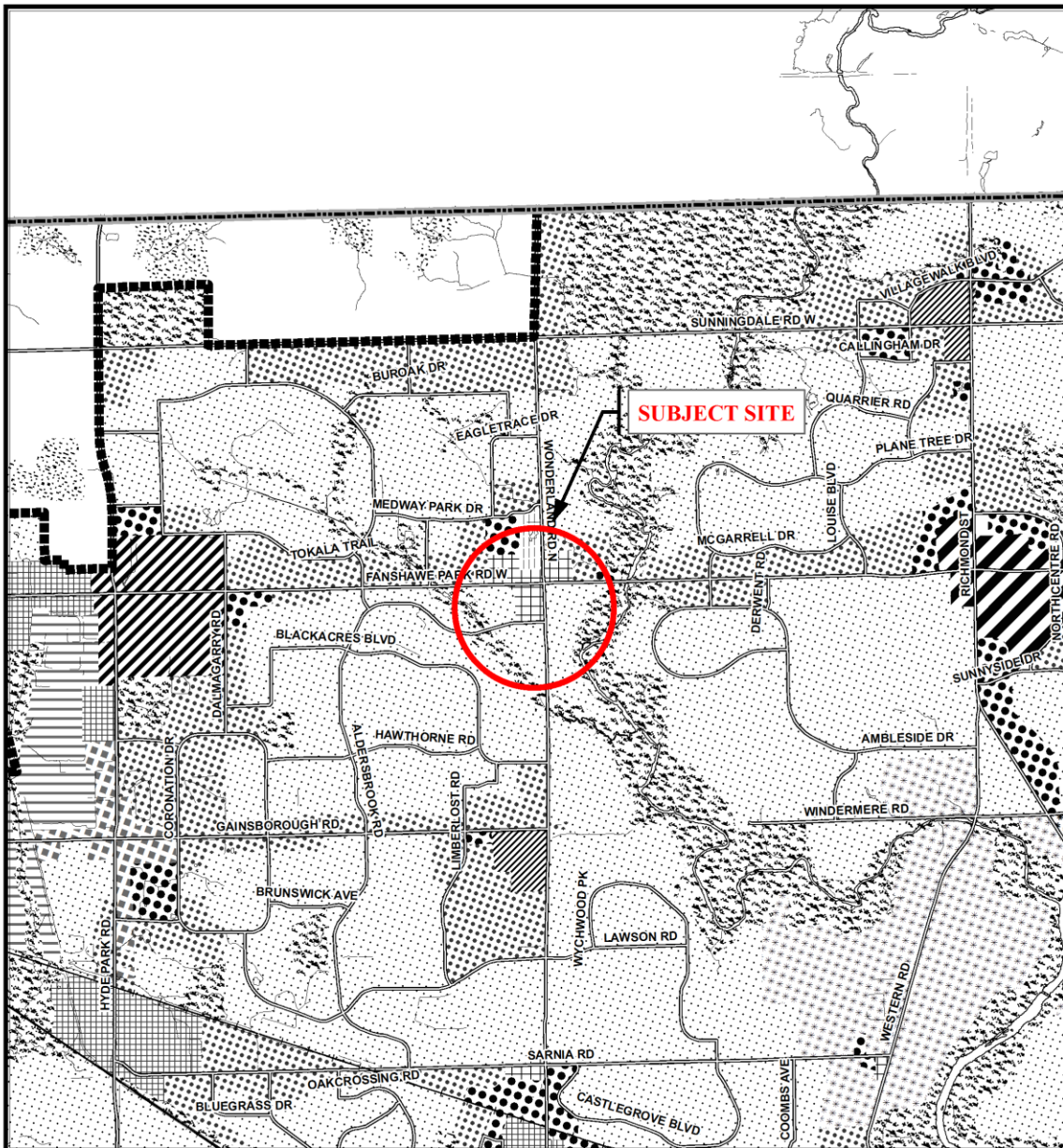
SCALE: 1:2,000



Prepared by : Graphics & Information Services, Planning Division, Corporation of the City of London
Photography based on April 2010 flight info.

Note: Parcel linework, when shown, is not for official or legal use.

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Legend

- Downtown
- Enclosed Regional Commercial Node
- New Format Regional Commercial Node
- Community Commercial Node
- Neighbourhood Commercial Node
- Main Street Commercial Corridor
- Auto-Oriented Commercial Corridor
- Multi-Family, High Density Residential
- Multi-Family, Medium Density Residential
- Low Density Residential
- Office Area
- Office/Residential
- Office Business Park
- General Industrial
- Light Industrial
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary

CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: Z-8125

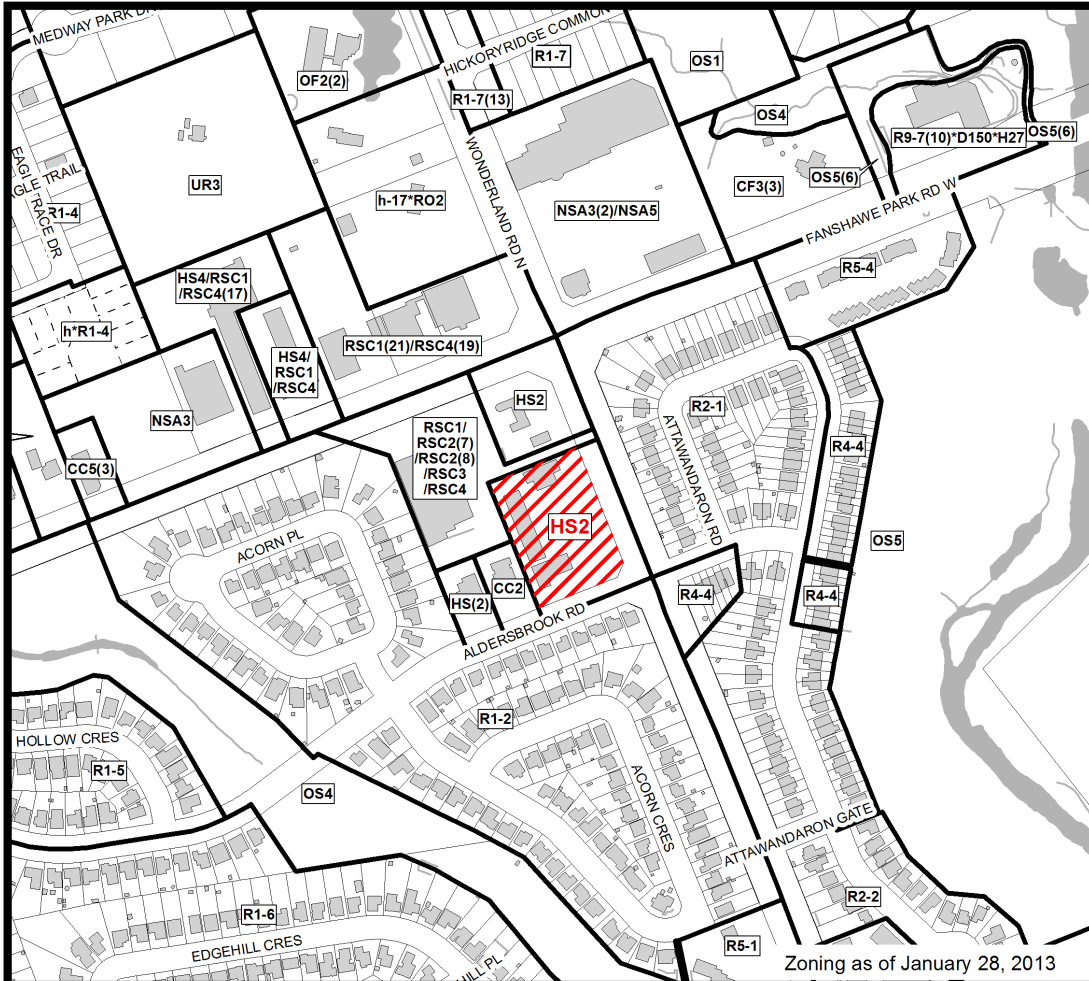
PLANNER: NM

TECHNICIAN: CK

DATE: 2013/01/31

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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

2) ANNEXED AREA APPEALED AREAS

CITY OF LONDON

PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:

Z-8125

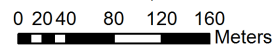
NM

MAP PREPARED:

2013/01/31

CK

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

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BACKGROUND

Date Application Accepted: November 22, '12	Applicant: Union Development and Trading Company Inc.
<p>REQUESTED ACTION: Possible amendment to the Zoning By-law Z.-1 FROM a Highway Service (HS2) Zone which permits: Automobile repair garages, Taxi establishments, Animal hospitals, Automotive uses, restricted, Convenience service establishments, Convenience stores, Duplicating shops, Financial institutions, Personal service establishments, Restaurants, Video rental establishments, Brewing on Premises Establishment TO a Neighbourhood Shopping Area Special Provision (NSA1()) Zone to permit Bake shops, Catalogue stores, Clinics, Convenience service establishments, Day care centres, Duplicating shops, Financial institutions, Food stores, Libraries, Medical/dental offices, Offices, Personal service establishments, Restaurants, Retail stores, Service and repair establishments, Studios, Video rental establishments, Brewing on Premises Establishment in addition to existing automotive uses, existing automotive repair garages and a pharmacy.</p>	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Neighbourhood Shopping Centre • Frontage – 77 meters • Depth – 103 meters • Area – 2.25 acres • Shape - Irregular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Automotive fuel station • South - Single family residential • East - Single family residential • West - Neighbourhood Shopping Area/ Offices

OFFICIAL PLAN DESIGNATION: Neighbourhood Commercial Node
Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. They should contain uses that are convenience-oriented and unlikely to draw customers from beyond the local area.
EXISTING ZONING: Highway Service Commercial (HS2) Zone
Uses which may be permitted in the Highway Service Commercial Zone are differentiated through zone variations on the basis of their function, intensity and potential impacts. The main HS Zone variation permits a restricted range of automobile-oriented, convenience commercial and service uses which are appropriate for all areas. An expanded range of uses may be permitted in appropriate locations through the use of zone variations. The HS1 (larger assembly uses), HS2 (automotive), HS3 (commercial recreation) and HS4 (hotel/motel) can be applied in appropriate locations. Application of a zone variation may be restricted due to the amount of traffic generated and/or the effect of the uses on the adjacent land uses.

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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Transportation (City of London)

We have reviewed the proposed by-law amendment and have no concern provided sufficient and functional parking is provided. If site plan is required we will ask that accesses to Wonderland Road be consolidated.

Sanitary Sewers (City of London)

No objection.

Storm Sewer and Drainage (City of London)

No objection to the application. Further comments will be provided at site plan stage.

Water Engineering (City of London)

No comment.

Urban Forestry (City of London)

No objection.

Bell Canada

A detailed review of the Zoning Amendment has been completed. We have no objections to the above application as submitted. If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for re-arrangements or relocations.

London Hydro

No objection.

Upper Thames River Conservation Authority

The UTRCA has no objection to this application.

PUBLIC LIAISON:	On November 22, 2012, Notice of Application was sent to 106 property owners in the surrounding area. Notice of Application was also published in the "Londoner" on November 23, 2012. A "Possible Land Use Change" sign was also posted on the site.	4 replies were received
<p>Nature of Liaison: The requested amendment is to permit a Neighbourhood Shopping Area uses in addition to existing automotive uses, existing automotive repair garages and a pharmacy. Possible amendment to the Zoning By-law Z.-1 FROM a Highway Service Commercial (HS2) Zone which permits: Automobile repair garages; Taxi establishments; Animal hospitals; Automotive uses, restricted; Convenience service establishments; Convenience stores; Duplicating shops; Financial institutions; Personal service establishments; Restaurants; Video rental establishments; Brewing on Premises Establishment TO a Neighbourhood Shopping Area Special Provision (NSA1()) Zone to permit Bake shops; Catalogue stores; Clinics; Convenience service establishments; Day care centres; Duplicating shops; Financial institutions; Food stores; Libraries; Medical/dental offices; Offices; Personal service establishments; Restaurants; Retail stores; Service and repair establishments; Studios; Video rental establishments; Brewing on Premises with a special provision to retain existing automotive uses, existing automotive repair garages and add a pharmacy. Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Neighbourhood Commercial Node, which permits the requested amendment.</p>		

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Responses:

- Two inquiries seeking further details on application.
- Two inquiry with concerns property values, glaring light from store signs.

ANALYSIS

The following analysis is a summary of the relevant land use guidelines and policy documents used to evaluate the requested Official Plan and Zoning By-law amendment. This analysis will address why Neighbourhood Commercial Node designation and the Neighbourhood Shopping Area Zone is appropriate for this site.

Subject Site / Proposal

The subject property is located on the northwest corner of Aldersbrook Road and Wonderland Road North. Aldersbrook Road is classified as a Secondary Collector and Wonderland Road North is classified as an Arterial Road. The site contains three commercial buildings with multiple units. There is an existing sidewalk along the entire Wonderland Road frontage which connects to the sidewalk along Fanshawe Park Road. The intersection is signalized to facilitate movement from the subject lands to the neighbourhood to the south, where there is an established low density residential neighbourhood. The site is in transition with several vacancies. The requested amendment will permit a broader range of uses allowing for the applicant to fill the vacant units. The proponent intends on retaining the existing buildings and repurposing them for a broader range of commercial/retail uses.

Provincial Policy Statement

The Provincial Policy Statement, 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides some direction to this matter.

1.1.1 Healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;

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; and

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed amendment is consistent with the Provincial Policy Statement as it:

- provides balance and addresses the complex inter-relationship between the environmental, economic and social policies;
- provides for an appropriate mix of land uses;
- promotes economic development by providing for an appropriate mix of employment lands in the area;

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The proposed amendment will allow the existing automotive uses and existing automotive repair garages to remain on site within purpose-designed buildings which have achieved an acceptable measure of compatibility with adjacent uses, as well as add Neighbourhood Shopping Area uses, which are consistent with the current Official Plan designation. The subject property is a suitable location for the proposed use and efficiently reuses the existing building, land and infrastructure.

Official Plan Policies

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

Commercial Nodes

The orderly development and distribution of shopping facilities shall be encouraged through the classification of the Commercial Node designation into four categories based on size, function, and form criteria. "Enclosed Regional Commercial Node", "New Format Regional Commercial Node", "Community Commercial Node" and "Neighbourhood Commercial Node" are shown on Schedule "A" (Land Use) of the Official Plan and the policies contained in this Section of the Plan describe the size, function, permitted uses and development criteria for each category.

Commercial Nodes – Planning Objectives – 4.3.1

- i) Encourage the grouping of retail and service commercial uses into nodal areas that serve multi-purpose shopping trips;*
- ii) Promote the development of these areas into a nodal configuration rather than strip configuration so that their impact on traffic and adjacent land uses is minimized; and,*
- iii) Support the distribution of retail and service commercial uses in each nodal classification based on location, size, function, scale and form criteria to meet the shopping needs of residents.*

Neighbourhood Commercial Node

Function – 4.3.8.1

Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. They should contain uses that are convenience-oriented and unlikely to draw customers from beyond the local area.

Location - 4.3.8.2

Neighbourhood Commercial Nodes should be located;

- i) at the intersections of arterial roads, primary collector roads and secondary collector roads;*
- ii) on sites close to pedestrian and bicycle pathways and transit services;*
- iii) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks from adjacent residential uses; and,*
- iv) on sites with good pedestrian access to the neighbourhood*

Permitted Uses – 4.3.8.3

Permitted uses include small retail stores; food stores; pharmacies; convenience commercial uses; personal services; financial institutions; service-oriented office uses such as real estate, insurance and travel agencies; community facilities such as libraries or day care centres; professional and medical/dental offices; small-scale restaurants; commercial recreation establishments; and similar uses that draw customers from a neighbourhood-scale trade area. Residential units above ground floor commercial uses may be allowed. Multi-family high or medium density residential uses may also be permitted through a zoning by-law amendment application, concurrent site plan application and consideration of design features which allow integration of the two uses. Zoning on individual sites or areas may be for less than the full range of permitted uses

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Form – 4.3.8.4

Neighbourhood Commercial Nodes generally have a strip plaza focus with a combination of small free-standing uses or small uses in a plaza format but can be applied to a collection of small stores intended to serve the surrounding neighbourhood. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops and reduce the visual impact of large open parking lots. The design, appearance and scale shall be in harmony with the surrounding residential area with adequate screening and buffering between uses. Parking areas should be carefully designed and shared parking areas should be accommodated where possible. Neighbourhood Commercial Node designations should comprise lands that are in a nodal configuration. Extension of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety and priority; the integration of development in terms of design, appearance and pedestrian and vehicle maneuverability between or among sites; other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies and/or design studies may be required.

4.3.8.5 – Scale

Commercial development within a Neighbourhood Commercial Node shall normally range in size from 1,000 square metres to 13,000 square metres gross floor area.

Does the proposed amendment conform to the Official Plan?

1. The subject site is located along an arterial road and meets the function criteria of the Neighbourhood Commercial Node designation.
2. The recommended amendment to expand the range of uses on the subject site conforms to the intent of the Official Plan and is consistent with the listed range of permitted uses.
3. The location of the proposed uses are consistent with the intent of the Official Plan policy criteria. The subject site is along an arterial road and is adequate in size and depth.
4. There is no new development proposed at this time. Therefore there are no immediate changes to the existing form of development. New development will be subject to site plan approval.
5. The existing GFA of commercial development within this Neighbourhood Commercial Node is approaching 23,000m², notwithstanding the scale policies which contemplate a maximum GFA of 13,000m². However, the existing commercial GFA developed on the subject site predates these policies related to scale and is therefore “grandfathered”. It should be noted that the addition of any new commercial gross floor area on the subject site may require future planning applications such as an Official Plan amendment, Zoning By-law amendment, and/or a request for a minor variance. The recommended Zoning By-law amendment recognizes the existing gross floor area.

Planning Impact Analysis

It is important to note that all three criteria of use, intensity, and form must be considered and deemed to be appropriate prior to the approval of any development proposal. If a use is appropriate but its intensity is not, the site may not be able to contain the demand for that use. Similarly, if the use and intensity are appropriate but the form is not appropriately designed or is not situated in a desirable location the proposed development may result in impacts onto the abutting properties. The criteria of use, intensity and form are evaluated through the Planning Impact Analysis.

Planning Impact Analysis is used to evaluate applications for an Official Plan amendment and/or Zoning By-law amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. The Planning Impact Analysis is intended to document the criteria reviewed by Municipal Staff through the application review process to assess an application for change. The relevant criteria to be considered include the following:

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- *compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;*

The proposed uses are compatible with the surrounding land uses. The proposed amendment would allow the existing automotive uses to remain on site, which have achieved an acceptable measure of compatibility with adjacent uses, as well as add uses that are more in keeping with the current Neighbourhood Commercial Node Official Plan designation.

- *the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed uses.*

The requested uses meet the minimum requirements of the Zoning By-law. The applicant is seeking a special provision to allow for the existing automotive uses, existing automotive repair garages to remain onsite and the addition of a pharmacy. The Site Plan Approval process is not applicable to this proposal as, by definition in the Planning Act, no new “development” is being proposed at this time.

- *the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties;*

The City of London Transportation Division has not expressed concerns with the volume of potential traffic generated by the proposed development.

- *the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;*

The applicant is not proposing the construction of additional buildings or alterations to the site at this time. If any, alternations will be internal to the existing buildings. The existing buildings and site has achieved a measure of acceptability in the community.

- *the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;*

The Transportation Division did not have any concerns with proposal.

- *the potential impact of the proposed development on surrounding natural features and heritage resources;*

There are no natural features surrounding the subject lands.

- *constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration, and rail safety may limit development*

There are no known environmental issues.

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Zoning By-law

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of that use, and the built form. This is achieved by applying various zone variations to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. These regulations may include: setbacks from property lines, building height, lot coverage requirements, floor area, and parking requirements, among others. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal.

The current zoning is Highway Service Commercial (HS2). The permitted uses include: Animal hospitals; Automotive uses, restricted; Convenience service establishments; Convenience stores; Duplicating shops; Financial institutions; Personal service establishments; Restaurants; Video rental establishments; Brewing on Premises Establishment, Automobile repair garages; Taxi establishments.

The proposed zoning is a Neighbourhood Shopping Area Special Provision (NSA1()) Zone to permit Bake shops, Catalogue stores, Clinics, Convenience service establishments, Day care centres, Duplicating shops, Financial institutions, Food stores, Libraries, Medical/dental offices, Offices, Personal service establishments, Restaurants, Retail stores, Service and repair establishments, Studios, Video rental establishments, Brewing on Premises Establishment in addition to existing automotive uses, existing automotive repair garages within the existing buildings and a pharmacy. Section 23.1 (General Purpose of the NSA Zone) of the Zoning By-law states that, *“This Zone is normally intended to implement the Neighbourhood Commercial Node designation in Section 4.3.8 of the Official Plan.”*

CONCLUSION

The recommended zone allows for an appropriate development that is consistent with the Official Plan designation, the character and density of the area. The subject lands are of a suitable size and shape to accommodate the proposal. The recommended zone allows for the existing automotive uses to remain in their current location while allowing additional uses that are consistent with the Neighbourhood Commercial Node designation. The recommended amendment will not result in any changes to building, parking and driveway layouts and it is not anticipated to generate a level of intensity that will result in impacts onto abutting properties.

PREPARED BY:	SUBMITTED BY:
NICOLE MUSICCO – PLANNER II COMMUNITY PLANNING AND URBAN DESIGN	JIM YANCHULA, MCIP, RPP MANAGER, COMMUNITY PLANNING AND DESIGN
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

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Responses to Public Liaison Letter and Publication in “Living in the City”

Area Residents

Margaret Agnew
David Geoffery
Maria Morga
Tracey and William Church

**Bibliography of Information and Materials
Z-8125**

Request for Approval:

City of London Zoning By-law Amendment Application Form, completed by Union Development and Trading Inc.), November 12, 2012.

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, March 1, 2005.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z-1*, May 21, 1991, as amended.

Notice of Application, November 22, 2012.

Living in the City (Notice of Application) – November 23, 2012

Notice of Public Meeting – February 8, 2013

The Londoner (Notice of Public Meeting) - February 89, 2013

Correspondence: (all located in City of London File No. Z-8116 unless otherwise stated)

City of London:

Email from R. Postma (Parks Planning) to N. Musicco, December 6, 2012.

Departments and Agencies:

D. Dalrymple., London Hydro. Memo to N. Musicco November 27, 2012.

L. Raffoul, Bell Canada, Memo to N. Musicco, December 17, 2012.

C. Creighton, UTRCA, Memo to N. Musicco, December 17, 2012.

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. Z.-1-13_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 2115,
2119 and 2121 Aldersbrook Road.

WHEREAS Union Development and Trading Company Inc. have applied to rezone an area of land located at 2115, 2119 and 2121 Aldersbrook Road, 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:

Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located at 2115, 2119 and 2121 Aldersbrook Road, as shown on the attached map comprising part of Key Map No. 14, from a Highway Service Commercial (HS2) Zone **TO** a Neighbourhood Shopping Area Special Provision (NSA1()) Zone.

1) Section Number 23.3 of the Neighbourhood Shopping Area (NSA1) Zone is amended by adding the following Special Provision:

- | | | |
|-------|---------|---|
| 23.3_ | NSA1() | 2115, 2119, 2121 Aldersbrook Road |
| | a) | Additional Permitted Use[s]
i) Automotive Uses, restricted
ii) Automobile Repair Garages
iii) Pharmacy |
| | b) | Regulations
i) Gross Floor Area 1,800m ² (19,375 square feet)
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.

Agenda Item # Page #

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PASSED in Open Council on March 5, 2013.

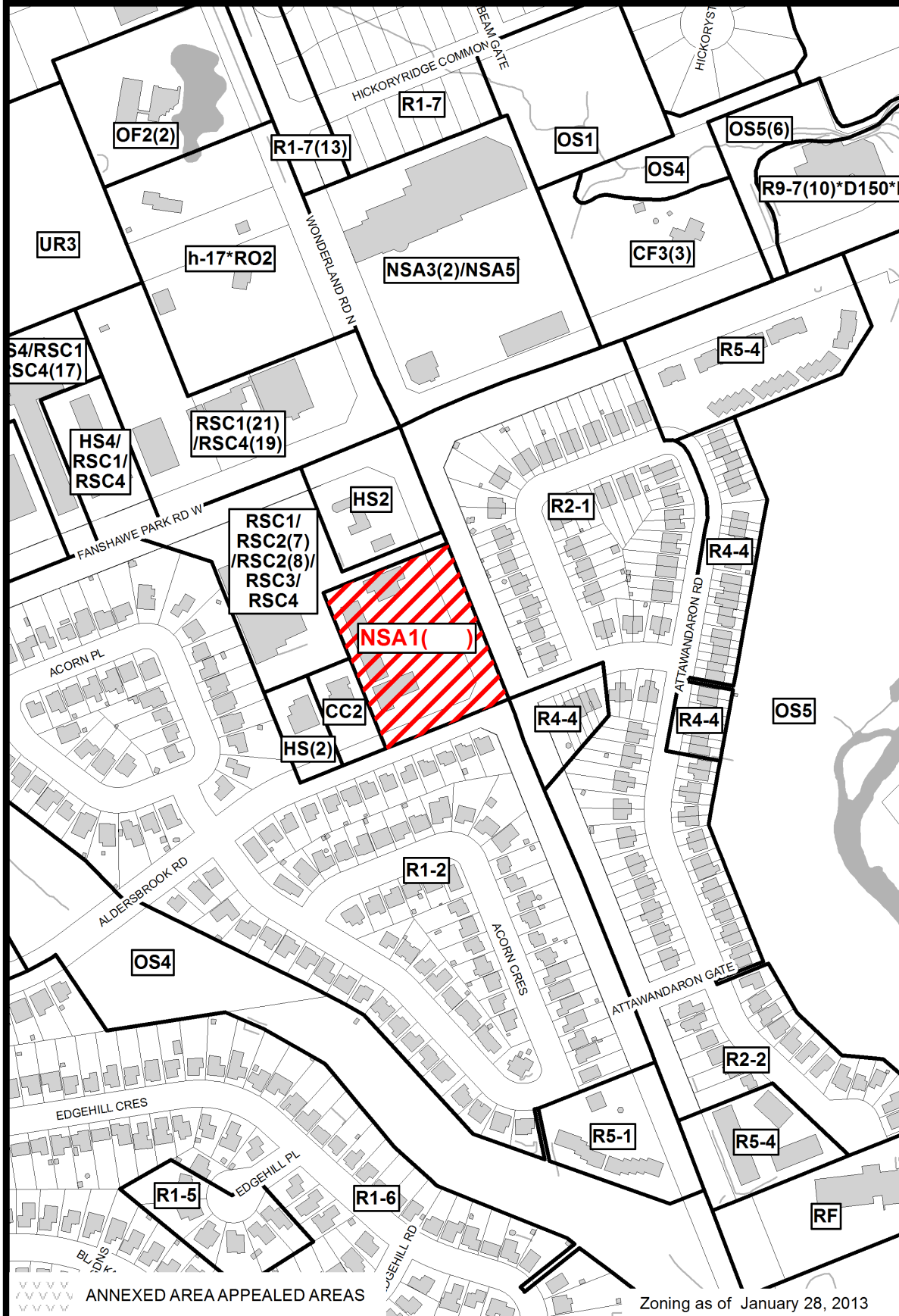
Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - March 5, 2013.
Second Reading - March 5, 2013.
Third Reading - March 5, 2013

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



Zoning as of January 28, 2013


File Number: OZ-8125

Planner: NM

Date Prepared: 2013/01/31

Technician: CK

By-Law No: Z.-1-

SUBJECT SITE 

1:3,500

0 15 30 60 90 120
Meters

