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File No: OZ-7972
Planner: Alanna Riley

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING DIRECTOR OF LAND USE PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 2261531 ONTARIO LIMITED 1103 ADELAIDE STREET NORTH PUBLIC PARTICIPATION MEETING ON FEBRUARY 27, 2012

RECOMMENDATION

That, on the recommendation of the Director of Land Use Planning and City Planner, based on the application of 2261531 Ontario Limited relating to the property located at 1103 Adelaide Street North, the following actions **BE TAKEN**:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting on March 20, 2012 to amend the Official Plan to change the designation of the subject lands **FROM** Multi Family High Density Residential which permits low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses **TO** Neighbourhood Commercial Node which permits 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; and

- (b) the proposed by-law attached hereto as Appendix 'B' **BE INTRODUCED** at the Municipal Council meeting on March 20, 2012 to amend Zoning By-law No. Z.-1 to change the zoning of the subject lands **FROM** an Automobile Service Station (SS1) Zone which permits automobile service stations and gas bars, **TO** a Holding Neighbourhood Shopping Area Special Provision (h-5*h-11*h-64*h-95 NSA1(□)) Zone, in conformity with the Official Plan, which permits a range of neighbourhood scale commercial retail, service and office uses which are primarily intended to provide for the convenience shopping and service needs of nearby residents with a special provision to permit: a reduced rear yard setback from 8 metres to 3.4 metres to recognize the existing building and proposed addition; a reduced setback for parking next to a road allowance and a reduced setback for parking next to a property line from 3 metres to 0 metres to recognize existing parking and proposed parking; a reduced setback for a drive-through lane and speaker from 15 metres to 0 metres with a 2.4 metre high noise attenuation barrier to accommodate a rear drive-through lane with an existing building; a loading space from 1 to 0; and a gross floor area increase from 150 square metres to 416.4 square metres for one proposed restaurant. The holding h-5 has been applied to ensure a public site plan review meeting. The holding h-11 has been added to ensure the access arrangements are addressed at site plan review. The holding h-64 has been applied to address noise attenuation and design mitigating measures as recommended in a noise study. The holding h-95 has been added to ensure that urban design is addressed at site plan review.

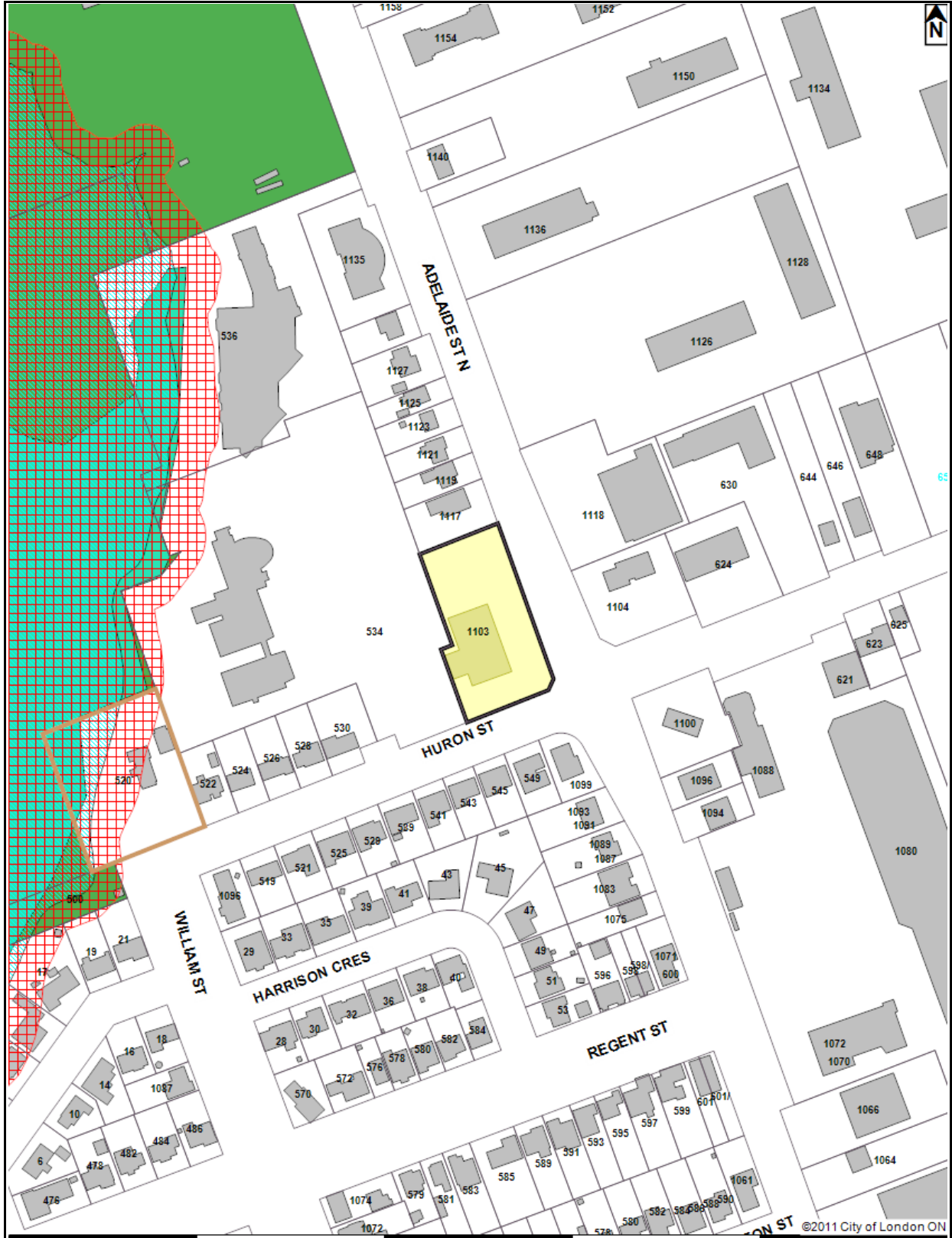
IT BEING NOTED THAT staff believe that the proposed conceptual site plan is not achievable and will have to be modified through the site plan process to meet the parking requirements of the proposed zone.

PURPOSE AND EFFECT OF RECOMMENDED ACTION






The purpose and effect of this zoning amendment is to change the Official Plan designation and zoning of the property at 1103 Adelaide Street North to permit a multi-tenant commercial building with a restaurant and drive-through.

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LOCATION MAP
 Subject Site: 1103 Adelaide St N
 Applicant: 1273970 Ontario Limited
 File Number: OZ-7972
 Planner: Alanna Riley
 Created By: Alanna Riley
 Date: 2011-10-19
 Scale: 1:2500

- LEGEND**
-  Subject Site
 -  Parks
 -  Assessment Parcels
 -  Buildings
 -  Address Numbers



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RATIONALE

1. The recommended amendments are consistent with the policies of the Provincial Policy Statement (2005).
2. The requested Official Plan designation is compatible with the existing and proposed uses in the area.
3. The multi-family, high density residential uses, as currently designated on this site, remain an option under the proposed designation which will preserve the ability for future redevelopment if this type of use should become a viable alternative.
4. The requested amendments are consistent with the Official Plan criteria used to evaluate proposals to expand a Commercial Node.
5. The subject lands are located at the intersection of an arterial road and a primary collector where high traffic volumes are present, and where services to the neighbourhood and the traveling public can be concentrated and supported
6. The recommended amendments support nodal forms of commercial development to provide for a concentration of activity, services, and increased interaction between uses.
7. The proposal encourages intensification of use and redevelopment in an existing area 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 this area.
8. The land use relationship between the subject site and the surrounding area has evolved over the many years, and there have been no apparent indicators of adverse impacts on the surrounding area.
9. The proposal is an adaptive reuse of a site and the existing building is conducive to conversion for commercial.
10. The recommended holding provisions will ensure that the future redevelopment of this site will address all issues relating to traffic, access, noise attenuation, urban design and other site plan matters.

BACKGROUND

Date Application Accepted: October 18, 2011	Agent: York Developments(Sean Eden)
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REQUESTED ACTION: The purpose of the proposed amendment is to permit retail uses, financial institutions and restaurants within an existing building and new proposed buildings with a drive through.

Change the Official Plan land use designation from "Multi Family High Density Residential" to "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.

Change the Zoning By-law Z.-1 from a Service Station (SS1) Zone which permits automobile service stations and gas bars, to a Neighbourhood Shopping Area (NSA1) Zone which permits 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 and brewing on premises establishments with possible special provisions to reduce the requirements of the Zoning By-law pertaining to the minimum number of parking spaces and yard setback requirements

The application was amended January 30, 2012 to reflect a new conceptual site plan. The new requested amendment was to permit a restaurant and retail in the existing building, and retail and office in an addition to the existing building. A reduction in a number of parking spaces was not requested in this amendment.

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<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use –Vacant – Former Quick Lube and Auto Repair • Frontage – Approximately 48.2 metres(158.18 feet) • Depth – Approximately 91.0 metres (298.8 feet) • Area – Approximately 4,390.8 square metres (47,264.1 square feet) • Shape – Rectangular
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<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North – Offices/Residential • South – Offices/Residential • East – Restaurant/Shoppers Drug Mart/Neighbourhood Plaza • West - Synagogue

<p>OFFICIAL PLAN DESIGNATION: (see attached map on page 5)</p> <p>The Official Plan designation is Multi Family High Density Residential. This designation is intended to accommodate large-scale, multiple-unit forms of residential development. The preferred locations for this designation are lands adjacent to major employment centres, shopping areas, major public open space, transportation routes, and where high density development will not adversely affect surrounding land uses. This type of development provides for an efficient use of land, energy and community services and facilities, and contributes to a broad range of choice in housing location, tenure and cost throughout the municipality.</p>
<p>EXISTING ZONING: (see attached map on page 6)</p> <p>The zoning is Automobile Service Station (SS1). This Zone provides for and regulates a limited range of automotive related uses which provide a service to the immediate neighbourhood.</p>

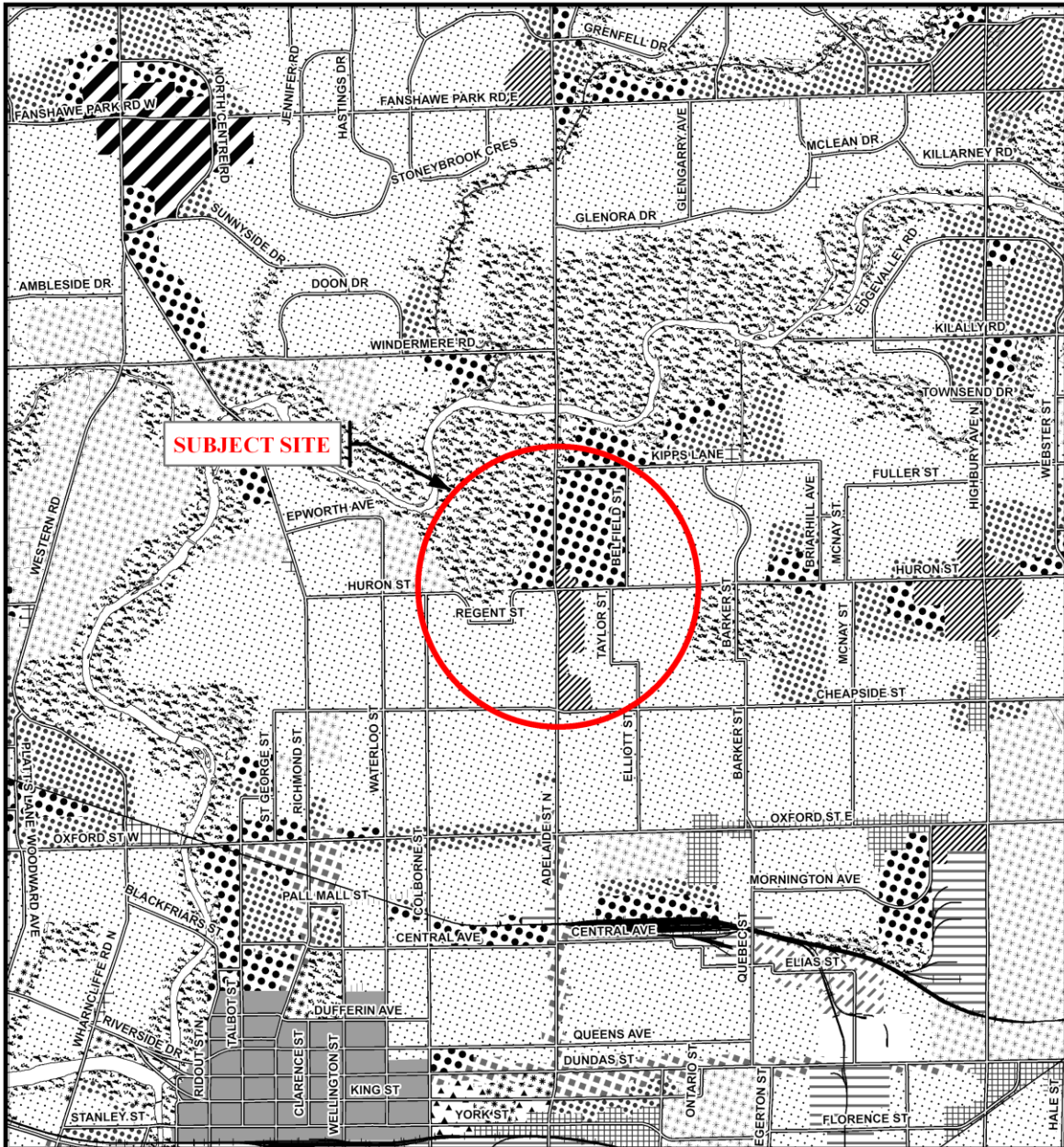
<p>PLANNING HISTORY</p>

The 1991 Official Plan designated the subject lands Multi-Family, High Density Residential. The site was zoned Service Station Commercial under Zoning By-law CP 952-41 prior to July 1, 1993. This zone permitted service stations and the sales of seasonal produce lawfully used for such purpose on the day of the passing of the by-law. Under Zoning By-law No. Z-1 which came into effect in July 1993, the site was zoned Service Station (SS1).

On October 14, 2011, an application was received for an Official Plan amendment and Zoning By-law amendment on the subject site is to permit multi-tenant commercial activities including retail uses, financial institutions and restaurants within an existing building and a new proposed building with drive-throughs.

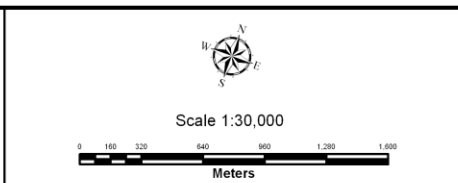
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Legend	
	Downtown Area
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density 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

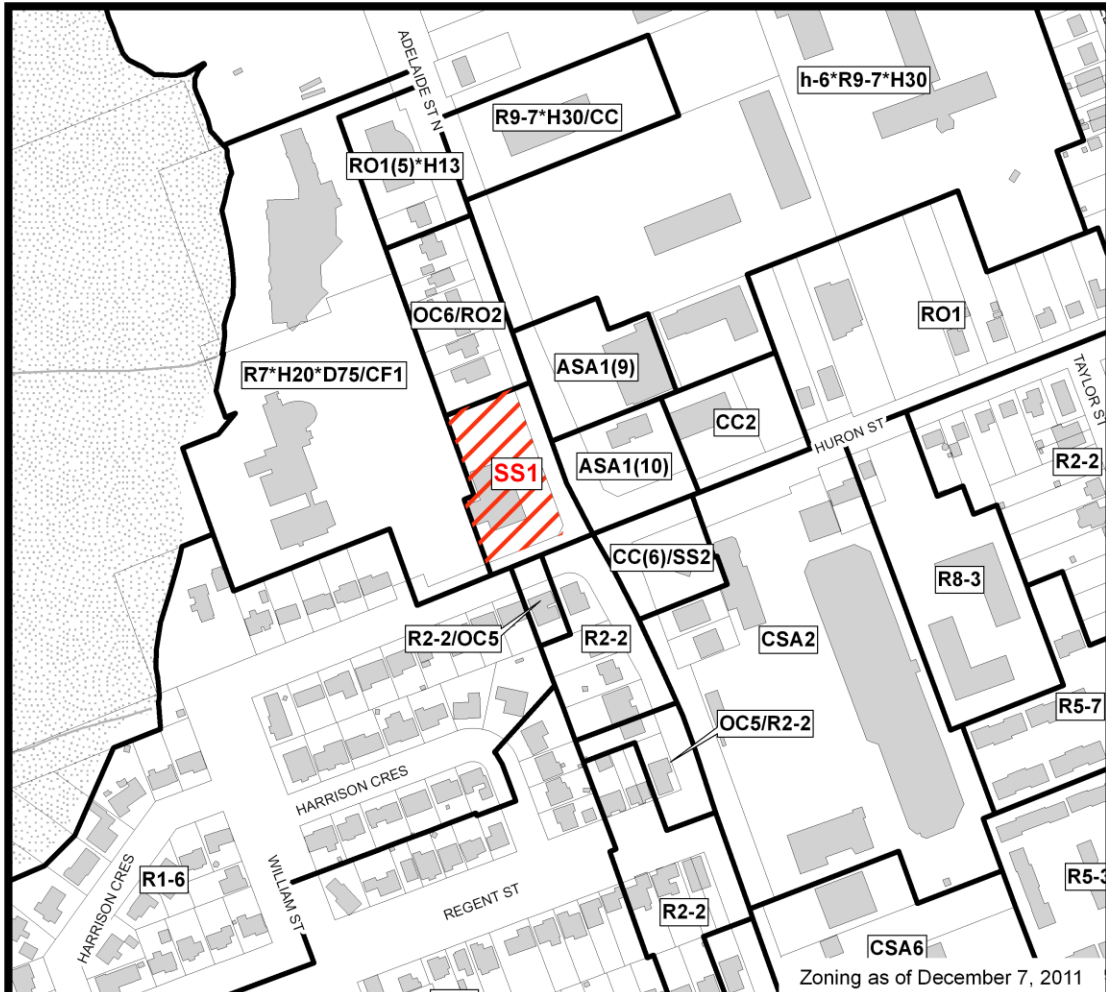
CITY OF LONDON
 Department of
Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-7972
 PLANNER: AR
 TECHNICIAN: CK
 DATE: 2012/01/31

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: SS1

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 APEALED AREAS

CITY OF LONDON
 PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:
 OZ-7972 AR

MAP PREPARED:
 2012/01/31 CK

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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

PUBLIC LIAISON:	<p>On December 13, 2011, Notice of Application was sent to 52 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 February 10, 2011, Notice of Public Meeting was sent to 52 property owners in the surrounding area. Notice of Public Meeting was published in the "Living in the City" section of the London Free Press.</p>	RESPONSES: 4
<p>Nature of Liaison: Possible amendment to the Official Plan land use designation from "Multi Family High Density Residential" to "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. Possible amendment to the Zoning By-law Z.-1 from a Service Station (SS1) Zone which permits automobile service stations and gas bars, to a Neighbourhood Shopping Area Special Provision (NSA1()) Zone which permits 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 and brewing on premises establishments with possible special provisions to reduce requirements of the Zoning By-law pertaining to the minimum number of parking spaces, loading, drive-through setback and yard setback requirements. The purpose and effect of the proposed amendment is to facilitate the development of two commercial plazas with 7 proposed commercial tenants and 2 drive-through facilities.</p>		
<p>Responses:</p> <ul style="list-style-type: none"> • Traffic flow and congestion • Commercial would alter the residential nature • Parking overflow onto the Jewish Community Centre site • Safety 		

Urban Design Peer Review Panel

Thank you for taking the time to meet with the Urban Design Peer Review Panel to discuss your proposal for a one storey commercial plaza development at 1103 Adelaide Street North. The Panel notes that this is an Official Plan Amendment and Zoning Bylaw Amendment submission and that there are no area plans or urban design guidelines specific to the area of this application.

The Panel has the following comments regarding the proposed development based on the Urban Design Brief dated 7 October 2011 circulated to the Panel:

1. *Revise the Urban Design Brief in accordance with the City of London's Urban Design Brief Terms of Reference in order to adequately convey the design goals and objective of the applicant and/or project designers to those charged with assessing it. Refrain from presenting an Urban Design Brief which is different from that submitted for review;*
2. *Revise the proposed project to meet the Urban Design Principles contained in Chapter 11 of the Official Plan. The project as proposed does not meet the following design principles:*
 - a. *Streetscape/Building Positioning – The proposed retail structure north of the existing building should be repositioned to reinforce the 'building line' established by the Adelaide Corporate Centre at 1135 Adelaide Street North. Repositioning the new building may open up opportunities for an exterior eating area in front of the proposed restaurant tenancy;*
 - b. *Pedestrian Traffic Areas – Sidewalks internal to the site should enhance the pedestrian experience from the abutting municipal sidewalks to the proposed retail tenancies. No evidence of this can be found on the submitted site plan;*

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- c. *Handicapped Use – The proposed parking layout does not facilitate access and use of the existing building by handicapped persons and senior citizens;*
- d. *High Design Standards – The location of the site along Adelaide and at the intersection of Adelaide and Huron necessitates that a high standard of design be applied to this project. The change in use of the existing building presents an opportunity for application of this higher design standard through massing, articulation of the building’s glazed areas and choice of exterior finish materials. The elevations as proposed do not address this principle;*
- e. *Landscaping – The basis for further development/application of landscaping that reinforces the pedestrian traffic areas, enhances the appearance of the buildings, screens service areas, screens drive-thru’s, screens adjacent properties, and assists in conserving energy is not present in the proposal as submitted. This basis for further development must be evident at this stage of the proposed development to ensure it can be elaborated upon at the Site Plan submission stage;*
- f. *Parking and Loading – The implications to both internal vehicular movement and vehicular traffic flow to and from the property due to the inclusion of two drive-thrus suggests that a traffic study is required to assist the developer and City staff in understanding the appropriate design response; and*
- g. *Resource Conservation – No attempt to conserve energy through the use of such techniques as pervious pavement and white membrane roofs is noted.*
- h. *The project requests approval of a reduction in the number of parking stalls provided. The Panel is of the opinion that significant benefit in the way of compliance with the Official Plan Urban Design Principles must be conditioned within the special zoning provisions to justify recommendation of this relaxation provided any and all traffic concerns can be appropriately mitigated.*

Due to the conceptual nature of the plans associated with this specific Urban Design brief and the unresolved traffic implications as noted in item 2.f above, the Panel recommends that the project be resubmitted in accordance with the Urban Design brief guidelines or appropriate conditions be placed within the proposed zoning special provisions.

Since the meeting with the Urban Design Peer Review Panel, the applicant has changed the proposal. The different proposal is discussed and shown below in this report. A holding zone provision (h-103) has been added to ensure that urban design is satisfactorily addressed at the site plan stage. Given the several unresolved implications of building and site development generated by the incomplete urban design information presented to the Panel, the h-103 in this instance will include a second presentation to the panel based on the application reviewed at the site plan review stage.

Wastewater and Drainage Engineering

There is an existing 450mm diameter sanitary sewer on Adelaide St. Available to service this site. Any proposed building is to have a new PDC to the 450mm Adelaide St sewer. A sanitary inspection manhole will be required for this site. Sections of the downstream 450mm diameter sanitary sewer are combined sewers and as such it is recommended that a backflow preventer be installed if the site is redeveloped.

Urban Forestry

- 1. *Shade trees on the northwest boundary must be safeguarded in any planned design of the new build; an arborist report will likely be required if any new build is proposed there to ensure trees can be retained safely*
- 2. *Landscaping shall include a review/replanting of existing private green space (between sidewalk and parking lot) with the aim of enhancing the streetscape with new trees and shrubs but taking into account proximity to overhead cables in the boulevard and where illuminated billboards/signage would best be placed.*

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Transportation

Transportation Planning & Design Division has completed our review of the transportation impact analysis (TIA) completed for this application and finds the study methodology generally acceptable with the following exceptions.

- *The land uses in the TIA included a drive through bank. It is our understanding that the bank has been replaced with a drive-through restaurant. This change will increase traffic generated by the site. Therefore the TIA must be updated to reflect this change and the impact this will have on site accesses and the intersection of Adelaide St and Huron St. As with the previous study, access on Adelaide St will be restricted to right in/out only with full access on Huron St. The update will be part of site plan review.*
- *The right in/out access on Adelaide St is to be located opposite a right in/out access for Adelaide St. This access will be restricted through the construction of a centre median island on Adelaide St not a “pork chop” island as indicated in the study. All other accesses on Adelaide St are to be closed and boulevard restored to the satisfaction of the City Engineer*
- *The study shows that certain movements at the intersection of Huron St and Adelaide St are at congestion levels during peak time periods notwithstanding the additional traffic that development of these lands will generate. We are particularly concerned with Huron St west of Adelaide St where a full access to this site will be located. The study does not recommend the extension of the left turn lane on Huron St to accommodate traffic from this site despite the access being located within 35 m of Adelaide St. We disagree with this conclusion considering the new restaurant use that was not included in the TIA and recommend that the eastbound left turn lane on Huron St be extended.*

As part of site plan review road widening dedications of 7.942 m along Adelaide St and 2.942 m along Huron St will be required. Based on this requirement the parking shown on the proposed plan adjacent to Adelaide St and Huron St will be eliminated. The site will need to be revised to provide this parking elsewhere on the property. Alternatively a parking impact study could be submitted showing how parking demand on the site can be accommodated with this significant reduction of parking spaces. The zoning amendment should reflect this eventuality. These road widening, as permitted through the Planning Act, the Official Plan and Zoning By-law, are needed to provide future improvements along Adelaide St and/or the intersection of Adelaide St and Huron St. If these lands are not acquired then a realignment of Adelaide St would be necessary and additional lands would need to be purchased by the City from other property owners. Therefore we request holding provisions for access, traffic impact analysis and parking demand studies not to be lifted until these studies are accepted by the City Engineer.

London Transit Commission

No Objection

Upper Thames River Conservation Authority (UTRCA)

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

AREA OF HIGH VULNERABILITY	VULNERABILITY SCORE	THREATS & CIRCUMSTANCES
Highly Vulnerable Aquifer (HVA)	6	Moderate & Low Threats

NOTE: At this time, certain activities on this property may be considered Moderate or Low threats to drinking water.

As indicated, the Source Protection Plan is currently being developed and as such, the UTRCA cannot speculate what the Plan might dictate for such areas. Under the CWA, the Source Protection Committee has the authority to include in the Source Protection Plan that may prohibit or restrict activities identified as posing a significant threat to drinking water. Municipalities may also have or be developing policies that apply to vulnerable areas when reviewing development applications. Proponents considering land use changes, site alteration or construction in these areas need to be aware of this possibility

Transportation Advisory Committee (TAC)

No comment

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ANALYSIS

Subject Site and Surroundings

The subject site is located on the north west corner of Adelaide street North and Huron Street. The site contains an existing vacant building, previously used automotive uses.

Adelaide Street is an Arterial Road which has an average annual daily traffic volume of 32,000 vehicles per day north and south of Huron Street. Huron Street is an arterial Road east of Adelaide Street which has an average annual daily traffic volume of 17,000 vehicles per day, and a primary collector west of Huron Street which has an average annual daily traffic volume of 7,500 vehicles per day.

Adjacent land uses include offices and residential to the north, offices and residential to the south, a synagogue to the west and commercial uses including a Shoppers Drug Mart, Wendy's and a neighbourhood plaza to the east. South east to this property there is a large commercial plaza.

The subject site was formerly Quick Lube and Harry's Automotive which included three automobile repair bays and office area. The proposed Official Plan amendment and rezoning will change the nature of commercial use from automobile service use to restaurant, retail and office uses.



Subject Site – 1103 Adelaide Street North

Proposal

The purpose and effect of the requested Official Plan amendment and rezoning is to allow for commercial uses that will service the surrounding neighbourhoods and passing motorists. The proposed conceptual site plan shows a restaurant with a drive-through and three small retail units within the existing building, to add a building addition to permit three additional small retail units, to maintain existing surface parking and to provide additional parking with the same setback as the existing parking.

Throughout the process, the applicant amended the concept plan and application. These plans, along with 3D images created by planning staff are provided.

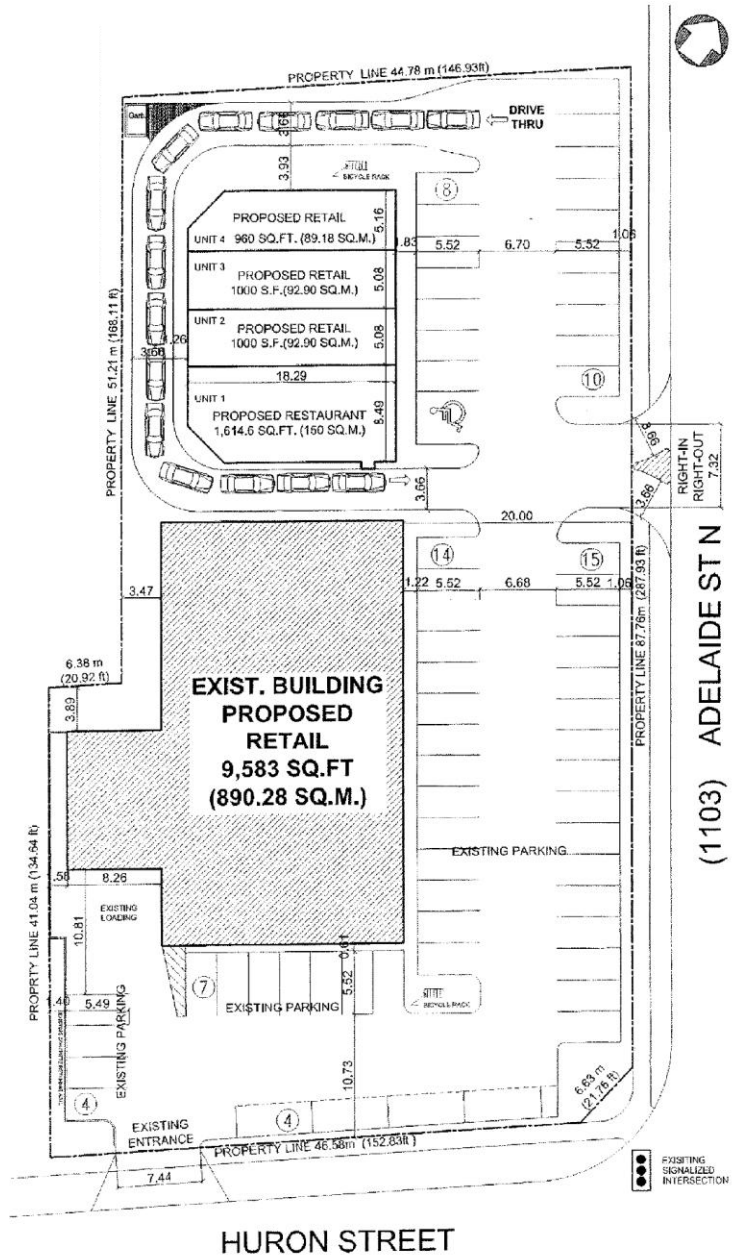
Staff are of the belief that, due to parking requirements, none of the proposed conceptual site plans can be achieved. However, staff equally believe this can be addressed through the site plan review stage where the allowable floor space will be dictated by the determination of parking available on site.

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CONCEPT ONE

The intent of this concept plan was to facilitate a commercial development comprised of 2 drive-throughs and 5 commercial tenants, consisting of retail within the existing building and a restaurant and three small retail units within the new proposed building

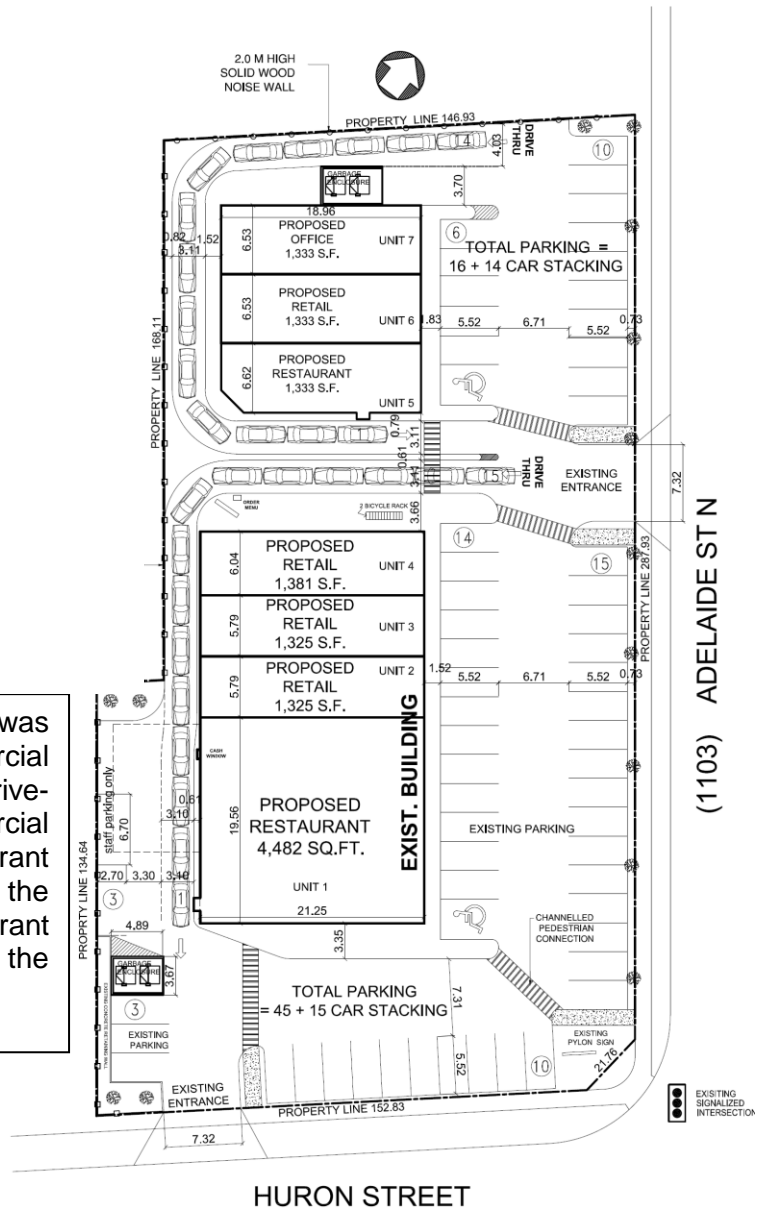


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CONCEPT TWO

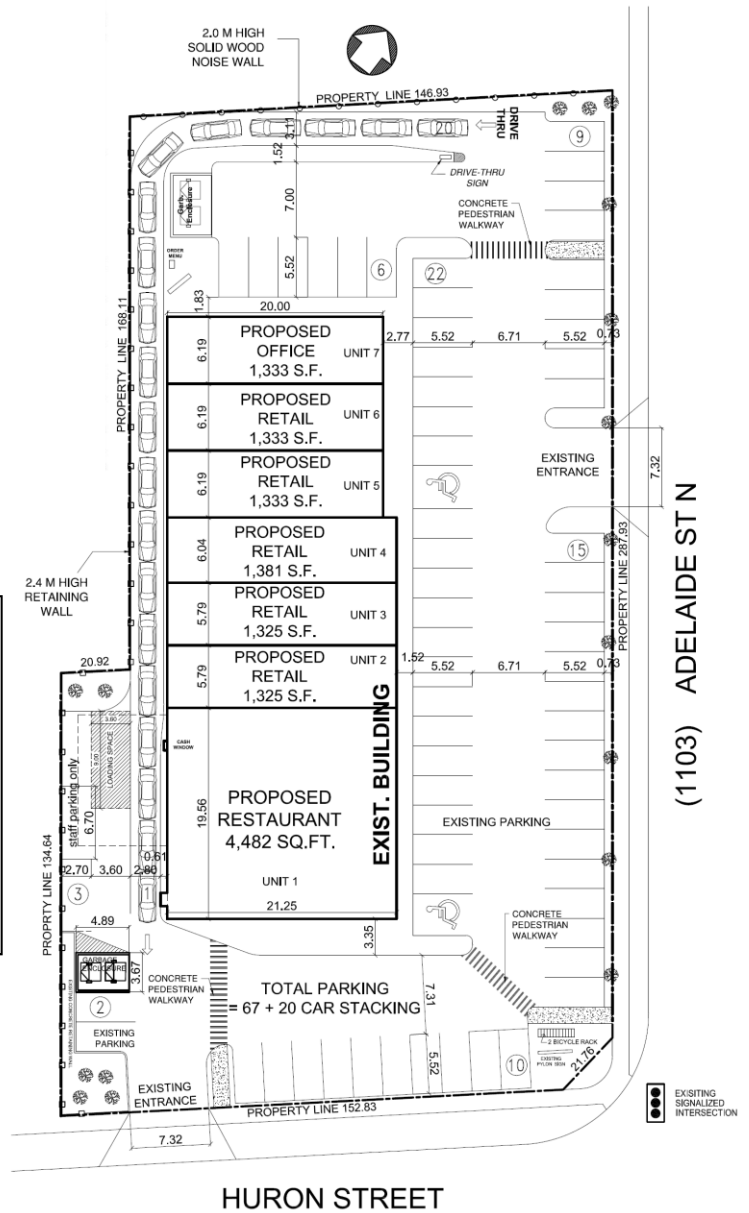
The intent of this concept plan was to facilitate a commercial development comprised of 2 drive-throughs and 7 commercial tenants, consisting of a restaurant and 3 small retail units within the existing building and a restaurant and 2 small retail units within the new proposed building





CONCEPT THREE

The intent of this concept plan was to facilitate a commercial development comprised of 1 drive-through and 7 commercial tenants, consisting of a restaurant and 3 small retail units within the existing building and 3 small retail units within a proposed addition to the existing building.



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The *Provincial Policy Statement, 2005* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In exercising its authority respecting planning matters, Council shall be consistent with policy statements issued under the Planning Act.

Policy 1.1 – Building Strong Communities of the PPS requires planning authorities to manage and direct land use to achieve efficient development and land use patterns, and expanding the range of employment opportunities in an area that is already serviced with municipal services and multi-nodal transportation opportunities. The requested Official Plan amendment and Zoning amendment seeks to efficiently reuse lands and proposes redevelopment and intensification of an existing site within an established urban area. In addition, the rezoning of the subject site will expand the opportunity on a suitable site to accommodate a use that may not be available within the adjacent commercial developments. The proposed redevelopment will also utilize existing municipal services and available capacities. The proposal is on an existing arterial road, transit routes and shared efficient and safe vehicular access/egress points.

Policy 1.8.1 - Energy and Air Quality of the PPS requires planning authorities to promote a compact structure of nodes and corridors, promote the use of public transit, focus commercial uses on sites that are serviced by transit, and improve the mix of employment uses to shorten commute journeys. The subject site currently contains an existing vacant building conducive to conversion for commercial which will cater to the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. Permitting these uses provides opportunity for these lands to accommodate commercial uses and create an interaction with the existing commercial centre on the east side of Adelaide Street and south east across the intersection to encourage multiple purpose shopping trips and create opportunities to support the proposed transit hub at this intersection in conformity with the policies of the PPS.

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 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 social, economic and environmental matters.

The 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 this Plan. Convenience commercial uses are permitted in commercial designations but are also permitted in residential designations subject to criteria to serve the convenience needs of surrounding residents. In the commercial designations, quality urban design is an important element and is implemented through the urban design policies of this Plan, the site plan approval process, the Commercial Urban Design Guidelines or other area specific design guidelines.

Planning Objectives for all Commercial Land Use Designations

- 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.*

The proposed Official Plan designation is Neighbourhood Commercial Node. Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping and

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service needs of nearby residents and, to a lesser extent, passing motorists. The proposed uses for this site are in conformance with this objective.

Neighbourhood Commercial Node shall 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.*

The subject site is located at the intersection of Adelaide Street, an arterial road and Huron Street, a primary collector west of Adelaide. There are sidewalks on both frontages that provide pedestrian linkages in all directions. The proposed redevelopment respects the development limitations of the site recognizing the intent to utilize an existing building with a proposed addition.

As noted above, staff believe that the conceptual site plan is not achievable. Following road allowance dedication, there is insufficient area to accommodate the proposed parking. Less building area will be achievable to meet the parking regulation of the requested zone.

Use

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.

The proposed and anticipated uses are all permitted uses under this designation. The multi-family, high density residential uses, as currently designated on this site, remain an option under this proposed designation which will preserve the ability for future redevelopment if this type of use should become a viable alternative.

The Neighbourhood Commercial Node designation provides the primary location for retail and service commercial land uses that provide for the daily and/or weekly convenience shopping and service needs of nearby residents and passing motorists. The proposed Official Plan designation would support the proposed retail and commercial uses. The proposed addition of a restaurant with a drive-through, general retail bays and an office will service the community and/or surrounding neighbourhoods and fit the intent of the designation. The proposed commercial uses are appropriate and are consistent with the existing / surrounding land uses.

Form

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.

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File No: OZ-7972
Planner: Alanna Riley

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.

The proposed development is restricted by the location of the existing structure and associated parking, and access locations. The building siting reflects more of a traditional strip plaza orientation with shared parking. Parking is located between the existing building and property line along the street edge, however is of limited depth. There are transit stops on the east side of Adelaide Street, just north of the site (and intersection) as well as south on the west side of Adelaide Street, south of Huron Street.

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.

The proposed Gross Floor Area shown in the latest concept is approximately 1,315 square metres (12,512 sq.ft.) This is slightly more than the minimum 1,000 square metres. The proposal is to permit a small multi-tenant commercial plaza which includes a drive through, remaining well within the allowable Gross Floor Area range. Staff believe that this floor area is not achievable given parking requirements.

The Official Plan also establishes criteria upon which to evaluate the creation of new commercial nodes. Specifically it states the following:

Where new nodes and expansions are proposed, amendments to permit such expansions or new nodes shall be evaluated on the basis of: i) compliance with the size, function, and form criteria of this Plan for the specific nodal area; ii) consideration of traffic impacts through the preparation of a traffic study which identifies and addresses the timing of proposed future road infrastructure improvements relative to the proposed expansion or new area and ensures that there is adequate capacity in the road system to accommodate new commercial development or expansion to existing nodes; iii) consideration of noise impacts on abutting sensitive land uses; iv) completion of a commercial justification report which addresses the availability of other designated lands to accommodate the uses proposed, the effect of the change in designation on the supply of commercial lands; and to determine the need for new commercial floor space in this area; v) submission of an overall design concept and design guidelines; vi) consideration of design improvements contained in the Commercial Design Guidelines including enhanced street edge landscaping, street-oriented buildings, limited and joint access and pedestrian connections to the street and transit; vii) conceptual site plan which identifies how the proposed expansion or new area relates to the existing node and surrounding areas with respect to land use, privacy, noise, signage, lighting, appropriate building height, location and height of parking areas and structure, the location and function of delivery routes and bays as well as site access and circulation including pedestrian and transit access and connections; viii) the availability of municipal services to accommodate the proposed use; and, ix) Planning Impact Analysis according to the provisions of Section 4.5.

The proposed amount of commercial floor area for the subject site just exceeds the minimum for formal node identification, and is the redevelopment/adaptive reuse of an existing commercial building with an addition. This is not considered to be a significant expansion nor a new node. In reality, it is more of a complementary extension to an existing commercial node on the east side of Adelaide Street as it strengthens this commercial node by creating interaction between the lands.

Intensity and Transportation Concern

Municipal Staff met with the applicants as part of the required pre-application consultation process. Given the intensity of the proposed development, a concern was raised about the ability of the subject site to adequately accommodate peak hour traffic activity, provide safe



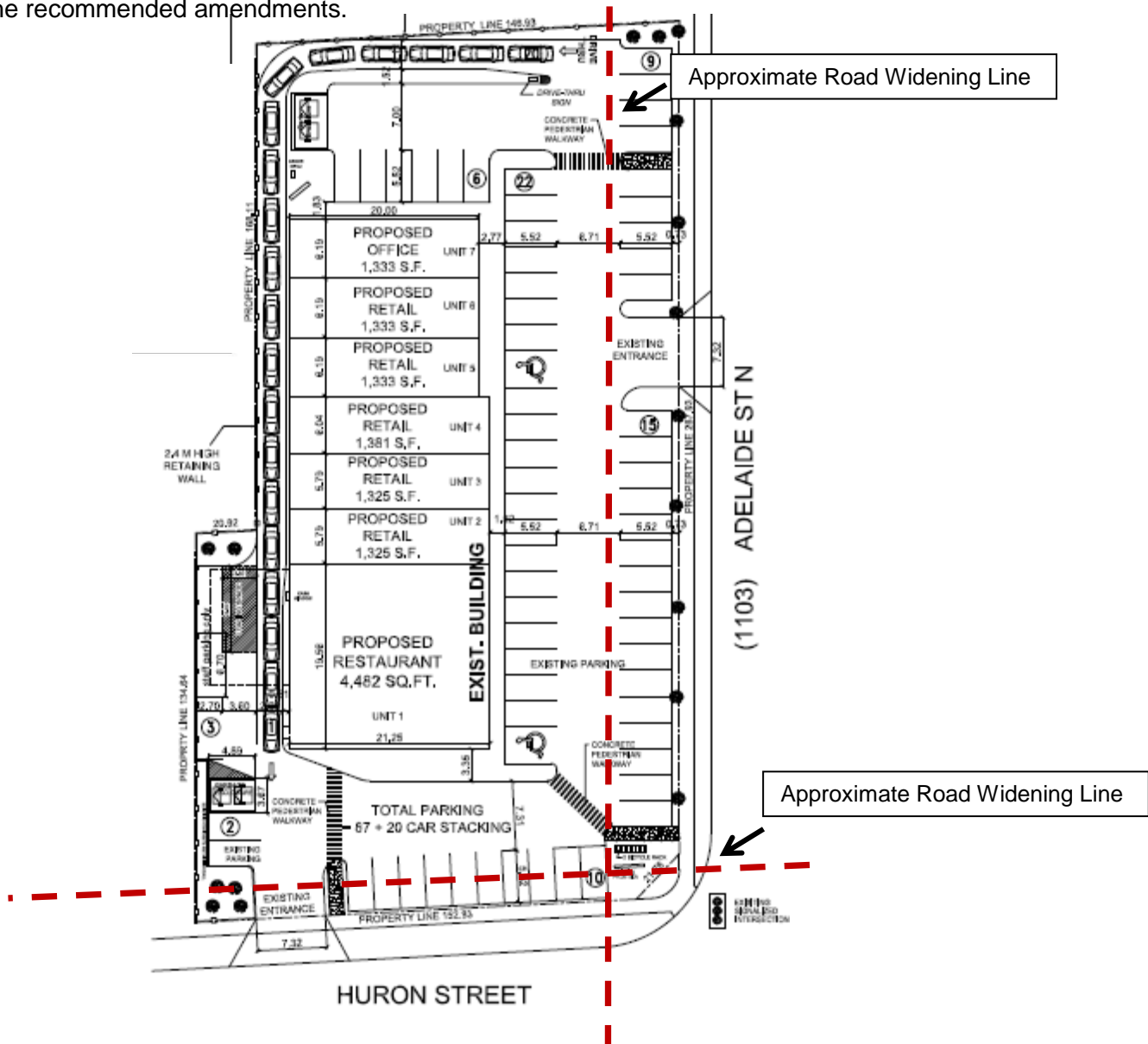
File No: OZ-7972
Planner: Alanna Riley

access for vehicles entering/exiting the site, and facilitate internal traffic flow given the request for two drive-through facilities.

As a result of these significant concerns, Staff identified the need for a Transportation Impact Study(TIA) to provide the applicants an opportunity to demonstrate how the proposed development can be safely accommodated on the subject site. A Transportation Impact Study was submitted. Staff found the study to be generally acceptable. However, there was some difference between the study analysis and recommendations of transportation staff. Staff also identified that significant road widening would be taken through the site plan approval process on Adelaide Street and Huron Street. Transportation staff indicated that other issues would be discussed during site plan review that include road widening dedication and access design. Based on the differences between the TIA and transportation staff recommendation transportation staff also requested a holding provision for access be placed on these lands and not removed until access and infrastructure is agreed to, to the satisfaction of the City Engineer.

An urban design brief was submitted with the application and reviewed by the Urban Design Peer Review Panel. Comments from the panel were submitted as outlined previous in this report.

Throughout the planning application review process, the concept plan changed a number of times and proposed uses changed from the original submission. Transportation staff have now recommended that the original TIA be amended to reflect the new uses. It has also been noted that as part of site plan review road widening dedications of 7.942 m along Adelaide St and 2.942 m along Huron St will be required. Based on this requirement the parking shown on the proposed plan adjacent to Adelaide St and Huron St will be eliminated. Even if a boulevard parking agreement is entered into to use these spaces until Adelaide is widened, these space cannot be counted to satisfy the parking requirements of the zone. Accordingly, staff believe that the conceptual site plan is not achievable. However, given the applicant's timelines, the fact that the fundamentals of the requested neighbourhood shopping zone are supportable and the holding provisions that have been put in place, staff believe it is appropriate to move forward with the recommended amendments.



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File No: OZ-7972
Planner: Alanna Riley

As noted, the Transportation Division has requested road widening which is shown above in the dashed lines. The applicant has requested to enter into an agreement to use the area of land for parking when the road widening dedication is taken at site plan review in conformity with Council policy. A boulevard parking agreement and fee for each spot would be required, subject to Council approval.

It should be clear that Adelaide Street will be widened at some point in the future and these parking spaces in the road allowance will be lost. Accordingly, these spaces could not be used to satisfy the parking requirement of the zone.

Zoning By-law

The current zoning is Automobile Service Station (SS1). This Zone provides for and regulates a limited range of automotive related uses which provide a service to the immediate neighbourhood. Uses considered to be appropriate include automobile service stations, and gas bars.

The requested zoning is a Neighbourhood Shopping Area zone which permits 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 and brewing on premises establishments.

The recommended Official Plan and Zoning to which this report applies is the result of the desire to redevelop an automobile repair garage into a restaurant with a drive-through, retail and office. In order to facilitate the proposed redevelopment, including the adaptive reuse of an existing building, special provisions are required to accommodate the limitations of the existing site, building and parking.

The applicant's proposed special zoning provisions, supported in the proposed Zoning By-law are:

1. **Rear Yard Setback**– 3.4 metres whereas 8 metres is required. This is to recognize the setback between the existing building and the community centre lands behind it which are zoned for residential and a community facility uses.
2. **Gross Floor Area**- 416.40 m² for a restaurant whereas 150 m² is permitted. This is to allow the proposed restaurant in unit 1 as shown on the attached site plan.
3. **Parking next to road allowance** – 0 metres whereas 3 metres is required. As this is an existing infill site, this setback reduction is required to accommodate sufficient parking on site.
4. **Parking next to property line** – 0 metres whereas 3 metres is required. As this is an existing infill site, this setback reduction is required to accommodate sufficient parking on site.
5. **Drive through setback from interior and rear lot line**– 0 metres with appropriate noise attenuation whereas 30 metres or 15 metres with a 2.4 metres high noise wall is required. This setback is required in order to accommodate the drive through facility in the rear yard which is the preferred location for a drive through facility.

A special provision has been recommended for a loading space. After preliminary discussions with site plan review staff, it appears the proposed loading space is not functional.

6. **Loading Space** – 1 space to 0.

The application includes a request for a special provision to increase the gross floor area for restaurant from 150 m² to 416 m². The owner has an interested client who wishes to occupy a portion of the existing building with a restaurant and drive-through. As mentioned previously in the report, Neighbourhood Commercial centres are intended to provide for the convenience shopping and service needs of nearby neighbourhoods. In order to recognize the Official Plan policy framework which provides for a commercial hierarchy, the commercial Zones contain maximum Gross Floor Area (GFA) regulations to ensure that some form of commercial hierarchy is maintained.

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From the perspective of the adjacent neighbourhood, a stand alone commercial building with a larger restaurant relative to a number of neighbourhood commercial uses that could be permitted in a shopping centre format, should not have a negative impact on the area. There will be no change in any of the side yard setbacks or permitted height requirements. Issues such as access, noise attenuation, and privacy fencing will be addressed at the site plan stage of development.

The holding (h-95) has been added to ensure that urban design is addressed at site plan review, a site plan will be approved and a development agreement will be entered into, to the satisfaction of the General Manager of Planning and Development. A requirement of the site plan submission will include an urban design brief, including building elevations, which detail how the objectives have been achieved and a presentation to the Urban Design Peer Review Panel.

The holding (h-11) has been added to ensure the orderly development of lands and the adequate provision of municipal services. The "h-11" symbol shall not be deleted until a development agreement associated with a site plan which provides for appropriate access arrangements to the satisfaction of Council is entered into with the City of London

Due to neighbourhood concerns within the area, a holding (h-5) has been applied to ensure a public site plan review meeting.

The holding (h-64) has been applied to address noise attenuation and design mitigating measures as recommended in a noise study.

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 requested commercial land use designation provides the primary location for retail and service commercial land uses, the orderly development and distribution of commercial uses consistent with the objectives of the Official Plan while not precluding future High Density Residential provided for in the existing land use designation.

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 zoning is consistent with the general policies of the Official Plan, as well as the specific policies for a commercial node. The surrounding land uses are a mix of commercial, office and residential. The proposed commercial uses are compatible with the surrounding land uses, will service the community and/or surrounding neighbourhoods, and fit the intent of a Neighbourhood Commercial Node 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;

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The subject site is a positive adaptive reuse of an existing site. Redeveloping this type of site typically requires an amendment to the Zoning By-law. Parking regulations will dictate the floor area that can be supported on this site.

- iv) *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 Department requested a holding provision (h-11) to ensure the Transportation Impact Study is updated and that access arrangements are addressed at site plan.

- 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;*

The development proposal is an adaptive reuse of an existing building. An addition is proposed which is proposed to be aesthetically pleasing, provide façade elements which identify the main entrance of each building unit and make the site accessible to pedestrian, vehicular and transit users. A holding provision for urban design is recommended at the site plan application 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;*

A request for record of site condition will be requested at the Site Plan application stage.

CONCLUSION

The proposed conceptual site plan anticipates that the ultimate road allowance will be used, on an interim basis, for parking. Should the City be willing to do so, a boulevard parking agreement will be required in conformity with Council policy. However, it should be clear that any parking spaces in the City's right-of-way will be removed upon the widening of Adelaide Street and cannot be counted towards meeting the parking requirements of the proposed zoning.

The recommended amendments are consistent with the policies of the PPS and the Official Plan, and introduce holding provisions to ensure that future redevelopment of this site addresses concerns related to access, road widening, traffic, urban design, and noise attenuation.

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File No: OZ-7972
Planner: Alanna Riley

PREPARED BY:	SUBMITTED BY:
ALANNA RILEY, MCIP, RPP – 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 17, 2012

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File No: OZ-7972
Planner: Alanna Riley

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

Telephone

Written

Wendy Young

Wendy Young and Steven Steinberg
Beth and Glenn Waugh

Mrs. Joseph

Rachel and Mathai Joseph

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File No: OZ-7972
Planner: Alanna Riley

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2012

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London,
1989 relating to 1103 Adelaide Street North.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act*, R.S.O. 1990, c.P.13.

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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Appendix "A"

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Multi-Family, High Density Residential to Neighbourhood Commercial Node on Schedule "A", Land Use, to the Official Plan for the City of London

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1103 Adelaide Street North in the City of London.

C. BASIS OF THE AMENDMENT

The Amendment is to change the range of permitted uses on the subject lands from residential to a designation which expands the Neighbourhood Commercial Node and maintains this area as a unique commercial district that will accommodate a broad range of commercial uses.

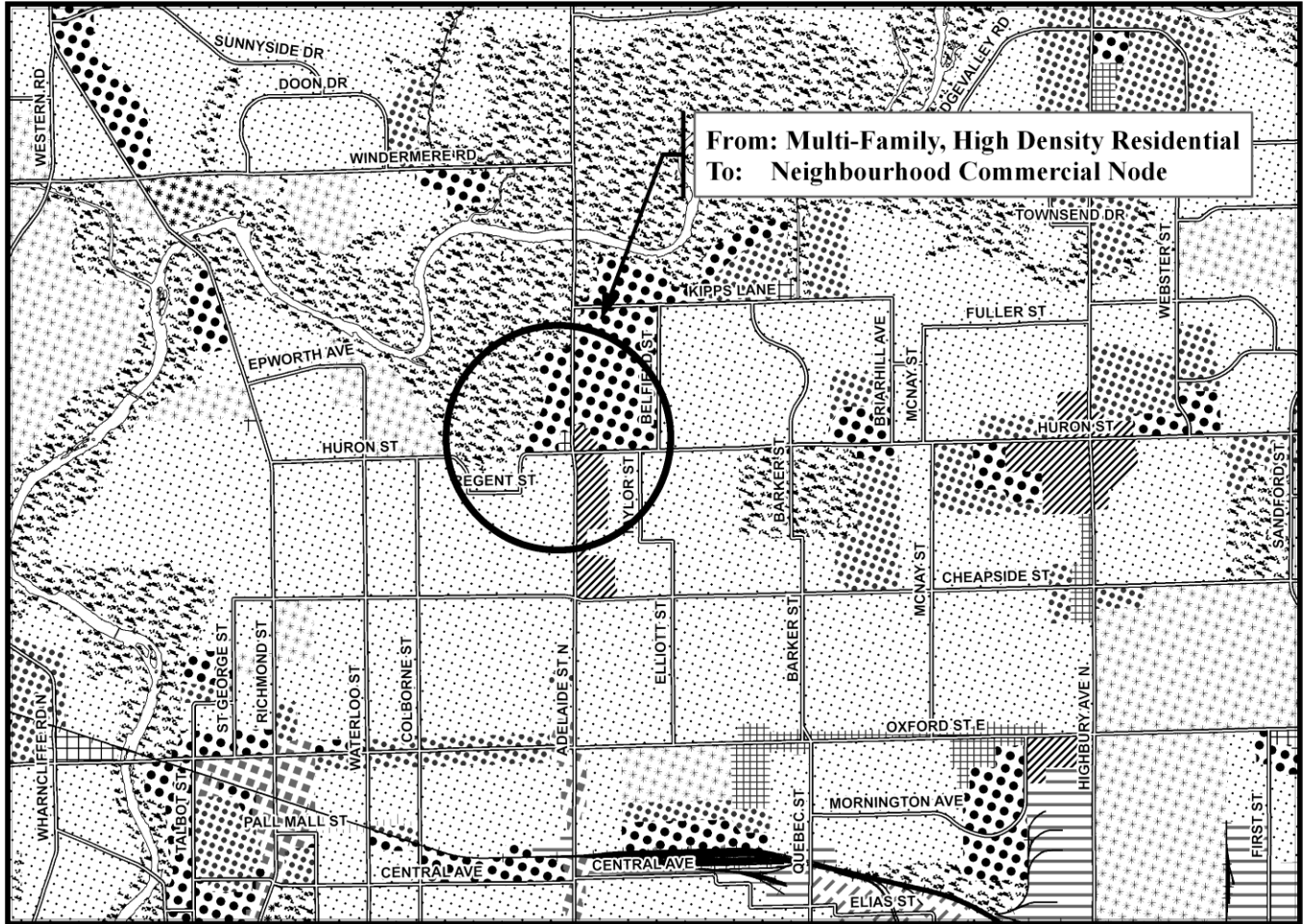
D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1103 Adelaide Street North in the City of London, as indicated on "Schedule 1" attached hereto from Multi-Family, High Density Residential to Neighbourhood Commercial Node.

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AMENDMENT NO:



Legend

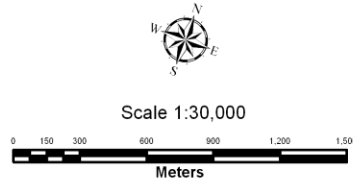
- | | |
|---|--|
| <ul style="list-style-type: none"> Downtown Area Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential | <ul style="list-style-type: none"> 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 |
|---|--|

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-7972

PLANNER: AR

TECHNICIAN: CK

DATE: 2012/02/02

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File No: OZ-7972
Planner: Alanna Riley

Appendix "B"

Bill No. (number to be inserted by Clerk's Office) 2012

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1103 Adelaide Street North.

WHEREAS 2261531 Ontario Limited have applied to rezone an area of land located at 1103 Adelaide Street North, 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 the lands located at 1103 Adelaide Street North, as shown on the attached map comprising part of Key Map No. 32, from an Automobile Service Station (SS1) Zone to a Holding Neighbourhood Shopping Area Special Provision (h-5*h-11*h-64*h-95*h-120 NSA1(_)) Zone.

1) Section Number 23 of the Neighbourhood Shopping Area Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

23.4 ___ NSA1() 1103 Adelaide Street North

a) Regulations:

- | | | |
|------|--|----------------------|
| i) | Loading Spaces
(Minimum) | 0 Loading Spaces |
| ii) | Distance of Parking
Area Located next
to an Ultimate Road
Allowance
(Minimum) | 0.0 metres |
| iii) | Distance of Parking
Area Located next
to Property Line
(Minimum) | 0.0 metres |
| iv) | Drive-Through Setback
from interior and rear
lot line with appropriate
noise attenuation and a
2.4 metre high noise
attenuation wall
(Minimum) | 0.0 metres |
| v) | Rear Yard Setback
(Minimum) | 3.4 metres |
| vi) | Gross Floor Area
Restaurant
(Maximum) | 416.4 m ² |

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. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said Section.

PASSED in Open Council on March 20, 2012.

Agenda Item # Page #

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File No: OZ-7972
Planner: Alanna Riley

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 Material – OZ-7972

Request for Approval

City of London Official Plan and Zoning By-law Application Form, completed by Sean Eden (Applicant)

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

Previous Reports/Resolutions Pertinent to this Matter

None

Written Correspondence: (located in City of London File No. OZ-7972 unless otherwise stated)

City of London

Roobroeck, Richard. Environment and Engineering Services Department. E-mail February 15, 2012

Agency Review and Public Responses: (located in City of London File No. OZ-7972 unless otherwise stated)

London Hydro

Dalrymple D., London Hydro. Reply Sheet for City of London Applications.

Upper Thames River Conservation Authority (UTRCA)

Creighton C., Land Use Planner. .

Environmental and Engineering Services (EESD)

Ismail Abushehada, Division Manager. Memo to Alanna Riley. February 15, 2012

Middlesex-London Health Unit

Ng M., Public Health Inspector.

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Rachel and Mathai Joseph
545 Huron Street
London ON N5Y 4J6
(519) 433-8709
Alanna Riley
The City of London Planning Division
P.O. Box 5035
London ON N6A 4L9

Dear Ms. Riley,

I am writing to express my deep concerns about the proposed rezoning of 1103 Adelaide Street – from SS1 to NSA1. As a long time resident of Huron Street, I have steadily watched the corner of Adelaide and Huron become busier, noisier and essentially worse due to the overabundance of commercial properties over the last 20 years. I am vehemently opposed to this proposed rezoning. I am also disappointed that this was introduced during the holidays when many people are away for extended periods of time, including some of the city officials involved in this proposal. The timeline itself is unacceptable.

1103 Adelaide Street lies directly across from our residence. We were fortunate to have the mechanic business across from us for so many years. They were polite, unobtrusive and respected neighbours. There was never a trouble with traffic. However, we have already been burdened with an alarm company next to us which consistently broke by-laws when it moved in and continues to be a poor neighbour. The traffic in the area is often unmanageable, partly due to the increased traffic on Adelaide Street in general and the large Shopper's Drug Mart and Wendy's on the north-east corner which was built a few years ago. The traffic makes it difficult both to get the car in and out of the driveway at peak times and utterly dangerous to walk. My daughter has almost been hit by cars countless times over the years, both on our side of the street – there is no sidewalk – and at the intersection.

The neighbourhood is already certain that the business will be Tim Horton's. Throughout the country, residential neighbourhoods have fought against the introduction of Tim Horton's coffee shops which include drive-throughs because of the resulting long lines and increased traffic. To build one of these across from a number of residences is to ensure that our property values will continue to decrease. I am a retired City of London employee. My husband has contributed to the economy of this city by being involved with the opening of the first Hakim Optical stores in London over 30 years ago. If the city approves this rezoning, everything we worked for, all the equity we have put into our property and our home will be virtually wiped out. We live in a family home and no family would ever want to raise their children in the kind of neighbourhood that will result from this proposal.

If this is indeed a Tim Horton's, the current clientele at its location are perpetually loitering and smoking around its entrance at all hours of the day and night. We already deal with an increased crime rate in the neighbourhood since we moved in years ago. Our house has been broken into twice which is not uncommon on this stretch of Huron Street. Many of our neighbours have also been robbed. This is not a safe

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**File No: OZ-7972
Planner: Alanna Riley**

Hello Alanna,

I received the notice of application to amend zoning for 1103 Adelaide St North.

From what I can tell, it is currently zoned for high density residential (although it has never been used as such to my knowledge) and the request is to change it to neighbourhood commercial.

My primary concern, albeit one that I feel is significant given the challenges already faced in this area, is what traffic ramifications this change may have. Adelaide has become a thoroughfare for traffic from the new developments of Sunningdale/Stoneybrook and the 3 new high-rise buildings on Kipps/Adelaide to the downtown core, or across town to the Hospital. This has made Adelaide a very very busy road, which has already forced us to compromise use of the front of our house. I'm concerned that if zoning were to allow something with a drive thru (Tim's, Starbucks) or a multi-use strip mall, that the congestion created by this would become a significant issue. There are already challenges with the Wendy's and the gas station occupying 2 of 4 corners (and both having an in/out driveway) but I fear that adding something similar to a 3rd corner would increase frequency for accidents, pedestrian concerns, and overall congestion.

I have no qualms about a commercial development being put there as long as the size is relative to the location (ie: smaller merchants, no big-box nor large restaurants). I do have concern that if there is no heed paid to the traffic concerns already prevalent or the size of the lot itself, that development to that corner could significantly compromise an already busy neighbourhood.

My suggestion would be (if this is not already something stipulated at various levels of planning), to limit the size of development possible on the lot and to also ensure that traffic studies are done and are given high importance before building begins.

Another thing, less important to me than to the Jewish Community Centre, is the possibility that if there is no division between their parking lot and 1103, that customers would overflow into their lot without awareness that it is not tied to 1103. But I'm sure they'll bring their own concerns to the table if presented with a letter such as the one I received.

Cheers and Happy New Year,
Beth (& Glenn) Waugh
1125 Adelaide St N.

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File No: OZ-7972
Planner: Alanna Riley

Dear Ms Riley

I am following up my voicemail message to you today with this email. We own a house on Huron Street just west of Adelaide Street and we received notice from you regarding an application to amend the Official Plan and Zoning Bylaws for the property at 1103 Adelaide Street North in London.

The proposed change to Neighbourhood Commercial Node concerns us very much for several reasons; 1. The traffic flow on Huron Street and Adelaide is already heavily congested, especially at peak times of the day and adding another commercial hub will only exacerbate this problem. At rush hours the traffic on Huron Street is often backed right up to and even around the corner of Huron and William and adding more traffic on Huron Street at Adelaide would seriously stress an already over congested street. The proposed land use change apparently includes a newly constructed restaurant with a drive through and I think that this drive through would be extremely problematic in particular for this reason. Further, the traffic on Adelaide Street at the corner of Huron and Adelaide in all directions is extremely heavy as it now stands and adding to it right at the north west corner will most certainly make the congestion even more unmanageable and even dangerous.

2. When we purchased our home on Huron Street we were advised that the Old North Neighbourhood west of Adelaide Street was an established residential Neighbourhood and that the commercial areas off Adelaide were on the eastern side of the street. While there were a few anomalous business on the fringe of the Old North Neighbourhood on the western side of Adelaide Street, they were/are generally professional offices/small businesses that do not draw a lot of traffic and are closed in the evenings and on weekends, thus do not interfere significantly with the residential nature of the Neighbourhood. A Commercial Node on the north west corner of Huron and Adelaide Streets would significantly alter the residential nature of this Old North Neighbourhood.

For these reasons we feel that we must oppose the current application to amend the official plan and zoning bylaws to allow for the construction of a commercial node at 1130 Adelaide Street North. Thank you for considering our opinion on this matter. We look forward to hearing from you about when the public meeting regarding development application OZ-7972 will take place.

Yours sincerely,

Wendy Young
Steven Steinberg