

Report to Strategic Priorities and Policy Committee

To: Chair and Members
Strategic Priorities and Policy Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

Subject: Mayoral Direction 2024-001, City-owned Parking Lot
Redevelopment

Date: September 17, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following actions be taken with respect to Mayoral Direction 2024-001:

- (a) Civic Administration **BE DIRECTED** to undertake a procurement process to solicit development proposals from qualified firms that can redevelop City-owned parking lots for high-density housing and public parking at the following locations:
- i) 641 Queens Avenue,
 - ii) 434 Elizabeth Street,
 - iii) 84 Horton Street,
 - iv) 199 Ridout Street, and
 - v) 824 Dundas Street.
- (b) The financing for site investigations needed to support the procurement process **BE APPROVED** in accordance with the Source of Financing Report attached, hereto, as Appendix 'A'.

Executive Summary

The purpose of this report is to provide Municipal Council with information regarding a prioritized list of City-owned parking lots for potential redevelopment as high-density housing while considering prioritized public parking needs as directed by Mayoral Direction 2024-001. It is recommended that a procurement process be undertaken to solicit development proposals from qualified firms that can redevelop five (5) prioritized City-owned parking lots. Approval of financing is needed for basic site investigations to support the procurement process.

Linkage to the Corporate Strategic Plan

This recommendation will support the advancement of Municipal Council's 2023-2027 Strategic Plan and the following strategic areas of focus:

"Housing and Homelessness" – contribute to a well-planned and growing community.

The redevelopment of City-owned parking lots will direct growth and intensification to underutilized sites, maximizing municipal land assets and resources (Strategic Plan, 3.1 c.). The redevelopment of City-owned parking lots will increase the supply of housing in strategic locations that will capitalize on investments in servicing, Rapid Transit and the Core Area, and will contribute to intensification targets (Strategic Plan, 3.2 b.).

"Wellbeing and Safety" – contribute to an affordable and supportive community for individuals and families. The redevelopment of City-owned parking lots will add new units to the housing supply and focus on high-density housing forms to provide more

diverse housing choices and make housing more affordable and attainable to households (Strategic Plan, 2.1 b.).

“Economic Growth, Culture and Prosperity” – London’s Core Area as a vibrant neighbourhood and attractive destination. The redevelopment of City-owned parking lots will increase residential occupancy and livability in the Core Area through new housing development (Strategic Plan 4.2 a.).

Climate Emergency

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the Corporation of the City of London (the “City”) is committed to reducing and mitigating climate change. The redevelopment of City-owned parking lots for high density housing will replace an inefficient, auto-oriented, form of development with a more intensive, active and transit supportive, form of development that will assist in reducing greenhouse gas emissions.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Civic Works Committee – October 6, 2015 – Downtown London Parking Utilization Study

Planning and Environment Committee – October 7, 2019 – 185 Queens Avenue Parking Lot Redevelopment

Strategic Priorities and Policy Committee – October 28, 2019 – Core Area Action Plan

Strategic Priorities and Policy Committee – April 28, 2020 – COVID-19 Financial Impacts and Additional Measures for Community Relief

Strategic Priorities and Policy Committee – May 18, 2021 – Comprehensive Report on Core Area Initiatives

Civic Works Committee – June 13, 2023 – Core Area Parking Initiatives

1.2 Mayoral Direction

Under Part VI.1 of the *Municipal Act, 2001* the Mayor, as the Head of Council, has special powers to direct City staff to undertake research and provide advice on matters of municipal business. On February 13th, 2024, City staff were directed to develop and submit to the Head of Council a prioritized list of City-owned parking lots for potential redevelopment as high-density housing while also considering the City’s prioritized public parking needs (Mayoral Direction Number 2024-001). The prioritized list was presented to the Mayor’s Office on May 27th, 2024 (See Section 2.1 - Prioritized List of City-owned Parking Lots). The Mayor subsequently requested that City staff present the findings to Municipal Council and seek direction to initiate a procurement process to solicit development proposals for the City-owned parking lots.

A procurement process for the City-owned parking lots has the potential to unlock and optimize the land’s development potential. Proposals for high density housing will make efficient use of land, resources and public investment in infrastructure and public service facilities. Redevelopment of the City-owned parking lots will add housing in the City’s Core Area at a time when housing supply is extremely low, and high-density housing is a transit supportive form of development for sites near the City’s Rapid Transit Network.

2.0 Discussion and Considerations

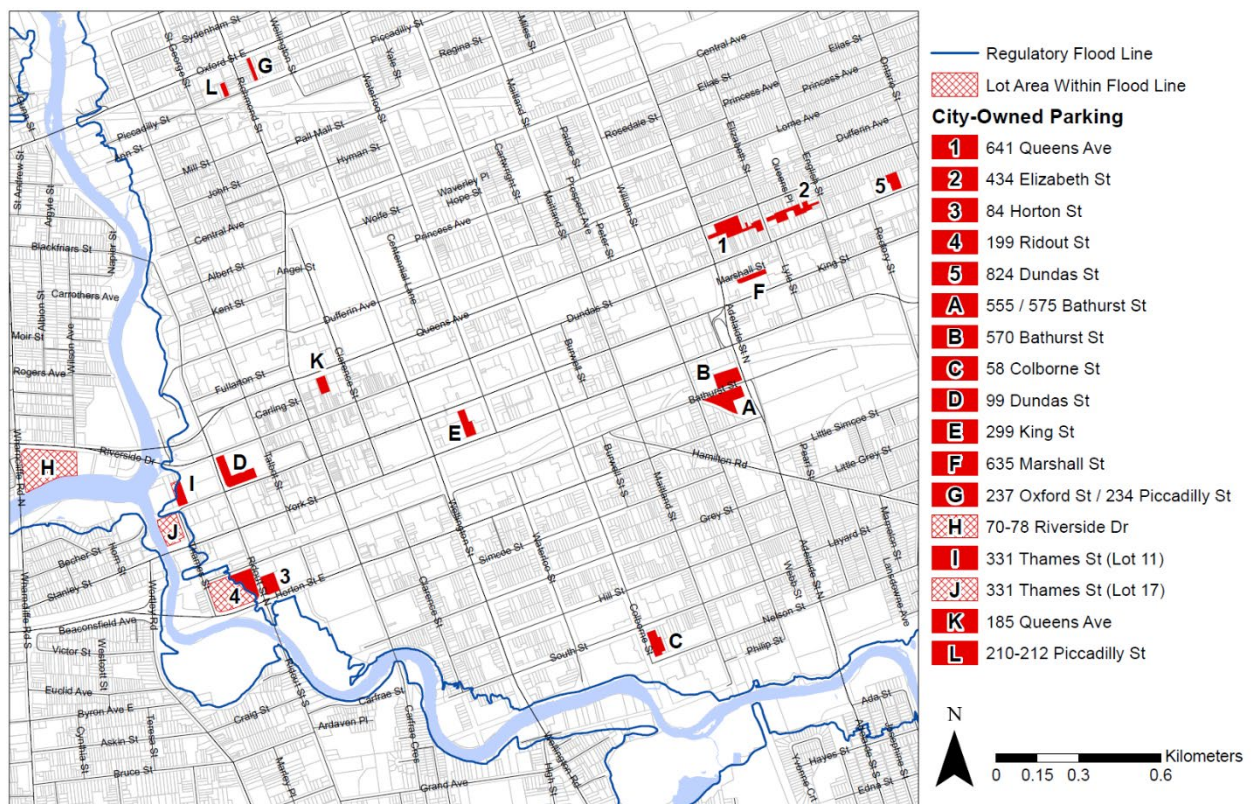
2.1 Prioritized List of City-owned Parking Lots

Property owner data from the Municipal Property Assessment Corporation (“MPAC”) and aerial photography was used to identify and map City-owned parcels of land used for surface parking lots which are located within the Core Area neighbourhoods (Downtown, Richmond Row, Mid-Town and Old East Village) and the adjacent SoHo neighbourhood.

In total, nineteen (19) parcels of land were identified (See Figure 1) and the development potential of each parcel was evaluated based on the following performance criteria (See Appendix ‘B’ for complete parking lot criteria analysis):

- Lot shape and whether the parcel is configured for development.
- Location outside the regulatory flood line.
- Place Type in *The London Plan* and whether high-density housing is contemplated as a permitted development form.
- Zone in the *Z.-1 Zoning By-law* and whether high-density housing is a permitted development form that complies with zone regulations.
- Proximity to railway operations and whether the recommended minimum setback requirements for new residential development can be met.
- Proximity to industrial facilities and whether the recommended minimum separation distance can be met.
- Municipal services (sanitary, stormwater and water) and capacity.
- Location outside other regulated areas such as propane hazard zones, landfill areas and methane sites, major oil and gas pipelines etc.
- Location within *Downtown Parking Strategy and Action Plan* priority sub area.
- Occupied by buildings or structures.
- Cultural heritage considerations such as archaeological potential, heritage property or adjacency to heritage property.

Figure 1: City-owned Surface Parking Lots in Core Area Neighbourhoods



Of the nineteen (19) parcels, twelve (12) were removed from consideration as priority sites for redevelopment as the parcels were unable to satisfy critical performance criteria. Common reasons for removal from consideration include: parcel too small and too narrow to accommodate development unless consolidated with adjacent parcels owned by others; parcel wholly located below the regulatory flood line; parcel located within a non-residential area which lacks amenities to incentivize conversion to residential; and parcel actively used to support other municipal purposes or are being considered for other municipal purposes. Two (2) parcels were removed from consideration as priority sites for redevelopment for the reasons specified below.

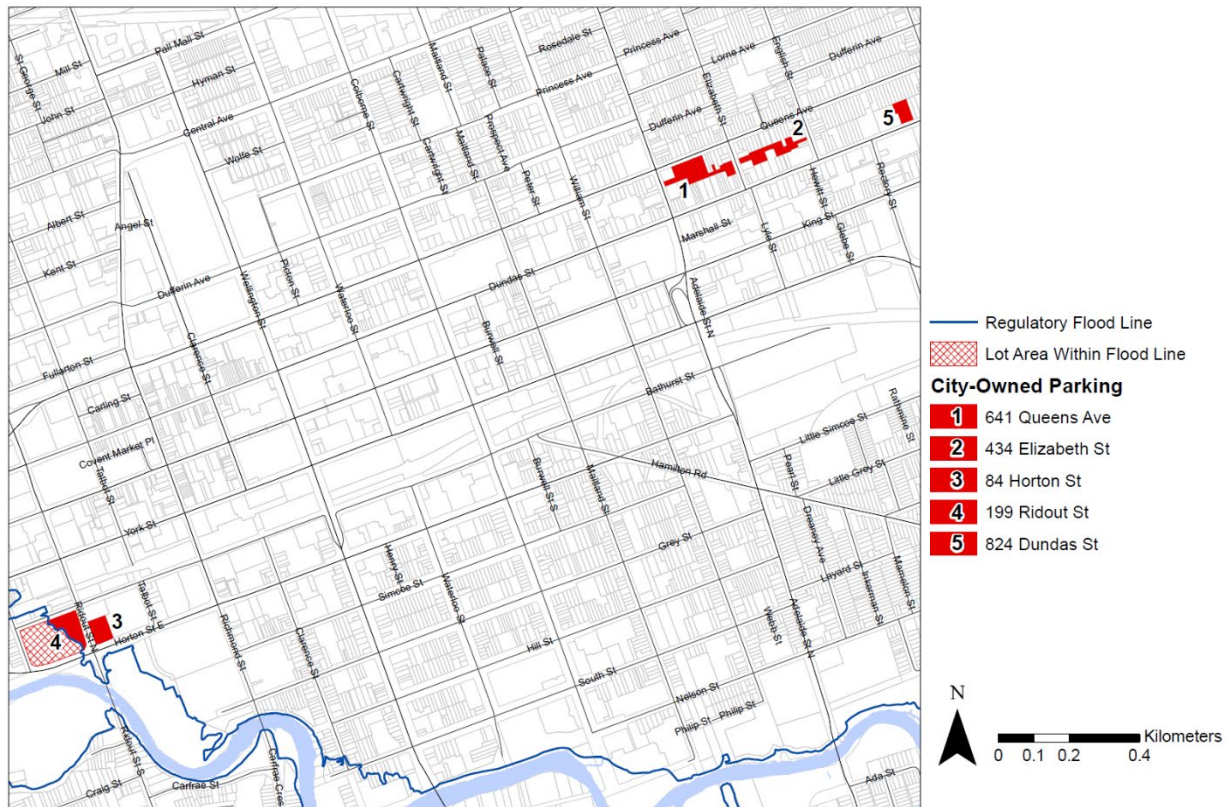
The City-owned parking lot located at 185 Queens Avenue – Municipal Parking Lot No. 5 was removed from consideration as a priority site because a separate procurement process was already underway to solicit interest from qualified firms able to redevelop the site for a mixed-use development with affordable and market housing and a privately owned and operated commercial parking facility in accordance with a June 2023 Council Resolution related to the *Core Area Parking Initiatives*. It is recommended, that the procurement process to redevelop the parking lot at 185 Queens Avenue continue as a standalone procurement process separate from the other City-owned parking lots for reasons of fairness and transparency in a competitive procurement process.

The City-owned parking lot located at 99 Dundas Street (Budweiser Gardens Parking Lot) has been removed from consideration for a housing development due to existing commitments and the critical operational needs of the Budweiser Gardens venue. A portion of the parking lot in question is already approved by Council for an upcoming Renovation/Expansion project, with a significant portion of the design and planning process finalized as this project was initiated last year. Revising these plans at this stage would impose substantial financial costs and create logistical challenges, potentially delaying the construction timeline and disrupting ongoing operations. Additionally, parking facilities that allow parking for large semi-trailer trucks on site are essential for hosting large-scale national and international events, as well as televised productions. These areas accommodate crucial logistics, including parking for production trucks, tour buses, and other event-related vehicles, which cannot be relocated off-site without jeopardizing event viability. Moreover, the parking space plays a vital role in supporting major tourism events, generating additional revenue. Any development that compromises these operational needs would significantly impact the venue's ability to function effectively.

Five (5) parcels best met the performance criteria and are recommended as priority sites for redevelopment. The ordering of the five (5) priority parcels may change with further site investigations that require a source of financing to complete – see Section 3.0 for Financial Impacts/Considerations. The five (5) priority sites are as follows (see Figure 2):

1. 641 Queens Avenue
2. 434 Elizabeth Street
3. 84 Horton Street
4. 199 Ridout Street
5. 824 Dundas Street

Figure 2: Priority Sites for Potential Redevelopment



The priority sites can be grouped for discussion purposes and possibly for future procurement purposes based on site similarities:

- Group A - sites in Old East Village (“OEV”)
 - Site #1 – 641 Queens Avenue
 - Site #2 – 434 Elizabeth Street
- Group B - sites adjacent to the Thames River in SoHo
 - Site #3 – 84 Horton Street
 - Site #4 – 199 Ridout Street
- Group C - sites to be integrated with existing municipal facilities
 - Site #5 – 824 Dundas Street (Ontario Court of Justice, Provincial Offences Courts, City of London)

2.1.1 Group A – sites in Old East Village (“OEV”).

Site #1 – 641 Queens Avenue and Site #2 – 434 Elizabeth Street are underutilized surface commercial parking lots known as Municipal Lot #2 and Municipal Lot #1 respectively. These sites offer opportunities for residential infill and intensification immediately north of the OEV Dundas Street Corridor. These sites provide between 90 to 100 public parking spaces each, and development proposals could reduce the number of parking spaces by “right-sizing” public parking facilities to the parking demands of the local businesses within the OEV Dundas Street Corridor.

Site #1 – 641 Queens Avenue abuts Adelaide Street, Queens Avenue and Elizabeth Street. The westerly part of the site is located within the Urban Corridor Place Type on Map 1 – Place Types in *The London Plan* matching the relative depth of other properties fronting the Adelaide Street Corridor. The balance of the site is located within the Neighbourhoods Place Type on Map 1 – Place Types in *The London Plan*. As a consolidated site, more intensive mid-rise housing forms are contemplated as a permitted form of development in accordance with the vision for the Urban Corridor in *The London Plan* (TLP Policy 834_).

Site #2 – 434 Elizabeth Street abuts Elizabeth Street and English Street. The entire site is located within the Neighbourhoods Place Type on Map 1 – Place Types in *The London Plan*. Based on the “minor” classification of the abutting streets, less intensive,

low-rise, housing forms are contemplated as a permitted form of development. Development proposals for high-density housing forms on Site #2 may require an amendment to *The London Plan* to add a specific policy to the Neighbourhoods Place Type policies.

Both sites are located in a Business District Commercial Special Provision Zone in the City's *Z.-1 Zoning By-law* which permits and regulates high-density forms of housing, but it is expected that site-specific development proposals will require zoning amendments to the applicable zone regulations.

Given that these sites were assembled through periodic transfers of land to the City which resulted in their irregular "saw-tooth" shape, it is recommended that further site investigations be completed to confirm whether easements have the potential to constrain or limit the developable area of the sites. Easements registered on property title at the Land Registry Office may grant limited rights over the sites to "others" for specified purposes. Examples often include easements for servicing or utilities, or easements for access related to site functions such as parking, loading, and waste pick-up.

These sites are also located adjacent to heritage resources that can be particularly sensitive to adverse impacts of infill and intensification. New development on these sites will need to demonstrate compatibility with the identified character of the adjacent Old East Heritage Conservation District and any adjacent individually designated properties, such as Banting House (442 Adelaide Street North). Technical studies would be the responsibility of a prospective respondent considering the redevelopment of these sites, and technical studies addressing cultural heritage matters would be required prior to new development occurring on these sites.

In terms of servicing, these sites were designed for low-intensity forms of development and redevelopment for higher-density housing will require further servicing analysis and potential servicing upgrades prior to development occurring. Other technical studies may be required prior to development occurring.

2.1.2 Group B – sites adjacent to the Thames River in SoHo

Site #3 – 84 Horton Street and Site #4 – 199 Ridout Street are located in the northwest corner of the SoHo neighbourhood, adjacent to Downtown and are desirable sites for redevelopment given their proximity to the Thames River and major cultural and entertainment venues in the Downtown. Site #3 – 84 Horton Street is subject to a Licensing Agreement with London Hydro ending in October 2024 and is currently used for employee parking. Site #4 – 199 Ridout Street is a surface commercial parking lot known as Municipal Lot #12 and provides over 400 public parking spaces within walking distance of Budweiser Gardens. These sites are adjacent to one of the *Downtown Parking Strategy and Action Plan's* priority sub-area for additional public parking. As such, public parking should be integrated into development proposals, but the number of parking spaces can be reduced to reflect predominantly low utilization rates except when there are major events in the Downtown.

Site #3 and the part of Site #4 that is located above the regulatory floodline, are located within the Light Industrial Place Type on Map 1 – Place Types in *The London Plan*. These sites are located in Restrictive Service Commercial Zones in the City's *Z.-1 Zoning By-law*. A change in Place Type and zoning would be required to permit proposals for high-density housing on these sites.

It may be advantageous for a prospective respondent to consider the redevelopment of Site #3 and Site #4 together to offset the part of Site #4 that is below the regulatory floodline and adversely affected by the regulatory flood hazard associated with the Thames River. Any technical studies to explore flood-proofing and safe access during

flood events would be the responsibility of a prospective respondent and submitted at the time of planning applications or building permit. There is also known site contamination affecting Site #4 that would require remediation and/or management. At this time no claims are being made about the environmental site conditions of any of the prioritized sites, and in the future, a prospective respondent could apply to the City's incentive programs, such as the Brownfield Incentive, to offset a portion of the development costs incurred.

These sites are also located within the potential influence area of Labatt's Brewery, which is a Class III industrial facility with a high probability of emissions (odour) affecting sensitive residential land use. Technical studies would be required to demonstrate how mitigative controls could be incorporated into the redevelopment proposals for these sites to lessen the adverse impacts of the nearby industrial facility on the proposed sensitive residential use in accordance with the Ministry's *Guideline D-6 - Compatibility between Industrial Facilities and Sensitive Land Uses*.

In terms of servicing, there are no sanitary sewers adjacent to Site #3 – 84 Horton Street and the sanitary sewer capacity is unclear for Site #4 – 199 Ridout Street. Stormwater management for both sites is designed to accommodate existing flows. The water service is expected to be adequate. Further servicing analysis is required. Other technical studies may be required prior to development occurring.

2.1.3 Group C – sites to be integrated with existing municipal facilities.

Site #5 – 824 Dundas Street is partially occupied by a municipal building that houses the Ontario Court of Justice, Provincial Offences Court and Parking Services and Compliance. The easterly part of the site is an underutilized surface commercial parking lot that provides an opportunity to integrate new development with the existing municipal building and its public functions. Relocating the existing public functions to another municipal building could also be explored through the City's *Master Accommodation Plan ("MAP")* which would allow the entire site to be considered for redevelopment. The surface commercial parking lot is known as Municipal Lot #7 and provides approximately 54 public parking spaces and 9 reserve parking spaces. Public parking facilities could be integrated into new development, but not all the existing parking is anticipated to be required.

Site #5 is located within the Urban Corridor Place Type on Map 1 – Place Types in *The London Plan*. This specific segment of the Urban Corridor Place Type is subject to the Main Street policies in *The London Plan* (TLP Policy 844_1.). Supplementing the policies of *The London Plan*, Site #5 is located within the OEV Core Character Area in the *OEV Dundas Street Secondary Plan*, which contemplates a pedestrian-oriented district with intensification designed at a walkable neighbourhood scale. Up to mid-rise heights are permitted and majority ground floor street-orientated active uses are mandatory (OEV Dundas Street Secondary Plan, Schedule 2: Ground-floor Uses and Schedule 3: Permitted Heights). Site #5 is located within a Business District Commercial Special Provision Zone in the City's *Z.-1 Zoning By-law* which permits and regulates potential high-density housing forms. It is expected that a site-specific development proposal will require amendments to the applicable zone regulations.

Site #5 is located adjacent to heritage resources and a possible Class I industrial facility, the presence of which can trigger the need for technical studies prior to new development occurring on the site. These technical studies would be the responsibility of the successful respondent to complete and submit at the time of planning applications or building permit. Other technical studies may also be required.

2.2 Prioritized Public Parking Needs

Mindful of the importance of public parking to support business, recreation and entertainment activities in London's Core Area, the prioritized list of City-owned parking lots for redevelopment must also consider prioritized public parking needs according to the Mayoral Direction.

A *Downtown London Parking Utilization Study* was completed in 2015 and was followed by the *Downtown Parking Strategy* in 2016. The utilization study found that off-street parking usage was highest in the central Downtown area and lower in the fringes (see Figure 3). The *Downtown London Parking Utilization Study* did not extend to Midtown, Old East Village or SoHo. It is assumed that these areas do not experience the same parking pressures as the central Downtown area. Post-pandemic, remote work has reduced the number of employees that commute to work on a given day. Consequently, parking utilization is expected to be lower than reported pre-pandemic, but still expected to be highest in the central Downtown area near peak demand facilities (e.g. Budweiser Gardens). The *Downtown Parking Strategy* considered the long-term implications of parking utilization and future development potential in the Downtown and predicted a parking supply deficit in the central and southwest Downtown areas by 2034 (See Figure 4). The parking supply deficit was attributed to several factors including that future development sites are predominately located on existing surface parking lots and this parking supply would be removed as sites are redeveloped. For example, most of the parking surplus reported in the southwest Downtown area (sub-area 1) exists within Site #4 – 199 Ridout Street. If this site were excluded or redeveloped, the southwest Downtown area (sub-area 1) would be approaching a parking deficit. An update to the *Downtown Parking Strategy* was proposed, but not funded in the 2024-2027 multi-year budget.

Figure 3 – Downtown Parking Utilization 2014 - Weekday Peak Period (12:00 PM)

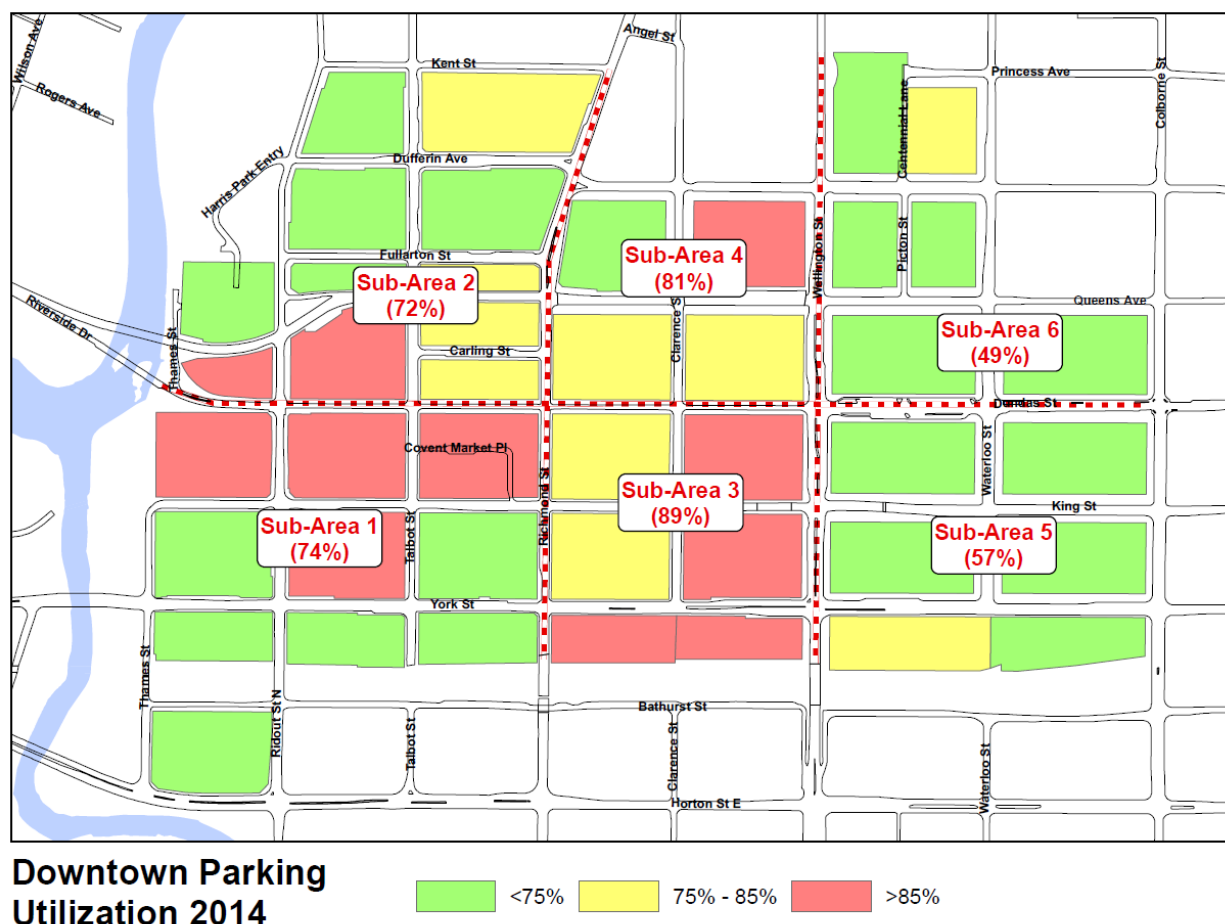
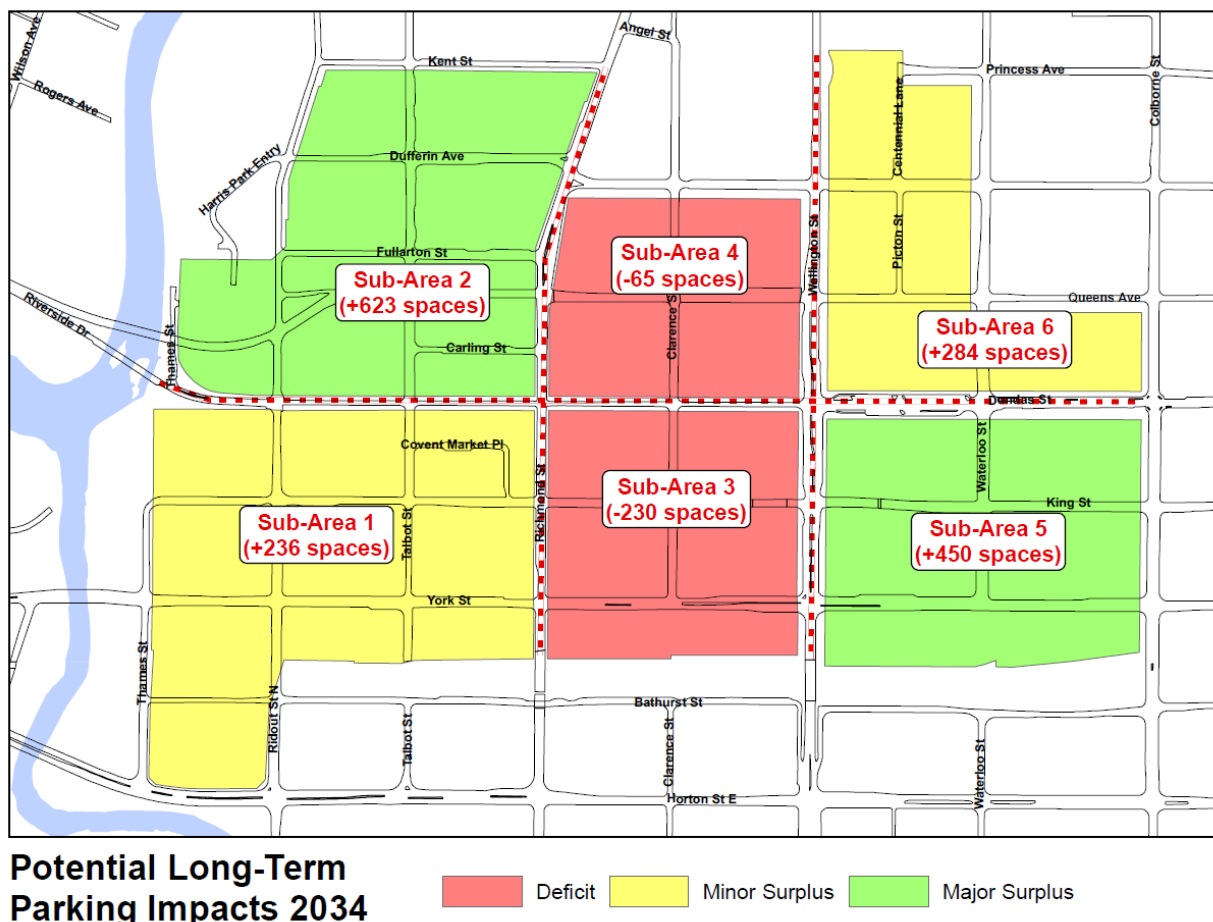


Figure 4 – Potential Long-Term Parking Impacts by 2034



With respect to prioritizing public parking needs, a strategy is needed to ensure that public parking is integrated into new development in strategic locations. Maximizing the number of parking spaces available for public use was a stated project objective of the procurement process for 185 Queens Avenue and should be a stated project objective for any future procurement process to redevelop sites located in the central and southwest Downtown areas where parking utilization rates were reported to be highest and/or future parking supply deficits are predicted. The City’s procurement documents should prescribe that new development in those areas provide a minimum number of parking spaces for public use that aligns with the current public parking demand of the existing City-owned parking lot. The provision of public parking is less critical for sites located within the fringe where utilization rates are lower, and a future parking supply deficiency is not predicted. Stated project objectives should be less prescriptive for sites within the fringe, and flexibility provided to builders/developers to integrate only the required number of public parking into new development. On larger sites within the fringe, it may be advantageous to continue to provide surface public parking spaces on the portions of the site where encumbrances or restrictions may preclude the construction of new buildings/structures, such as Site #4 – 199 Ridout Street where parts of the site are below the regulatory floodline.

2.3 Disposal of City-owned Land and Declaration as Surplus

Should direction be given to unlock the development potential of City-owned parking lots for high-density housing, the City will dispose of real property in an open and transparent process in accordance with the City’s *Sale and Other Disposition of Land Policy*. Real property must be declared surplus to the needs of the City prior to its disposal to a third-party; and a surplus declaration report will be coordinated to come forward concurrent with, but separate from, a report awarding the redevelopment of City-owned parking lots to successful respondents of a future procurement process. The decision to declare any such land surplus to the needs of the City should be made independent from a specific redevelopment proposal.

Through a future procurement process, should there not be a successful respondent for the redevelopment opportunity, the site would continue as a City-owned surface parking lot.

2.4 Supporting Affordable Housing

As part of the *Sale and Other Disposition of Land Policy*, prior to the disposal of any property by the City, Municipal Housing Development (“MHD”) will be given the opportunity to advise Municipal Council whether to retain the property for affordable housing purposes.

In November 2023, in alignment with the *Roadmap to 3,000 Affordable Units Action Plan* (the “Roadmap”) – an initiative that aims to leverage third-party investment and partnerships to create new affordable housing, MHD issued the first-stage of a two-stage procurement process to qualify potential project partners to deliver on the supply of supportive, affordable, social and community housing. The second stage of MHD’s procurement process contemplates several partnership models including a model where City-owned land is divested to a third party, such as a not-for profit or for-profit builder/developer, for the purpose of delivering affordable housing.

Although, the redevelopment of the City-owned parking lots is not expected to participate in MHD’s procurement process, a separate procurement process to redevelop the City-owned parking lots can still support and add to the supply of affordable housing in the City. It is recommended that through the procurement process for the City-owned parking lots, the stated project objectives will require a mix of market-rate and affordable dwelling units and that at least 10% of the dwelling units on each site be considered “affordable housing” consistent with the *Roadmap*. A Contribution Agreement can be used to outline the terms and conditions under which any land or financial assistance will be transferred from the City to a successful respondent to support the development of affordable housing. It being noted that municipalities sometime choose to divest of land at a negotiated discounted value where affordable housing is proposed to be developed and secured through an agreement.

Moreover, through the Affordable Housing Community Improvement Plan, the City can provide a Development Loan to encourage affordable housing and provide relief from the financial barriers of constructing affordable housing.

3.0 Financial Impact/Considerations

The City’s primary financial contribution to the redevelopment of the City-owned parking lots will be the award of real property to the successful respondents of the procurement process and the subsequent sale of City-owned land.

3.1 Costs for Basic Site Investigations

The costs for basic site investigations that will inform and support the procurement process, such as land title searches, plans of survey, environmental site assessments, and other consultant services would be the responsibility of the business unit leading the procurement process. These costs were not contemplated in the 2024-2027 multi-year budget. As such, Civic Administration is requesting Municipal Council approve financing for basic site investigations in accordance with the attached Source of Financing Report (See Appendix ‘A’).

The maximum total cost to complete basic site investigations for the five (5) priority sites is estimated to be \$137,000.00 (not including HST). The estimated cost per site is \$21,000.00 (not including HST). A contingency cost of \$32,000.00 (not including HST) is included in the maximum total cost and is for Fairness Monitoring Services to provide unbiased feedback and reporting on the procurement process, including the evaluation

of development proposals should it be needed. Fairness Monitoring Services are not expected to be needed for all sites.

3.2 Financial Incentive Programs

The City of London offers city-wide and neighbourhood-specific financial incentive programs through Community Improvement Plans. Financial incentive programs are designed to help stimulate private investment in properties and buildings in instances where, without the benefit of municipal contributions, private investment may otherwise not occur. In addition to the award of real property for redevelopment, successful respondents to the procurement process may choose to submit applications for financial incentives. Each financial incentive program has its own guidelines that explain program requirements and how the program operates. Applicants are to consult the program guidelines and confirm eligibility requirements with the City prior to undertaking any work. Financial incentives are subject to the availability of funding and approval by Municipal Council or by Civic Administration as the delegated approval authority. Municipal Council is under no obligation to implement financial incentive programs and may choose to suspend or discontinue a financial incentive program at any time.

Conclusion

Civic Administration was directed to develop and submit to the Head of Council a list of City-owned parking lots for potential redevelopment as high-density housing while considering the City's prioritized public parking needs. In total, nineteen (19) parcels of land were identified, and five (5) parcels were found to best meet the performance criteria established to evaluate the development potential of each parcel. It is recommended that a procurement process be undertaken to solicit interest from qualified firms that can complete the redevelopment of the five (5) parcels. Approval for financing is critical to advance this project so that prospective respondents can make informed decisions about development proposals.

In general, redevelopment of City-owned parking lots into high-density housing is a strategic opportunity to leverage municipal assets to address housing supply issues and optimizes land use. Initiating the recommended procurement process will unlock the development potential of City-owned parking lots in strategic locations and will help to balance the need for new housing with the need for public parking that supports businesses. This project aligns with Council's Strategic Plan and will establish a model for future projects and public-private collaborations.

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Appendix "A"

#24164

September 17, 2024
(Establish Budget)

Chair and Members
Strategic Priorities and Policy Committee

RE: Mayoral Direction 2024-001, City-owned Parking Lot Redevelopment
Capital Project EP1725 - City-owned Parking Lot

Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services confirms that financing for Mayoral Direction 2024-001 is not currently included in the Capital Budget, but can be accommodated with a drawdown from the Economic Development Reserve Fund, and that, subject to the approval of the recommendation of the Deputy City Manager, Planning and Economic Development, the detailed source of financing is:

Estimated Expenditures	Approved Budget	This Submission	Revised Budget
Engineering	0	137,000	137,000
Total Expenditures	\$0	\$137,000	\$137,000
Sources of Financing			
Drawdown From Economic Development Reserve Fund (note 1)	0	137,000	137,000
Total Financing	\$0	\$137,000	\$137,000

Note 1: The funding required is available as a drawdown from the Economic Development Reserve Fund. The reserve fund will have an uncommitted balance of approximately \$4.3 million after inclusion of this commitment.

Jason Davies
Manager, Financial Planning & Policy

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Rank	Municipal Address	Place Type	Zoning	Lot Area	Developable Area	Lot Frontage	Lot Depth	Lot Shape	Outside Regulatory Flood Line	Configured for Development	Conforms to The London Plan	As-of-Right Zoning	Meets Railway Corridor Separation	Meets D-6 Guidelines (Compatibility with Industrial Facilities)	Outside Other Regulated Areas (e.g. Propane)	Within Downtown Parking Strategy & Action Plan Priority Sub-Area	Without Buildings/Structures	Clear of Cultural Heritage	Sanitary Sewers	Stormwater Sewers	Water	Notes
1	Queens Avenue, 641	Urban Corridors and Neighbourhoods	BDC(17)	0.75 ha (1.85 ac)	0.75 ha (1.85 ac)	13.4 m	200.2 m	Irregular	Y	Y (Partial)	Y (Consolidation)	N	Y	Y	N	N	Y	N	Y (See notes)	Y (See notes)	Y	<ul style="list-style-type: none"> *Zoning special provision permits building height maximum 12 metres, no minimum/maximum density provided. *Probably potential for easements. *Sanitary designed for single-detached dwellings, 4 lots/ha. at 4 people/lot. *Additional analysis required. *Stormwater designed to accommodate existing flow. Lower impervious coefficient 0.5 *Adjacent to Old East Heritage Conservation District. *Adjacent to designated properties, including 442 Adelaide St. N (Banting House). *Adjacent to listed properties.
2	Elizabeth Street, 434	Neighbourhoods	BDC(17) & BDC(19)*D250*H 46	0.48 ha (1.18 ac)	0.48 ha (1.18 ac)	8.6 m	200.6 m	Irregular	Y	Y (Partial)	N	Y (Partial)	Y	Y	Y	N	Y	N	Y (See notes)	Y (See notes)	Y	<ul style="list-style-type: none"> *Zoning special provision permits building height maximum 12 metres, no minimum/maximum density provided. *Probably potential for easements. *Sanitary designed for single-detached dwellings, 3-4 persons/lot for frontage only. Does not account for internal site area. Additional analysis required. *Stormwater designed to accommodate existing flow. Likely impervious coefficient 0.9 *Adjacent to Old East Heritage Conservation District. *Adjacent to designated properties. *Adjacent to listed properties.
3	Horton Street, 84	Light Industrial	RSC2/RSC3/RSC 4	0.37 ha (0.91 ac)	0.37 ha (0.91 ac)	53 m	69.6 m	Rectangular	Y	Y	N	N	Y	N	Y	N (See Notes)	Y	Y	N (See notes)	Y (See notes)	Y	<ul style="list-style-type: none"> *Adjacent to parking priority sub-area 1. *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *No adjacent sanitary sewers. Servicing easement to Bathurst St. would be required. Sewer capacity (Bathurst St.) unclear. *Stormwater designed to accommodate existing flow. Impervious coefficient (Bathurst St) 0.9. A connection to Ridout St stormwater sewer requires analysis.
4	Ridout Street North, 199	Light Industrial	RSC4(6)	1.90 ha (4.70 ac)	0.52 ha (1.29 ac)	99.8 m	167.9 m	Rectangular	Y (Partial)	Y (Partial)	N	N	Y	N	Y	Y	Y	N	Y (See notes)	Y (See notes)	Y	<ul style="list-style-type: none"> *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Sanitary (Thames St.) sewer capacity unclear. *Stormwater designed to accommodate existing flows. Impervious coefficient 0.9. *Adjacent to listed properties.
5	Dundas Street, 824	Urban Corridor	OR/BDC(20)*D75*H13	0.62 ha (1.54 ac)	0.24 ha (0.59 ac)	100.7 m	62.1 m	Rectangular	Y	Y (Partial)	Y	N	Y	N	Y	N	N	N	Y (See notes)	Y (See notes)	Y	<ul style="list-style-type: none"> *Old East Village Dundas Street Secondary Plan, Old East Village Core Character Area permits maximum mid-rise form (8-stories). *Zoning special provision permits apartment buildings, including residential units on first floor. Density and height symbol permits maximum 75 uph and maximum 13 m respectively. *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Partially occupied by Provincial Offences Court. *Sanitary designed for high rise, 460 uph at 1.6 persons/unit equal to 560 people/ha. *Stormwater designed to accommodate existing flow. Lower impervious coefficient 0.8. *Adjacent to Old East Heritage Conservation District. *Adjacent to listed property.
A	Bathurst Street, 555	Light Industrial	LI2/LI3	0.30 ha (0.74 ac)	0.30 ha (0.74 ac)	84.1 m	76.7 m	Irregular	Y	Y	N	N	Y	N	Y	N	Y	Y	Y	Y	Y	<ul style="list-style-type: none"> *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required.
A	Bathurst Street, 575	Light Industrial	LI2	0.30 ha (0.75 ac)	0.30 ha (0.75 ac)	38.5 m	89.6 m	Rectangular	Y	Y	N	N	Y	N	Y	N	Y	Y	Y	Y	Y	<ul style="list-style-type: none"> *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required.
B	Bathurst Street, 570	Light Industrial	LI2	0.45 ha (1.12 ac)	0.45 ha (1.12 ac)	48.3 m	90.5 m	Rectangular	Y	Y	N	N	N	N	N	N	Y	Y	Y	N	Y	<ul style="list-style-type: none"> *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. * No adjacent stormwater sewer.
C	Colborne Street, 58	Neighbourhoods	R3-1	0.32 ha (0.80 ac)	0.32 ha (0.80 ac)	25.3 m	92.2 m	Rectangular	Y	Y	Y	N	Y	N	Y	N	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Old Victoria Hospital Secondary Plan, Four Corners Character Area permits maximum density 75 uph and maximum 8-stories. *Zoning permits maximum 4 dwelling units/lot or requires 180 sq m/unit for converted dwellings. *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Adjacent to designated properties. *Parking lot for former hospital and not public (commercial) parking lot. Driveway access has been removed.
D	Dundas Street, 99	Downtown	h-3*DA1(5)*D350*H 150 & h-3*DA1(5)(6)*D350*H150	1.98 ha (4.90 ac)	0.67 ha (1.65 ac)	120.3 m	165.5 m	Rectangular	Y	Y (Partial)	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	<ul style="list-style-type: none"> *Zoning special provision permits maximum floor area ratio 10:1 and a minimum setback of 0 m for block bounded by Dundas, King, Ridout and Talbot Streets. *Partially occupied by Budweiser Gardens and subject to licensing agreement. *Sanitary designed for 258 people (westerly portion fronting Ridout St.). The balance of the site is part of a larger design area for 4,540 people. *Storm designed to accommodate fully impervious area. *Within Downtown Heritage Conservation District.
E	King Street, 299	Downtown	h-3*DA1(1)*D350*H 95/DA1(3)*D350*H95/T-53	0.48 ha (1.19 ac)	0.32 ha (0.79 ac)	37.2 m	100.7 m	Rectangular	Y	Y (Partial)	Y	Y (See notes)	Y	N	Y	N (See Notes)	N	N	Y	Y	Y	<ul style="list-style-type: none"> *Zoning By-law Amendment likely required to amend yard setbacks and setbacks for residential (tower) component (Z-1 Section 20.3 1) and 3) *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Adjacent to parking priority sub-area 3. *Partially occupied by sky bridge to RBC Place *Sanitary designed for Downtown area 350 uph at 1.6 persons/unit equal to 560 people/ha. *Stormwater designed to accommodate existing flows. *Adjacent to Downtown Heritage Conservation District.

Rank	Municipal Address	Place Type	Zoning	Lot Area	Developable Area	Lot Frontage	Lot Depth	Lot Shape	Outside Regulatory Flood Line	Configured for Development	Conforms to The London Plan	As-of-Right Zoning	Meets Railway Corridor Separation	Meets D-6 Guidelines (Compatibility with Industrial Facilities)	Outside Other Regulated Areas (e.g. Propane)	Within Downtown Parking Strategy & Action Plan Priority Sub-Area	Without Buildings/Structures	Clear of Cultural Heritage	Sanitary Sewers	Stormwater Sewers	Water	Notes
F	Marshall Street, 635	Rapid Transit	BDC(6)*H36*D160	0.16 ha (0.40 ac)	0.16 ha (0.40 ac)	109.3 m	15.8 m	Rectangular	Y	N	Y	Y	Y	N	N	N	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Narrow site, may not be able to accommodate apartment building form. *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Adjacent to listed properties.
G	Oxford Street East, 237	Urban Corridor	BDC(1)	0.04 ha (0.11 ac)	0.04 ha (0.11 ac)	10 m	39.7 m	Rectangular	Y	N	Y	N	Y	Y	Y	N	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Narrow site, may not be able to accommodate apartment building form. *Zoning By-law Amendment required to establish height and density maximums (Z.-1 Section 25.3.3). *Adjacent to listed properties.
G	Piccadilly Street, 234	Neighbourhoods	BDC(1)	0.04 ha (0.11 ac)	0.04 ha (0.11 ac)	10 m	40.4 m	Rectangular	Y	N	Y (Consolidation)	N	Y	Y	Y	N	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Narrow site, may not be able to accommodate apartment building form. *Zoning By-law Amendment required to establish height and density maximums (Z.-1 Section 25.3.3). *Adjacent to listed properties.
H	Riverside Drive, 70-78	Green Space	CF1	2.27 ha (5.62 ac)	N/A	135.6 m	195 m	Irregular	N	Y	N	N	Y	N	Y	N	N	Y	Y	Y	Y	<ul style="list-style-type: none"> *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Within Blackfriars-Petersville Heritage Conservation District. *Partially occupied by senior's centre.
I	Thames Street, 331 (Lot 11)	Downtown	OS4 & OS2	0.29 ac (0.72 ac)	0.23 ha (0.57 ac)	33.8 m	86.3 m	Rectangular	Y (Partial)	Y (See notes)	Y	N	Y	Y	Y	Y	N	Y	Y	Y	Y	<ul style="list-style-type: none"> *Actively serving to support Parklands. *Partially occupied by public washroom and splash pad. *Within Downtown heritage Conservation District.
J	Thames Street, 331 (Lot 17)	Downtown	OS4	0.69 ha (1.70 ac)	N/A	51.5 m	102.5 m	Rectangular	N	Y	Y	N	Y	Y	Y	Y	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Within Downtown Heritage Conservation District.
K	Queens Avenue, 185	Downtown	h-3*DA2*D350	0.20 ha (0.5 ac)	0.20 ha (0.5 ac)	33.6 m	60.7 m	Rectangular	Y	Y	Y	Y (See notes)	Y	Y	Y	Y	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Zoning By-law Amendment likely required to amend yard setbacks & setbacks for residential (tower) component (Z.-1 Section 20.3.1) & 3). *Sanitary designed for downtown area 350 units/ha. at 1.6 persons/unit equal to 560 people/ha. *Storm designed to accommodate fully impervious area. *Water likely acceptable. Older and not upgraded as part of rapid transit project. *Within Downtown Heritage Conservation District.
L	Piccadilly Street, 210-212	Neighbourhoods	BDC(1)	0.08 ha (0.19 ac)	0.08 ha (0.19 ac)	16.2 m	49.0 m	Rectangular	Y	N	N	N	Y	N	Y	N	Y	N	Y	Y	Y	<ul style="list-style-type: none"> *Narrow site may not be able to accommodate apartment building form. *Zoning By-law Amendment required to establish height and density maximums (Z.-1 Section 25.3.3) *Doesn't meet the recommended minimum separation distance from industrial facilities (Ministry's D-6 Guidelines). Technical study will be required. *Adjacent to listed properties.