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File No: Z-7996
Planner: N. Musicco

TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING DIRECTOR OF LAND USE PLANNING & CITY PLANNER
SUBJECT:	APPLICATION BY: THE ASHFIELD GROUP INC. 503 YORK STREET PUBLIC PARTICIPATION MEETING ON FEBRUARY 27, 2012

RECOMMENDATION

That, on the recommendation of the Director of Land Use Planning & City Planner with respect to the application of The Ashfield Group Inc. relating to the property located at 503 York Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 20, 2012 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan, to change the zoning of the property located at 503 York Street **FROM** a Restricted Service Commercial (RSC2/RSC4) Zone which permits Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning and laundry depots, Liquor, beer and wine stores, Pharmacies, Convenience stores, Day care centres, Duplicating shops Financial institutions, Florist shops, Personal service establishments **TO** a Restricted Service Commercial Special Provision (RSC2()/RSC4()) Zone to add 'service office' to the list of above permitted uses with a maximum gross floor area of 2000 m², a minimum lot depth of 48 meters, a front yard setback of 0 meters, a rear lot line setback of 0 meters, a minimum landscaped open space of 5%, a maximum lot coverage of 45% and a 0 meter setback to parking area from ultimate road allowance.

- (b) the Site Plan Approval Authority **BE REQUESTED** to consider the following design objectives through the site plan process, in accordance with the site plan submitted as part of this application as shown in Appendix 'B':
 - Reinforce the landscaped screen between York Street and the parking area by extending the landscaped island at the northwest corner of the building west to the entry/exit driveway;
 - Enhance the pedestrian approach to the westerly entry by widening the sidewalk along the west side of the building and extending the 'courtyard' paving material to this entrance;
 - Consider placement of the building's principal entrance on the north elevation with the westerly entry utilized as the secondary entrance. Alternatively, redesign the north elevation glazed storefront to downplay the exit;
 - Improve vehicular movement by deleting the curbed island in the middle of the parking area and aligning the parking stalls;
 - Improve the view and identification of the main west entrance by shifting the two treed landscaped islands to the north and south ends of the middle row;
 - Utilize pervious pavement to the project parking area to enhance the project's sustainability;
 - Resolve the directional conflicts inherent within the elevations due to the barrel vaults recommendations noted herein.

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

Z-7879 – 519 York Street **FROM** a Restricted Service Commercial (RSC2/RSC4) Zone **TO** a Restricted Service Commercial Special Provision (RSC2/RSC4()) Zone to add ‘clinic’ to the list of above permitted uses. Application was withdrawn by applicant on April 27, 2011. File was closed and application was revised and resubmitted. (OZ-7941).

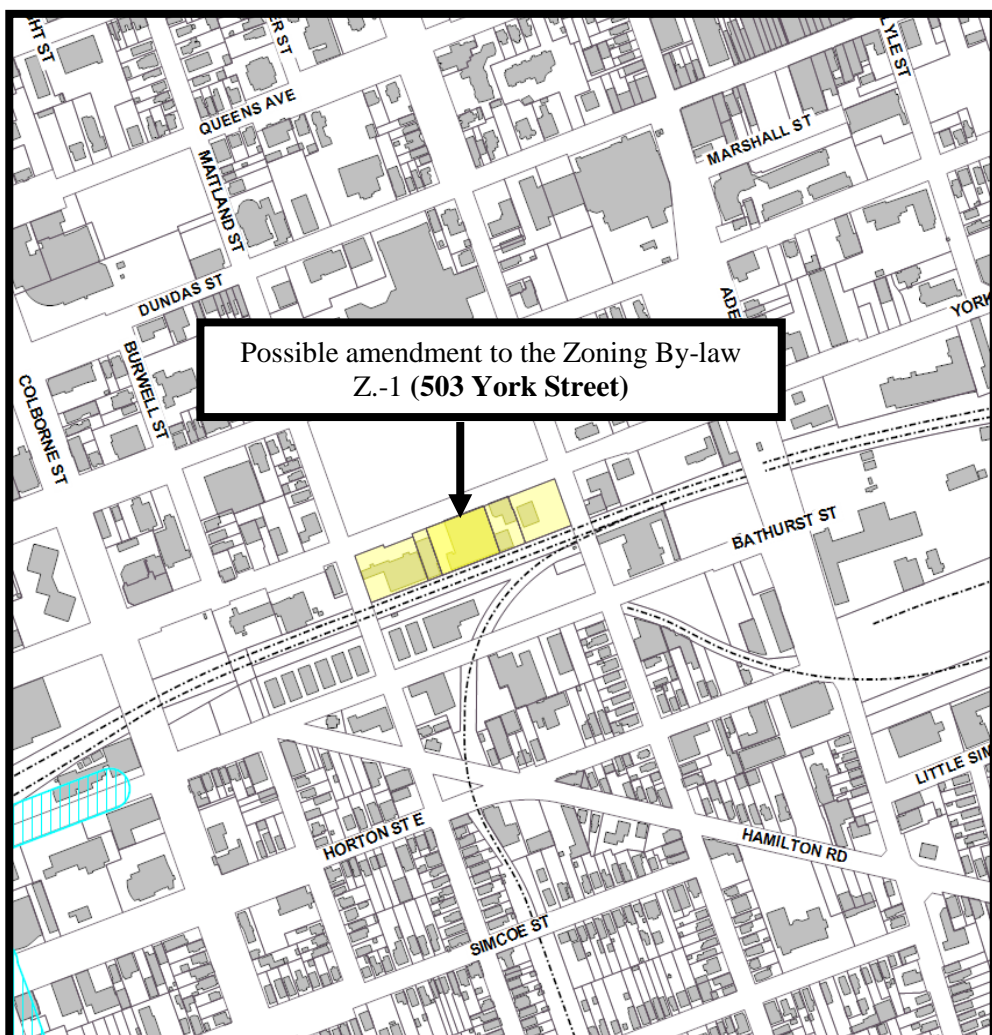
OZ-7941 – On September 26, 2011 a City Initiated Official Plan Amendment application / an applicant lead Zoning By-law amendment request was presented to Planning Committee. The recommendation was to add a special policy to the Official Plan to permit small scale “service office” uses for lands on the south side of York Street (between Maitland Street and William Street) up to a maximum gross floor area of 2000m2, and to amend the Zoning By-law to add a special provision to the Restricted Service Commercial (RSC2/RSC4) Zone to include “service office” uses. On October 3, 2011, the recommendation was passed by Council. The appeal period ended on November 7, 2011, with no appeals received.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The requested amendment is to add ‘service office’ to the list of permitted uses in the Restricted Service Commercial (RSC2/RSC4) Zone.

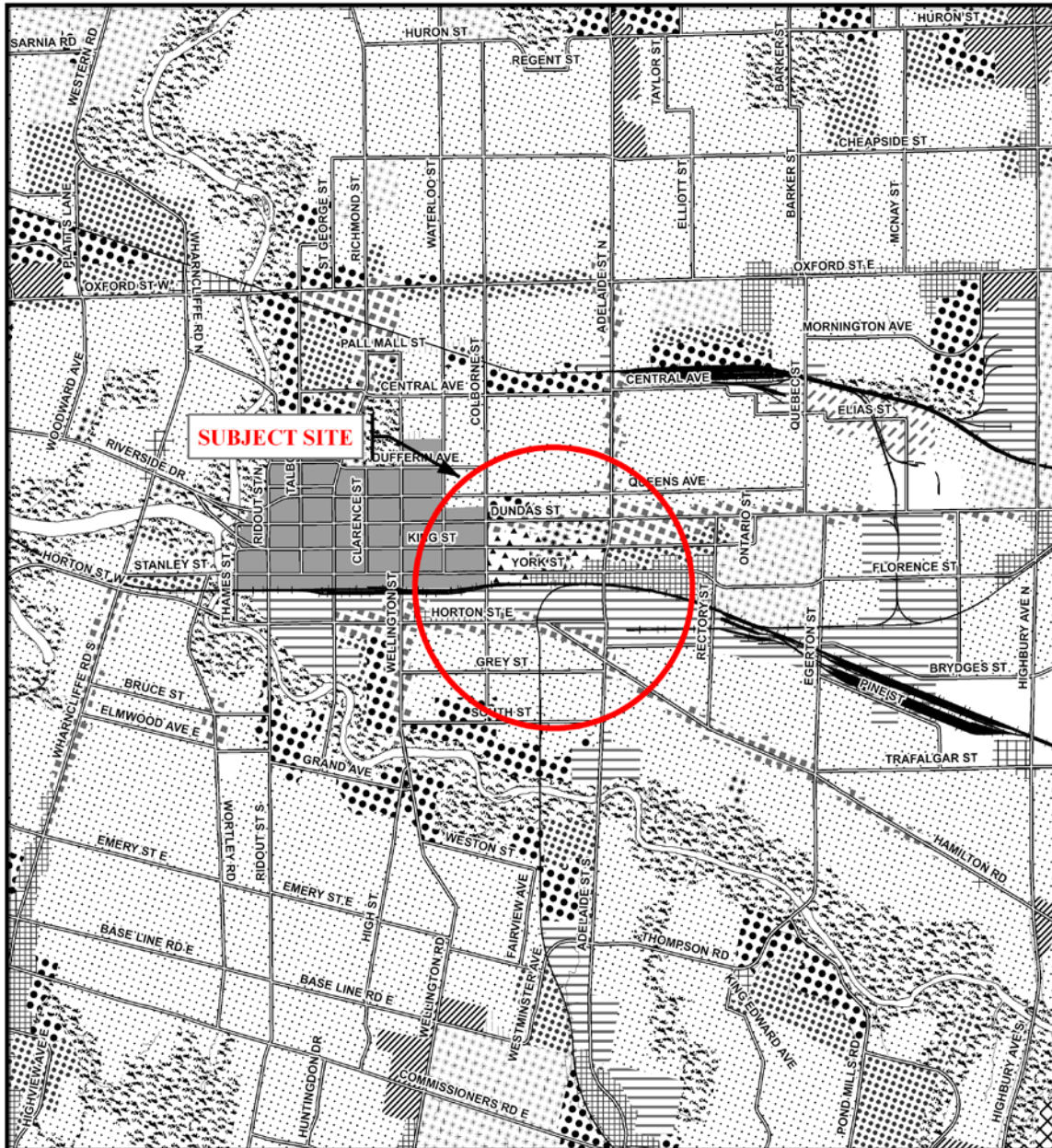
RATIONALE

- The recommended amendments are consistent with the policies of the Provincial Policy Statement (2005).
- The Special Policy Auto Oriented Commercial Corridor designation is compatible with the existing and proposed uses in the area.
- The subject lands are located along an arterial road where high traffic volumes are present and where services to the traveling public can be concentrated and supported.
- The subject lands are of a size and shape to accommodate the proposal.



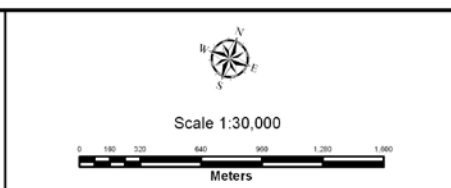
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Legend	
Downtown Area	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street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

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



FILE NUMBER: Z-7996
 PLANNER: NM
 TECHNICIAN: CK
 DATE: 2012/01/19

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BACKGROUND

Date Application Accepted: December 5, 2011	Agent: Ashfield Group Inc. (A. Cowey)
REQUESTED ACTION: Possible amendment to the Zoning By-law Z.-1 FROM a Restricted Service Commercial (RSC2/RSC4) Zone which permits Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning and laundry depots, Liquor, beer and wine stores, Pharmacies, Convenience stores, Day care centres, Duplicating shops Financial institutions, Florist shops, Personal service establishments TO a Restricted Service Commercial Special Provision (RSC2/RSC4()) Zone to add 'service office' to the list of above permitted uses.	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Vacant Industrial Building • Frontage – 62.98 meters • Depth – 49.46 meters • Area – .310 hectares • Shape - Irregular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North: School • South: Commercial / Mini Warehousing • East: Retail / Funeral Home • West: Automotive Uses

OFFICIAL PLAN DESIGNATION: Special Policy Auto Oriented Commercial Corridor
Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public.
The permitted secondary uses includes uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.
The special policy that applies to these lands includes 'service office'. "Service Office": means a building, or part thereof, in which one or more person is employed in the management, direction of conducting of a travel agency, an insurance agency or a real estate office.
EXISTING ZONING: Restricted Service Commercial (RSC2/RCS4)
The permitted uses include: Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning and laundry depots, Liquor, beer and wine stores, Pharmacies, Convenience stores, Day care centres, Duplicating shops Financial institutions, Florist shops, Personal service establishments

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PLANNING HISTORY

On February 28, 2011 a Zoning By-law amendment application was submitted for 519 York Street requesting a rezoning **FROM** a Restricted Service Commercial (RSC2/RSC4) Zone which permits Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning and laundry depots, Liquor, beer and wine stores, Pharmacies, Convenience stores, Day care centres, Duplicating shops Financial institutions, Florist shops, Personal service establishments **TO** a Restricted Service Commercial Special Provision (RSC2/RSC4()) Zone to add 'clinic' to the list of above permitted uses. On April 28, 2011 a request was received by Zelinka Priamo Limited to place the application on hold. On May 18, 2011 a revised proposal summary was submitted requesting the addition of "clinic" AND "service office" to the list of permitted uses.

On July 15, 2011 an Official Plan and Zoning By-law Amendment application was submitted (OZ-7941). On September 26, 2011 the application was presented to Planning Committee. The recommendation was to add a special policy to the Official Plan to permit small scale "service office" uses for lands on the south side of York Street (between Maitland Street and William Street), including 485, 495, 503, 517 and 519 York Street up to a maximum gross floor area of 2000m², and to amend the Zoning By-law to add a special provision to the Restricted Service Commercial (RSC2/RSC4) Zone to include "service office" uses. On October 3, 2011, the recommendation was passed by Council. The appeal period ended on November 7, 2011 and no appeals were received.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

PUBLIC LIAISON:	On December 9, 2011 a Notice of Application was sent to 27 property owners in the surrounding area. Notice of Application was also published in the "Living in the City" section of the London Free Press on December 10, 2011. A "Possible Land Use Change" sign was also posted on the site.	RESPONSES: 0
Nature of Liaison: Possible amendment to the Zoning By-law Z.-1 FROM a Restricted Service Commercial (RSC2/RSC4) Zone which permits Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning and laundry depots, Liquor, beer and wine stores, Pharmacies, Convenience stores, Day care centres, Duplicating shops Financial institutions, Florist shops, Personal service establishments TO a Restricted Service Commercial Special Provision (RSC2/RSC4()) Zone to add 'service office' to the list of above permitted uses with a maximum gross floor area of 2000 m ² , a minimum lot depth of 48 meters, a front yard setback of 0 meters, a rear lot line of 0 meters, a minimum landscaped open space of 5%, a maximum lot coverage of 45% and a 0 meter setback to parking area from ultimate road allowance.		

Urban Forestry

No comment.

Wastewater and Drainage Engineering (City of London)

No objection.

Water Engineering (City of London)

No comment.

Transportation (City of London)

If Site Plan Approval is required, a road widening dedication measuring 13 meters from the centreline of York Street will be required. Other traffic engineering issues will be discussed at

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Site Plan review if required.

Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority Source Protection Area Assessment Report was reviewed in order to confirm whether the subject property is located within a vulnerable area. The Assessment Report for the Upper Thames watershed delineates three types of vulnerable areas: Wellhead Protection Areas, Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. The subject property is located within an area with highly Vulnerable Aquifers. At this time, certain activities on this property may be considered Moderate or Low threats to drinking water.

Urban Design Peer Review Panel

The Panel has the following comments regarding the proposed development based on the Urban Design Brief dated 30 November 2011 circulated to the Panel:

1. Reinforce the landscaped screen between York Street and the parking area by extending the landscaped island at the northwest corner of the building west to the entry/exit driveway;
2. Enhance the pedestrian approach to the westerly entry by widening the sidewalk along the west side of the building and extending the 'courtyard' paving material to this entrance;
3. Consider placement of the building's principal entrance on the north elevation with the westerly entry utilized as the secondary entrance. Alternatively, redesign the north elevation glazed storefront to downplay the exit.
4. Improve vehicular movement by deleting the curbed island in the middle of the parking area and aligning the parking stalls;
5. Improve the view and identification of the main west entrance by shifting the two treed landscaped islands to the north and south ends of the middle row;
6. Utilize pervious pavement to the project parking area to enhance the project's sustainability; and
7. Resolve the directional conflicts inherent within the elevations due to the barrel vaults.

Please note that the Panel does not require that the project be resubmitted at the time of Site Plan application provided that its design intent remains as presented subject to the recommendations noted herein.

London Hydro

London Hydro has no objection to this proposal or possible official plan/zoning by-law amendment.

ANALYSIS

The subject site is located on the south side of York Street between Maitland Street and William Street. The subject site has a land area of 0.31 hectares with a frontage of 49 metres. The abutting land uses include a School to the north, Commercial / Mini Warehousing to the south, Retail and Funeral Home to the east and Automotive Uses to the west. The existing building is 2229 m². This section of York Street is an isolated corridor, bounded by a single loaded road and the railway tracks. The recommended amendment provides an opportunity to reuse this challenging site by expanding the range of uses to include small scale service offices that would include a travel agency, an insurance agency or a real estate office. The proposed amendment is to add 'service offices' at this location.

The applicant is proposing to remove 38.5% of the existing building, resulting in a new GFA of 1372.2 m². Through the review of the site plan, the following special provisions are required to accommodate the existing location of the building: A maximum gross floor area of 2000 m², a minimum lot depth of 48 meters, a front yard setback of 0 meters, a rear lot line setback of 0 meters, a minimum landscaped open space of 5%, a maximum lot coverage of 45% and a 0 meter setback to parking area from ultimate road allowance for the proposed redevelopment of the building.

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Provincial Policy Statement

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

Section 1.1.1(2) of the Provincial Policy Statement provides that “accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space to meet the long-term needs” helps to sustain healthy, livable and safe communities.

Section 1.1.3.2 indicates that Land use patterns within *settlement areas* shall be based on: a) densities and a mix of land uses which:

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- (a) 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
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency.
- (b) a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3.

Section 1.1.3.3 states that 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 proposal subject to this application is consistent with these policies.

Official Plan

The Official Plan contains Council’s objectives and policies to guide the short-term and long-term physical development of the municipality. The polices 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 social, economic and environmental matters.

The subject site is currently designated Auto Oriented Commercial Corridor in the Official Plan. Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area

Special Policy Auto Oriented Commercial Corridor

The Special Policy Auto Oriented Commercial Corridor to permit small scale “service office” uses applies to the lands on the south side of York Street (between Maitland Street and William Street), including 485, 495, 503, 517 and 519 York Street up to a maximum gross floor area of 2000m².

Commercial Land Use Designations

Commercial land use designations provide the primary location for retail and service commercial land uses. They provide for the orderly development and distribution of commercial uses consistent with the objectives of the Official Plan.

It is intended that the development and use of areas in Commercial designations such as Auto Oriented Commercial Corridor (Section 4.2.1) have regard for, and:

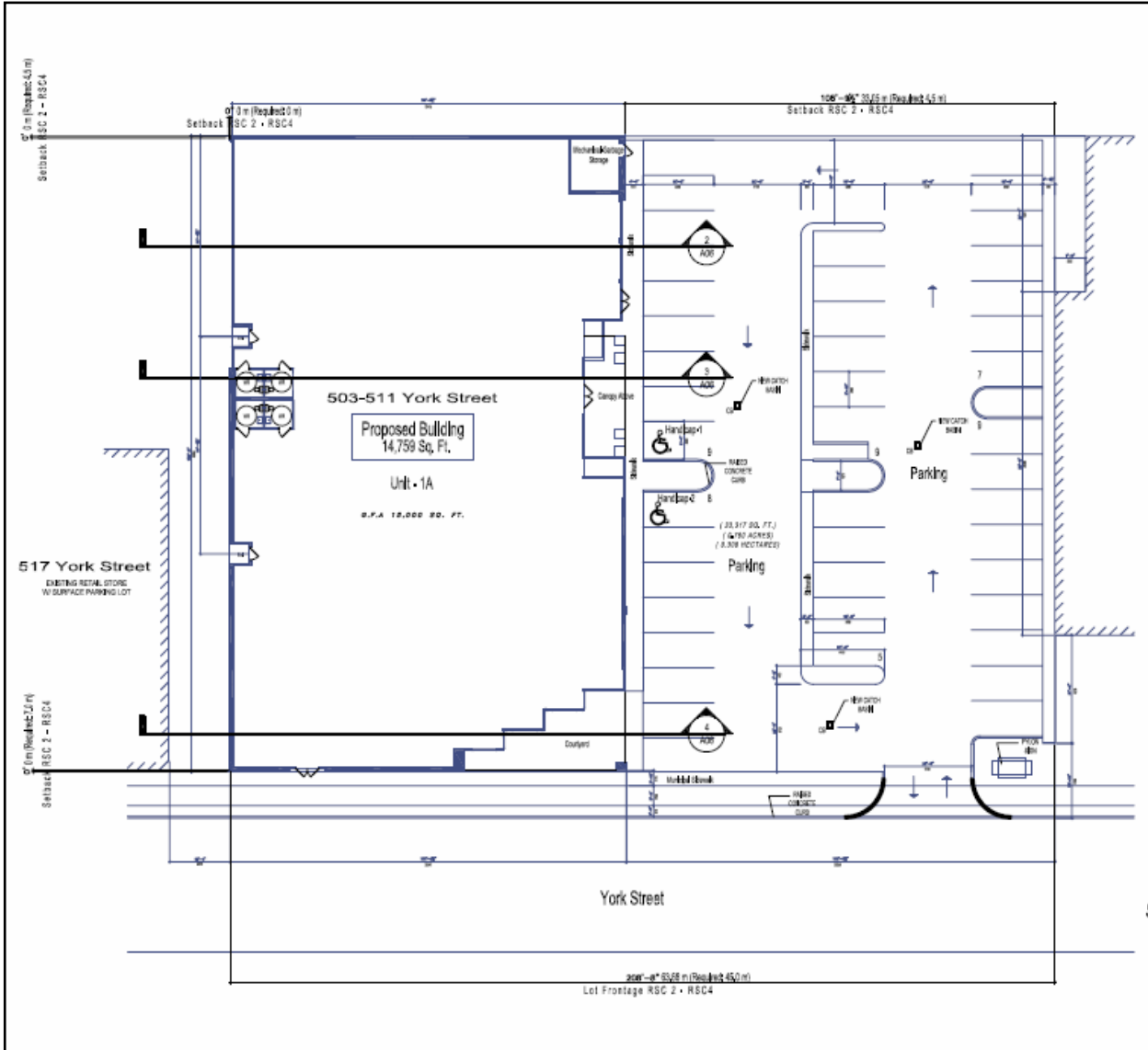
- i) Promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers;
- ii) Minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads;
- iii) Provide sufficient land at appropriate locations to meet the need for new commercial development; and,
- iv) Encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas.

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Planning Objectives (4.2.2.1)

- i) Promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities.
- ii) Encourage infilling and consolidation of permitted areas within the existing limits of commercial corridor developments.



Function (4.2.2.3)

The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development. The form of development is oriented toward automobiles and vehicular traffic and serves both a local and broader market area.

Permitted Uses (4.4.2.4)

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas.

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Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public.

Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.

The recommended amendment to expand the range of uses on the subject site conforms to the intent of the Special Policy Official Plan designation and is consistent with the listed range of permitted uses.

Location (4.4.2.5)

The Auto-Oriented Commercial Corridor designation will be applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported. The designation shall include lands of suitable depth, size and accessibility to accommodate the permitted uses and shall be on lands separated from existing or planned residential development or other sensitive land uses by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts.

The location of the “service office” use is 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. The building provides a buffer from the railway.

Form (4.4.2.6)

The development of new permitted uses within the designation may take the form of infilling, redevelopment or the conversion of existing structures. Auto-Oriented Commercial Corridors vary considerably in their mix of existing uses, lot sizes and scale of development.

The proposed renovation reduces the mass along the street effectively reducing the building size by 40%. A new building line will be created along the north-south access producing a public courtyard adjacent to the parking area. Parking and fire route access is accessed off York Street.

Office Buildings (4.4.2.6.7)

The height and scale of office buildings in the designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses and which does not exceed a neighbourhood scale of development, approximately 2000m² in size.

The Zoning By-law will limit floor areas for individual office uses in keeping with the intent that large office uses be located within the Downtown or Office Area designations

The project although small in nature has been designed as a creative project close to the city core that rehabilitates an abandoned industrial building into a new modern commercial office center. The proposed redevelopment of the building will result in a new GFA of 1372.2 m².

Zoning By-law

The general purpose of the Restricted Service Commercial (RSC2/RSC4) Zone is to provide for and regulates a range of moderate intensity commercial uses, and trade service uses, which may require significant amounts of land for outdoor storage or building space and a location on major streets. The Restricted Service Commercial (RSC2/RSC4) Zone permits such uses as Animal clinics, Automobile rental establishments, Automobile repair garages, Automobile sales and service establishments, Automobile supply stores; Automotive uses, restricted; Bulk beverage stores, Dry cleaning, laundry depots, Liquor, beer and wine stores, Pharmacies,

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Convenience stores, Day care centres, Financial institutions, Florist shops, Personal service establishments.

The proposed amendment will allow the 'service office' use to the permitted uses under the Restricted Service Commercial (RSC2/RSC4) Zone. The 0 metre interior side yard setback is consistent with the intent of the RSC Zone which allows for a 0 metre setback where RSC zones abut one-another, therefore a special provision is not required for the interior side yard setback. The recommended special provisions apply to the proposed redevelopment of the building which includes the removal of 38.5% of the building.

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. Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered.

Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change and identify ways of reducing any adverse impacts on surrounding land uses. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. The criteria considered include the following:

- i) *the policies contained in the Section relating to the requested designation;*

The Special Policy Auto Oriented Commercial Corridor designation applicable to the site includes 'service office'.

- ii) *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 'service office' use is compatible with the surrounding land uses which include commercial buildings, mini warehousing, retail, a funeral home and automotive uses. The service office use is limited to a travel agency, an insurance agency or a real estate office. The addition of these specific types of offices can service the traveling public and fits the intent of the Auto Oriented Commercial Corridor designation.

- iii) *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;*

Special provisions are required in order for the site to properly function. The applicant will be required to go through the Site Plan Approval process as external alterations have been proposed.

- iv) *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 Staff do not have any concerns with the proposed amendment to add the 'service office' use.

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

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The applicant is proposing to remove 38.5% of the existing building, resulting in a new GFA of 1372.2 m2. Through the review of the site plan, the following special provisions are required to accommodate the existing location of the building: a maximum gross floor area of 2000 m², a minimum lot depth of 48 meters, a front yard setback of 0 meters, a rear lot line setback of 0 meters, a minimum landscaped open space of 5%, a maximum lot coverage of 45% and a 0 meter setback to parking area from ultimate road allowance. The recommended special provisions apply to the proposed redevelopment of the building which includes the removal of 38.5% of the building.

vi) *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 City of London Transportation Division has no concerns with the amendment to add the 'service office' use.

ix) *the exterior design in terms of bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area and its conformity with the City's commercial urban design guidelines;*

On December 21, 2011 the proposed development was presented to the Urban Design Peer Review Panel. The matters addressed by the Panel can be addressed at the Site Plan Stage.

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

There are no natural features surrounding the subject lands.

xi) *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;*

The Canadian National Railway is located to the south of the property. The Canadian National Railway was circulated the Notice of Application and Notice of Public Meeting and they did not provided any comments relating to this application.

CONCLUSION

The addition 'service office' use will permit the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers. This recommended amendment fits the intent of the area and is a reasonable extension of offices that are permitted in the downtown.

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

February 16, 2012

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Report- 7996

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2011

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located 503 York Street.

WHEREAS 1209571 Ontario Limited has applied to rezone an area of land located 503 York Street, as shown on the map attached to this by-law, as set out below;

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

(a) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 503 York Street, as shown on the attached map comprising part of Key Map No. 85 FROM a Restricted Service Commercial (RSC2/RSC4) Zone TO a Restricted Service Commercial Special Provision (RSC2()/RSC4()) Zone.

1. Section 28.4 of the Restricted Service Commercial of By-law No. Z.-1 is amended by adding the following Special Provision:

28.4	RSC2() 503 York Street	
	a) Additional Permitted Uses:	
	i) Service Office	
	b) Regulations	
	Maximum Gross Floor Area for Service Offices <i>(maximum)</i>	2,000 m ²
	Lot depth <i>(minimum)</i>	48 meters
	Front yard setback	0 meters
	Setback to the rear lot line	0 meters
	Landscaped Open Space <i>(minimum)</i>	5%
	Lot coverage <i>(maximum)</i>	45%
	Setback to parking area from ultimate road allowance	0 meters

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RSC4() 503 York Street

a) Additional Permitted Uses:

ii) Service Office

b) Regulations

Maximum Gross Floor Area for Service Offices (maximum) 2,000 m²

Lot depth (minimum) 48 meters

Front yard setback 0 meters

Setback to the rear lot line 0 meters

Landscaped Open Space (minimum) 5%

Lot coverage (maximum) 45%

Setback to parking area from ultimate road allowance 0 meters

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 subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on March 20, 2012

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - March 20, 2012
Second Reading - March 20, 2012
Third Reading - March 20, 2012

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Bibliography of Information and Materials (Z-7996)

Request for Approval:

Zoning By-law Amendment Application Form, completed by Alan Cowey December 1, 2011.

Reference Documents:

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

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

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, March 01, 2005.

City of London, Notice of Application, December 9, 2011.

City of London, Living in the City – December 10, 2011.

City of London, Notice of Public Meeting, February 10, 2012.

City of London, Living in the City - Saturday February 11, 2012.

Correspondence: (all located in City of London File No. Z-7996 unless otherwise stated)

City of London

Rick Postma (Parks Planning) Email to N. Musicco, December 12, 2011.

Robert Moore, (AMANADA response) Water Engineering, January 3, 2012.

Andy Couvillon, (AMANADA response) Transportation, January 4, 2012.

Blair Masschelein, (AMANADA response) Sanitary Sewers, January 9, 2012.

Sara Bellaire, various emails to N. Musicco, February 2012.

External Responses

D. Dalrymple, London Hydro, Memo to N. Musicco, December 9, 2011.

S. Ries, Urban Design Peer Review Panel Memo, December 21, 2011.

C. Creighton, UTRCA, Letter to N. Musicco, January 9, 2012.

Various emails between N. Musicco and A. Cowey, December 2011 to February 2012.

Email between G. Inglis and N. Musicco, December 13, 2011.

Email between P. Moffat and N. Musicco, December 9, 13, 2011.