

--	--

File: OZ-8584
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: ADELAIDE AND PHILLBROOK CENTRE INC. 1880 PHILLBROOK DRIVE PUBLIC PARTICIPATION MEETING ON MAY 9, 2016

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Adelaide and Phillbrook Centre Inc. relating to the property located at 1880 Phillbrook Drive:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 17, 2016 to amend the Official Plan to change the designation of the subject lands **FROM** a Multi-Family, Medium Density Residential designation, **TO** an Office Area designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 17, 2016 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Neighbourhood Facility/Residential R1 (NF/R1-1) Zone, **TO** a holding Office Special Provision (h-103*OF4(_)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design objectives through the site plan process, prior to the removal of the h-103 holding provision:
 - i) Ensure street orientation by including the following:
 - Front the primary building façade to the Adelaide Street frontage.
 - Include the primary entrances into individual ground floor unit along the Adelaide Street frontage.
 - Include walkways from the City sidewalk to individual unit entrances.
 - Include large transparent storefront windows on facades facing Adelaide Street and Phillbrook Drive.
 - ii) Include a hard surface plaza at the intersection of Phillbrook Drive and Pennybrook Crescent (with seating, landscaping, pedestrian scale lighting, and an east-west walkway through the centre of the space) in order to implement the "Pocket Park" shown on the conceptual site plan submitted in consideration of the zoning by-law amendment.
 - iii) Include a combination of low landscape walls and landscaping along the Phillbrook Drive and Pennybrook Crescent frontages in order to screen the parking area from the street.
 - iv) Include a hardscape forecourt at the intersection of Adelaide Street and Phillbrook Drive extending from the intersection of City sidewalks to the proposed building.
 - v) Include a pedestrian walkway along the south property line in order to allow for convenient access between the parking area and the unit entrances along Adelaide Street.
 - vi) Include durable building materials, particularly at the base of the building.

--	--

**File: OZ-8584
Sonia Wise**

- vii) Increase the visual prominence of the primary building entrances, within the proposed west and east building elevations.
- viii) Provide individual canopies overtop each commercial building entrance, to enhance the articulation of the façade and the rhythm of commercial bays.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended action will permit a mixed use commercial office development.

RATIONALE

1. The recommended amendment is consistent with the Provincial Policy Statement 2014;
2. The recommended amendment is consistent with the Office Area policies of the Official Plan;
3. The proposed mixed use office and commercial building provides for a positive intervening land use between adjacent commercial development and existing residential uses;
4. The proposed office uses will be of a neighbourhood scale and will not detract from the viability of the downtown as the major office centre; and
5. The prominent location of the site as a gateway location for the city and community will incorporate street-oriented design measures as required through a holding provision.

BACKGROUND

Date Application Accepted: January 21, 2016	Agent: Kirkness Consulting Inc.
<p>REQUESTED ACTION: Change Official Plan land use designation from a Multi-family Medium Density Residential designation to a Community Commercial Node designation.</p> <p>Change Zoning By-law Z.-1 from a Residential R1/Neighbourhood Facility (R1-1/NF) Zone which permits single detached dwellings and a range of neighbourhood facilities, to an Office Special Provision (OF4(_)) Zone which permits offices, medical/dental offices, clinics, medical laboratories, financial institutions and personal service establishments; with a special provision to further allow convenience store, pharmacy and eat-in restaurant uses.</p>	

<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use – Place of Worship • Frontage – 40.4m • Depth – 143.2m • Area – 7,352m² • Shape - Irregular
--

--	--

File: OZ-8584
Sonia Wise




LOCATION MAP

Subject Site: 1880 Phillbrook Dr
Applicant: Adelaide-Phillbrook Centre
File Number : OZ-8584

Planner : SW
Created By : MB
Date : 2016/04/08
Scale : 1:2,000

Legend

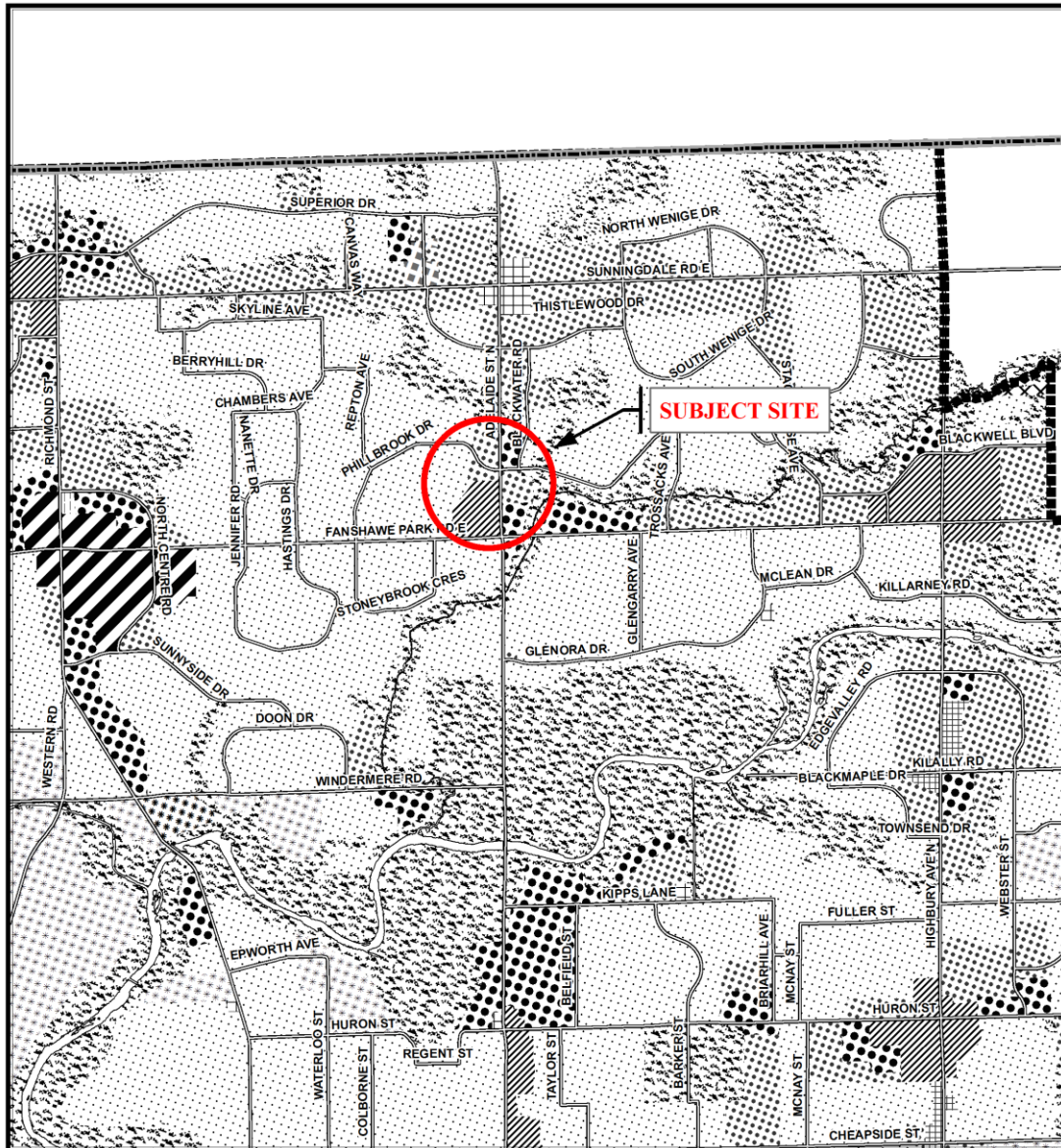
 Subject Site

Prepared by : Graphics & Information Services , Planning Division
Corporation of the City of London
File:planning/projects/p_locationmaps/MXDs



--	--

File: OZ-8584
Sonia Wise



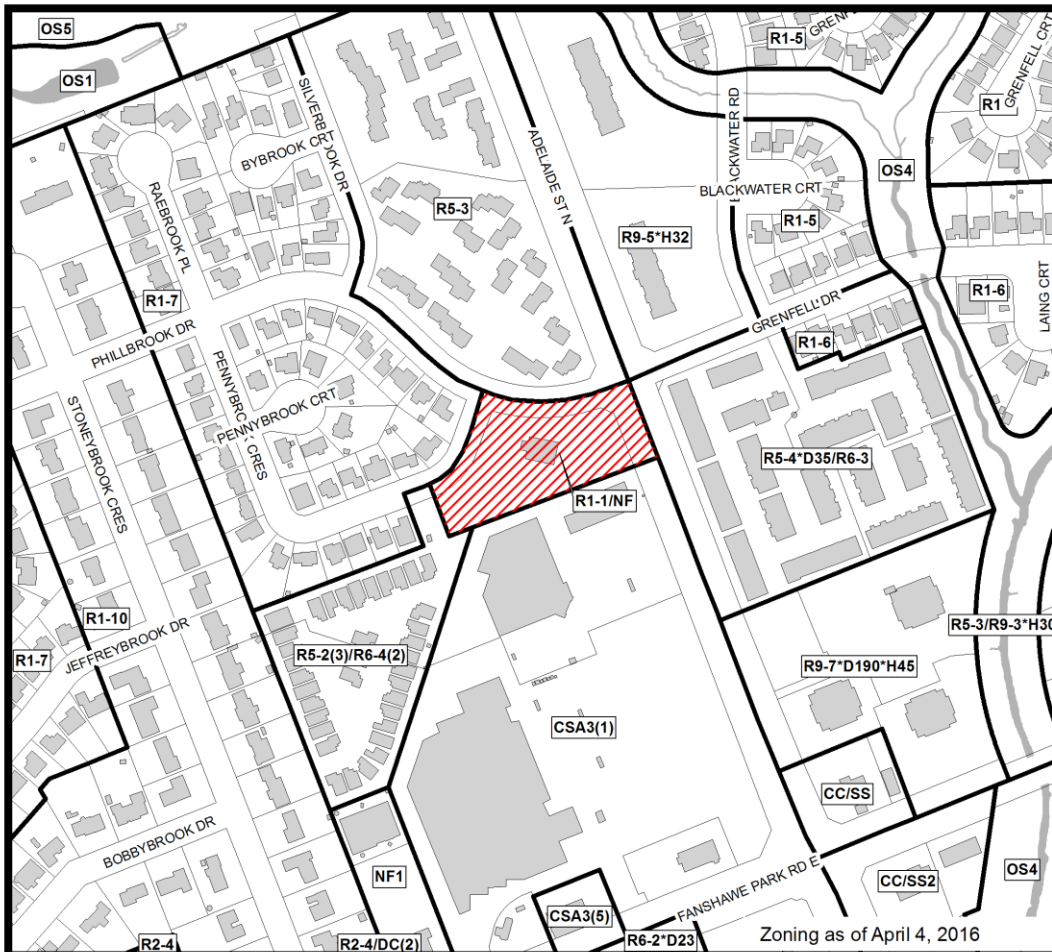
Legend			
	Downtown		Office/Residential
	Wonderland Road Community Enterprise Corridor		Office Business Park
	Enclosed Regional Commercial Node		General Industrial
	New Format Regional Commercial Node		Light Industrial
	Community Commercial Node		Regional Facility
	Neighbourhood Commercial Node		Community 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
			Urban Growth Boundary

<p>CITY OF LONDON Department of Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 0 100 200 300 400 500 Meters	<p>FILE NUMBER: OZ-8584</p> <p>PLANNER: SW</p> <p>TECHNICIAN: MB</p> <p>DATE: 2016/04/08</p>
---	---	--

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\conso\00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

--	--

File: OZ-8584
Sonia Wise



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-1/NF

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



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

FILE NO:
OZ-8584 SW

MAP PREPARED:
2016/04/08 MB

1:4,000
0 20 40 80 120 160
Meters

--	--

File: OZ-8584
Sonia Wise

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Medium Density Residential uses • South - Community Commercial Node • East - High Density Residential uses • West - Low Density Residential uses

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • MFMDR
EXISTING ZONING: (refer to Zoning Map)
<ul style="list-style-type: none"> • NF/R1-1

PLANNING HISTORY

The site was previously owned and used as a place of worship known as the Dayspring Presbyterian Church. Site Plan approval was obtained in May, 1998 and the existing building was constructed in 1999. The subject site is surrounded by a mix of uses including high density residential uses in the form of an apartment building to the northeast of the site, and medium density residential townhouses to the east and north of the site. There are single detached dwellings located to the west of the site, and commercial uses to the south.



Figure 1: Streetview of existing structure from Phillbrook Dr

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

London Hydro – February 16, 2016: No objection

UTRCA – March 30, 2016: No Objection

LTC – February 12, 2016:

--	--

**File: OZ-8584
Sonia Wise**

I have reviewed the Urban Design Brief for the above noted application and have some brief comments that are more about accuracy than items needing to be addressed.

In the brief, the Figures B and C show major transit corridors with big arrows on Adelaide St. We do not currently operate on Adelaide north of Fanshawe Park Road. So my suggestion would be to show 'transit corridors' instead of 'major transit corridors' where there is currently service: on Phillbrook, on Adelaide south of Fanshawe Park, on Blackwater Ave to the north, and along Fanshawe Park Road.

Transportation Planning and Design – February 23, 2016:

Transportation has reviewed the zoning application and all relevant studies and offer the following comments. A road widening dedication of 18.0m from centre line is required on Adelaide Street North, a road widening dedication of 10.75m from centre line is required along Phillbrook Drive, a 6.0m x 6.0m daylight triangle is required at the corner of Phillbrook drive and Pennybrook Cres. in addition to the above comments and as a result of the TIA review Transportation will be seeking the construction of side by side left turn lane on Phillbrook Drive and the relocation of the access further west away from the signalized intersection, approximately 10m east of the curb return from Pennybrook Cres.

These comments and more will be discussed in further detail at site plan.

WADE – March 29, 2016:

The sanitary outlet for the subject lands is the 250mm municipal sanitary sewer on Phillbrook Drive. City Plan #9896 shows an existing 150mm san. p.d.c. to the sanitary manhole at Phillbrook Drive and Pennybrook Crescent. The san. p.d.c. must be field verified by the Applicant's Engineer and the condition of the p.d.c. must be assessed to see if it is adequate or if it must be replaced.

The current use is a church. The density of the subject lands is 100 persons per hectare. This is a 0.95 hectare parcel so 95 people are allowed.

A sanitary inspection manhole is needed for the dental/medical being proposed and is to be located wholly on private property but as close to streetline as possible or in a location to the satisfaction of the City Engineer.

Urban Design Peer Review Panel (UDPRP) – April 5, 2016:

Site Design Recommendations

The Urban Design Peer Review Panel requests that the following site design recommendations be taken into consideration:

1. Incorporate additional barrier-free parking spaces, within proximity to the consolidated and/or individual commercial building entrances.
2. Incorporate a vehicle drop-off zone, adjacent to the consolidated building entrance.
3. Ornamental grasses do not, on their own, provide sufficient landscape buffering. This is particularly problematic adjacent to the proposed retaining wall, along the south side of the property. Layer in trees and shrubs, with an appropriate combination of coniferous and deciduous plant species, to provide a more appropriate buffer between the surface parking area and adjacent developments to the south, west and north.
4. Provide a continuous and clearly demarcated east-west pedestrian walkway, connecting the proposed building to the western-most portion of the surface parking lot to promote safe and barrier-free pedestrian circulation.
5. Replace the proposed site triangle landscaping treatment, at the northeast corner of the subject property, adjacent to the intersection of [Adelaide Street] and Phillbrook Drive, with a hardscaped surface to reflect anticipated pedestrian volumes.

--	--

**File: OZ-8584
Sonia Wise**

6. Extend the outdoor patio space along the Phillbrook Drive frontage to animate the corner condition.
7. Marginally increase the front yard setback to permit additional landscaping and improve the interface between the proposed building and [Adelaide Street].
8. The proposed pocket park is a positive intervention. Ensure that sufficient pedestrian-scaled lighting and clear sight lines are provided, and incorporate an east-west pedestrian walkway through the centre of the space, as an extension of the adjacent public sidewalk, to promote CPTED principles.

Building Design Recommendations

The Urban Design Peer Review Panel requests that the following building design recommendations be taken into consideration:

1. Reduce the amount of EIFS and replace it with a more durable material, particularly at the base of the building. ACM panels are a desirable alternative.
2. Reconsider the proposed EIFS colour pallet to mitigate the potential for negative long-term visual and maintenance impacts.
3. Extend the proposed metal louvres to optimize their functionality, and improve pedestrian comfort within interior spaces.
4. Increase the visual prominence of the primary building entrances, within the proposed west and east building elevations.
5. Provide individual canopies overtop each commercial building entrance, to enhance the articulation of the façade and the rhythm of commercial bays.

This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process in support of the redevelopment of the subject property. Resubmission is advised during Site Plan review.

Urban Design – April 11, 2016

Urban design staff have reviewed the submitted concept plan and urban design brief for the application at the above mentioned property and provide the following comments:

- The applicant is to be commended for locating the proposed building along the Adelaide Street frontage with the buildings oriented to the street, and for the proposed “pocket park” on the subject property at the intersection of Phillbrook Drive and Pennybrook Crescent.
- Include a maximum setback of 2m from the Adelaide Street frontage in order to ensure built form is located near the street line and establishes a built edge.
- Include a holding provision to ensure urban design related matters, in particular matters related to building design and orientation are addressed. Include the following statement as part of the staff recommendation to Council.

The following matters need to be addressed in order to ensure street orientation;

- Front the primary building façade to the Adelaide Street frontage.
 - Include the primary entrances into individual ground floor unit along the Adelaide Street frontage.
 - Include walkways from the City sidewalk to individual unit entrances.
 - Include large transparent storefront windows on facades facing Adelaide Street and Phillbrook Drive.
- Also through the staff recommendation, the site plan authority should be requested to address the following design issues through the site plan process:
- Ensure the store front windows along the Adelaide street frontage include transparent glazing.
 - Include a hard surface plaza (with seating, landscaping, pedestrian scale lighting, and an east-west walkway through the centre of the space) at the intersection of Phillbrook Drive and Pennybrook Crescent in order to implement the “Pocket Park” shown on the conceptual site plan through the rezoning process.

--	--

**File: OZ-8584
Sonia Wise**

- Include a combination of low landscape walls and landscaping along the Phillbrook Drive and Pennybrook Crescent frontages in order to screen the parking area from the street.
- Include a hardscape forecourt at the intersection of Adelaide Street and Phillbrook Drive extending from the intersection of City sidewalks to the proposed building.
- Including a pedestrian walkway along the south property line in order to allow for convenient access between the parking area and the unit entrances along Adelaide Street.
- Include durable building materials, particularly at the base of the building.
- Increase the visual prominence of the primary building entrances, within the proposed west and east building elevations.
- Provide individual canopies overtop each commercial building entrance, to enhance the articulation of the façade and the rhythm of commercial bays.

PUBLIC LIAISON:	On February 10, 2016, Notice of Application was sent to 207 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on February 11, 2016. A “Possible Land Use Change” sign was also posted on the site.	14 replies were received
<p>Nature of Liaison: Change Official Plan land use designation from a Multi-family Medium Density Residential designation to a Community Commercial Node designation.</p> <p>Change Zoning By-law Z.-1 from a Residential R1/Neighbourhood Facility (R1-1/NF) Zone which permits single detached dwellings and a range of neighbourhood facilities, to an Office Special Provision (OC4(_)) Zone which permits offices, medical/dental offices, clinics, medical laboratories, financial institutions and personal service establishments; with a special provision to further allow convenience store, pharmacy and eat-in restaurant uses.</p>		
<p>Responses: A summary of the various comments received include the following:</p> <p><u>Concern for:</u></p> <p><i>Uses:</i></p> <p>1)commercial encroachment on residential neighbourhood, x3, 2)no established need for uses, x4, 3)already adequate commercial uses in plaza to south, x4, 4)disrupts expectation of residential uses in this location, x3, 5)no support for convenience commercial uses proposed, 6)property should be used for affordable housing, x2, 7)the draw for the neighbourhood was that it was quiet, x2.</p> <p><i>Transportation and Parking</i></p> <p>1)impacts of parking on local street as inadequate parking provided on site, x3, 2)lights at Phillbrook Dr and Adelaide St N are already congested, x3, 3)site should have access with plaza to south to have two accesses, 4)child safety, x2, 5)increases to traffic on Phillbrook Dr exacerbating existing congestion, x6, 6)it is already difficult to make a left on Pennybrook Cres from Phillbrook Dr.</p> <p><i>Proposed Building</i></p> <p>1)cutting down and removing trees, 2)loss of green space, 3)loss of local meeting space, 4)height and fit of building at 3 storeys, 5)overshadowing, 6)disruptive activity associated with building construction, 7)negative impacts on property values, x3, 8)inadequate circulation of notice of application, x2.</p> <p><u>Support for:</u></p> <p>Welcome addition to the neighbourhood, no issue to rezone land.</p>		

--	--

File: OZ-8584
Sonia Wise

PUBLIC LIAISON:	On March 31, 2016, Notice of <u>Revised</u> Application was sent to 209 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on March 31, 2016.	4 replies were received
<p>Nature of Liaison: Change Official Plan land use designation from a Multi-family Medium Density Residential designation to an Office Area designation.</p> <p>Change Zoning By-law Z.-1 from a Residential R1/Neighbourhood Facility (R1-1/NF) Zone which permits single detached dwellings and a range of neighbourhood facilities, to an Office Special Provision (OF4(_)) Zone, which permits offices, medical/dental offices, clinics, medical laboratories, financial institutions and personal service establishments; with special provisions to further allow convenience store, pharmacy and eat-in restaurant uses; a reduced front yard setback of 1m whereas 9m is required; a reduced south interior side yard setback of 1.5m whereas 6m is required; a reduced exterior side yard setback of 1m whereas 7m is required; and a reduced parking provision of 133 spaces whereas 148 spaces are required.</p>		
<p>Responses:</p> <p><u>Concern for:</u></p> <p>1)no need for uses in area, x2, 2)increases to traffic, x2, 3)parking reduction, 4)safety of children/school buses/deaf child, 5)reduced privacy of 3 storey building, 6)senior safety, 7)noise, 8)narrow roads, 9)existing condition of roads, 10) building setback should be met, x2, 11)should be used for affordable housing, 12)loss of green space, 13)provision of parking, 14)brick walls should screen the perimeter, landscaping alone is inadequate, 15)the western half of the site should be retained for green space, and 16)inadequate circulation of notice of application.</p>		

Community Information Meeting

An informal public information meeting was held by the applicant on March 9, 2016, to discuss the details of the proposed development with the community. The applicant presented the proposal to approximately 40 attendees.

ANALYSIS

Proposal

The proposed Official Plan/Zoning By-law Amendment is to permit a three storey office building with ground floor convenience commercial uses. The mixed-use building is proposed to be oriented towards Adelaide Street North and will provide a total gross floor area of 2,787m² with 1,858m² of office space on the top two floors, and 929m² of gross floor area on the ground floor for various convenience commercial uses that are accessory to the offices.

--	--



Figure 2: Conceptual Rendering of Proposal

Provincial Policy Statement 2014

Healthy, livable and safe communities are supported by accommodating a range and mix of residential, employment, institutional and other uses to meet long-term needs (PPS 1.1.1.a)). The proposed office and commercial uses increases the diversity of uses within the local area, and are complementary to the surrounding uses. The PPS requires that settlement areas are to be the focus of growth and development, and that their vitality and regeneration shall be promoted (PPS 1.1.3.1). The site is located within an existing settlement area which has been fully built out and the proposal will provide a redevelopment of an under-utilized site.

The PPS requires planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment uses, and opportunities for a diversified economic base to meet long term needs (1.3.1 PPS). The proposed use of the site will support additional businesses and employment opportunities adjacent to an existing commercial node. The PPS supports opportunities for economic development and community investment-readiness, which is consistent with the enhanced ability of the subject site to attract businesses (1.7 PPS).

The PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (PPS 1.1.3.2a) 1 & 2). The site has access to full municipal services and the use of the property as an office and commercial building represents an appropriate use of the site and transition between adjacent uses. The PPS encourages compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities (1.3.1c)). The site provides a compact, mixed-use development form that will facilitate additional employment opportunities.

Uplands South

The Uplands South Community Plan was a developer-led community plan which was adopted by Council in 1998 to provide guidance for future land use in the area. The Uplands South Community Planning Area is generally comprised of the lands which are located north of Fanshawe Park Road East between Adelaide Street and Richmond Street to Sunningdale Road East.

Significant areas of existing commercial and retail land uses within the plan area were identified at the major commercial node of Masonville Mall including Hylands centre, and the commercial development at the northwest corner of Fanshawe Road East and Adelaide Street North. The community plan was silent regarding potential future office uses, though it did consider the need for additional commercial uses. Section 4.7.3 of the plan identified that the need for additional

--	--

**File: OZ-8584
Sonia Wise**

commercial development within the plan area was minimal, and that if any new commercial designation was necessary, it would be *“of the neighbourhood commercial scale to serve the daily or weekly convenience and shopping needs of nearby residents and passing motorists”*. The southwest corner of Sunningdale Road East and Adelaide Street North was identified as one such suitable location, and has since been developed as a service station, convenience store and restaurant.

The proposed development will have a range of convenience commercial uses which are at a local scale serving the surrounding residents and travelling public. The commercial uses are considered to be accessory and subordinate to the main office uses and do not require, or operate at the scale of, a commercial designation.

Official Plan

The Office Area designation provides for the development of office buildings in appropriate locations while maintaining the downtown as the primary location for office developments in the City. Consistent with the policies, new Office Area designations should be considered through the Official Plan amendment process in response to development proposals.

Location

The Official Plan contains locational criteria to determine if a site is appropriately located to support an Office Area designation. The site should have frontage on an arterial road in a location that is a major entryway to the City. The property has direct frontage on Adelaide Street North which is an arterial road that serves as a gateway to the City from the north.

The site should be adjacent to activity nodes such as a Community Shopping Area (CSA). The property directly south of the subject site was formerly designated as a Community Shopping Area (CSA) which was replaced with the existing designation of Community Commercial Node (CCN) through the comprehensive Official Plan amendment OPA 438 approved by Council in March, 2008. The reference to the shopping area designation was associated with the previous designation, though the function of the property as a community-scale commercial and shopping node meets the intent of providing complementary land uses to the proposed office development. The existing Community Commercial Node is fully developed with a range of commercial and retail uses that cater to destination shopping trips as well as local trips.

The site must also have efficient transit services, which is satisfied by direct access to Wellington Route 13 on Phillbrook Drive, and proximity to route 16-Adelaide located at the intersection of Adelaide Street North and Fanshawe Park Road East.

Use

The Office Area designation is intended to provide a limited amount of suburban office uses while maintaining the downtown as the major location for office development. The proposal is unlikely to compete with the downtown or diminish the downtown demand for office space as the focus for the development is to serve a more local catchment.

The main permitted uses within the Office Area designation are offices within purpose-designed buildings. Secondary uses which may be permitted as accessory to offices include eat-in restaurants, financial institutions, personal services, day care centres, pharmacies, laboratories and clinics. The proposal is for a mix of primary and secondary permitted uses including professional office, medical/dental office and convenience commercial uses, which are complementary to both the existing commercial node and the nearby residential uses.

The Community Commercial Node to the south only permits a limited amount of office uses to ensure the node maintains a commercial and retail focus, and is fully developed with a range of commercial uses. The recommended amendments will provide for a limited amount of office space for a site-specific development that is not currently available in the area.

--	--

Intensity

The Office Area is intended to accommodate office uses that would not normally locate within the downtown in order to avail of specific location requirements. The proposed office uses cater to a smaller and more local catchment than the downtown and provide de-centralized services which are convenient to the neighbouring community.

Offices developments which are 2,000m² to 5,000m² are considered 'medium scale' and the proposal is for a three storey building with 2,787m² of total gross floor area. The site has an irregular shape, and a total lot area of 7,352m². There is 929m² of professional office gross floor area proposed for the third floor, and 929m² of medical/dental office gross floor area proposed on the second floor. The secondary permitted convenience commercial uses are restricted both in size as well as in location, to the ground floor only, to ensure the secondary uses remain accessory to the main office uses. There are four units proposed on the ground floor, with a total gross floor area of 929m², which may accommodate a variety of small-scale convenience commercial uses.

The proposal will support local economic opportunities by providing additional employment opportunities. The proposed office and secondary uses will be supportive of the nearby shopping and commercial uses to the south, and provide convenience uses which are walkable and support active transit for the surrounding community.

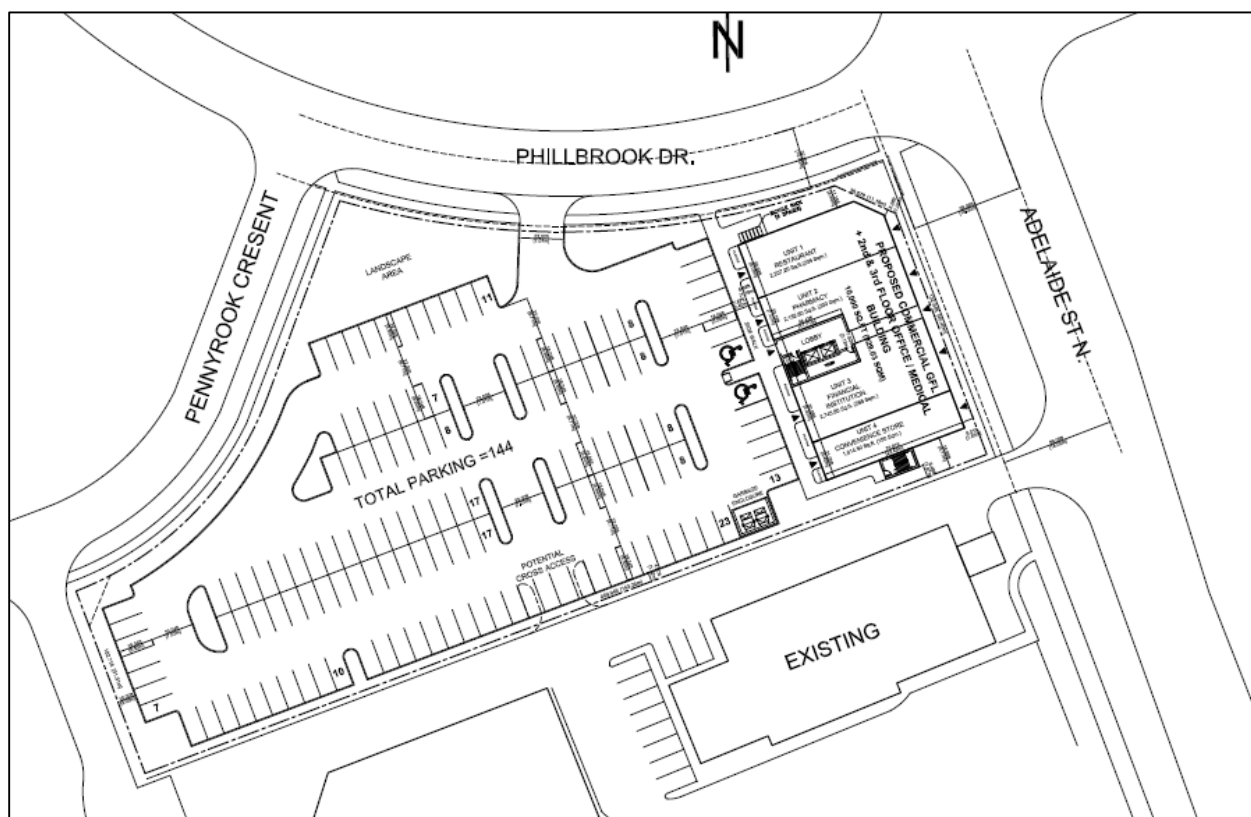


Figure 3: Conceptual Site Plan

Transportation and parking

The vehicular access to the site is proposed to be maintained off of Phillbrook Drive. Parking spaces are located behind the building, to the west, which is the preferred location to accommodate parking while maintaining a strong street edge defined by a building façade. There may be an opportunity to establish an internal connection between the existing commercial node to the south and the subject site, which is encouraged though not mandatory as the site has demonstrated it is able to function with the only access from Phillbrook Drive.

--	--

**File: OZ-8584
Sonia Wise**

The traffic generated by the proposal can be accommodated by the existing transportation network and is supported by a Transportation Impact Assessment. Transportation staff will be seeking the construction of side by side left turn lanes on Phillbrook Drive to support traffic movement, as well as the relocation of the access into the site further west away from the signalized intersection to approximately 10m east of Pennybrook Crescent. These details, as well as any measures to mitigate any adverse impacts on surrounding land uses will be reviewed further and implemented through the site plan approval process. Additionally, in response to traffic concerns raised at the community information meeting, a speed/volume study will be conducted in 2016 to inform or justify the need for traffic calming measures.

The building has a total gross floor area of 2,787m² and proposes a mix of uses which have individual parking rates based on each specific use. The 929m² of professional office gross floor area equates to 24 parking spaces based on the rate of 1/40m². The 929m² of medical/dental office gross floor area equates to 62 parking spaces based on the rate of 1/15m². The convenience commercial uses proposed include convenience store (1/15m²), pharmacy (1/25 m²), eat-in restaurant uses (1/10 m²), financial institutions (1/15 m²), and personal service establishments (1/10 m²) which could equate to an additional 62-93 spaces depending on the uses. The applicant has estimated the number of required parking spaces to be 148 based on the potential anticipated mix of uses. There is a request to reduce the number of parking spaces provided to 133 which is considered a minor and reasonable amount that is not likely to have negative impacts on the surrounding area.

The amount of bicycle parking and barrier-free spaces will be dependent on the total number of required parking spaces. Based on the projected amount of 148 spaces, there would be 11 bicycle parking spaces, and 6 barrier free spaces required which the applicant has committed to providing through the site plan approval process.

The property has direct access to a bus route along Phillbrook Drive and nearby access to an additional route at the corner of Fanshawe Road East and Adelaide Street North. The use of the site will efficiently utilize and support the existing transit services and will not result in a rate of ridership that exceeds the existing capacity.

Pedestrian access is provided on all three bordering roads, Adelaide Street North, Phillbrook Drive, and Pennybrook Crescent through municipal sidewalks. Additional pedestrian connectivity will be encouraged along the south boundary of the site, and through the amenity area or 'pocket park' at the most northerly portion of the site.

Form

The Office Area designation provides for the development of general office uses in small to medium scale office buildings. The proposed development will be a three storey building with the two top floors of professional and medical/dental offices and the ground floor used for convenience commercial uses. The building is proposed to be situated along Adelaide Road North which will be oriented to the street and create a streetwall along the arterial road, while providing the greatest separation to the existing residential dwellings along Phillbrook Drive and Pennybrook Crescent.

The site is on a prominent entryway into the city from the north, and also has a gateway location into the adjoining residential neighbourhoods on the west side of Adelaide Street North. The proposal has been reviewed by the Urban Design Peer Review Panel (UDPRP) which had general support for the building design and provided suggestions for improved site function and design that will be further considered through the site plan approval process.

The proposed office development is adjacent to a commercial node to the south, and bordered by public roads on the remaining three sides. The roads provide existing buffers to nearby residential land uses, and landscaping will be utilized on the site and on the perimeter to further soften and screen the on-site activity.

--	--

Setbacks

A special provision has been requested to reduce the front yard setback from the required 9m to 1m to allow the building to be brought closer to the street. The building design as proposed shows direct access to the ground floor units from Adelaide Street North which is a desirable outcome and justifies the more prominent location of the building associated with the reduced setback. A holding provision will ensure that the preferred building design and street-orientation is constructed in association with a reduced front yard setback, as a design which does not contribute positively to the streetscape would be contrary to the intent of bringing buildings close to the street. Additional special provisions for reduced interior and exterior side yard setbacks are similarly required to locate the building closer to the streets, and are required to permit the building to locate where it can contribute positively to the eventual built form and use of the site.

Height

The total building height is proposed to be 13m or three storeys is in keeping with the character of the area, which includes a mix of high, mid and low rise residential built forms. The office (OC4) zone allows for a built form of up to 19m, however a special provision will restrict the height to a maximum of 13m in order to relate to and maintain the scale of the neighbourhood.

Patio

A small patio is shown towards the northeast corner of the site which may be associated with a possible eat-in restaurant. Consistent with section 4.18 of the Zoning By-law, patios are permitted to be located adjacent to residential zones where separated by a lane; which is Phillbrook Drive in this case.



Figure 4: Conceptual Pocket Park

Landscaping Design

There is landscaping proposed along the perimeter of the site to buffer the parking lot from the nearby residential uses. The use of trees, shrubs and possibly fencing or masonry walls will mitigate the visual impact of the parked vehicles on the surrounding area. The applicant has committed to providing a small amenity area or private ‘pocket park’ in the most northerly portion of the site. The pocket park will provide a small and attractive landscaped space which will contribute to the function and appearance of the site, and will be carefully designed through site plan approval to discourage undesirable behavior, which was identified as a concern by the community.

--	--

**File: OZ-8584
Sonia Wise**

Zoning By-law Amendment

A conceptual site plan has been provided which has demonstrated that there is sufficient land available to accommodate the proposed uses and intensity. The Office Special Provision (OF(_)) Zone will permit the requested office, medical/dental office, and secondary uses consisting of financial institution, personal service establishment, convenience store, pharmacy and eat-in restaurant uses.

A number of special provisions have been requested and/or recommended to enable the site to function to the greatest efficiency to support the site layout and design, including:

- A reduced front yard setback of 1m where 9m is required;
- A reduced exterior side yard setback of 1m where 7m is required;
- A reduced interior side yard setback of 1.5m where 6m is required;
- A reduced number of parking spaces from 148 required to 133 provided;
- An increased percentage of permitted non-office uses from 20% maximum to 34% maximum;
- A maximum height of 13m instead of 19m; and
- A restriction that prohibits non-office uses from operating as stand-alone uses.

The 'h-103' holding provision will be applied to ensure that urban design objectives identified through the Official Plan/Zoning Amendment Application are addressed at site plan and implemented through a development agreement.

CONCLUSION

The site is located on an intervening property between a community commercial node and low, medium and high density residential forms. The office and convenience commercial uses are compatible and complementary with the surrounding land uses, and will serve the local area while maintaining the downtown as the main office centre. The proposal will revitalize an underutilized site on a gateway arterial road, and enhance the streetscape of Adelaide Street North.

PREPARED BY:	SUBMITTED BY:
SONIA WISE PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

April 8, 2016
SW

"Attach." or "encl." (where applicable)

Y:\Shared\implemen\DEVELOPMENT APPS\2016 Applications 8573 to\8584OZ - 1880 Phillbrook Dr (SW)\PEC Report\OZ-8584 - 1880 Phillbrook Dr PEC Report.docx

--	--

File: OZ-8584
Sonia Wise

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

<u>Telephone</u>	<u>Written</u>
Kevin White 18 Pennybrook Cres, London ON N5X2Z6	Bill Caldwell 31 Pennybrook Crescent, London ON N5X 2Z9
Kathy Stead	Carolyn Wydeven 35 Pennybrook Crescent, London ON N5X 2Z9
Mark Soratt 600 Grenfell Dr London ON N5X 2R8	Harry Wilkinson 44-601 Grenfell Dr, London ON N5X4ES
Margaret Schmidt	Ashleigh Memarzadeh
Anne Robertson 508-600 Grenfell Dr, London ON N5X 2R8	Joe Raheb 27 Pennybrook Dr, London ON N5X 2Z9
Helen Douglas 33-601 Grenfell Dr, London ON N5X 2R8	Al vanMourik 110-600 Grenfell Dr, London ON N5X 2R8
Margaret Wilson	Carol Valliere 52-601 grenfell Dr, London ON N5X4ES
	Lorraine Bristol 1562 Phillbrook Dr, London ON N5X 2S4
	John & Janet Ruyers 22 Pennybrook Court, London ON N5X 2Z6
	Robert D’Arcy 47 Pennybrook Cres, London ON N5X2Z9

--	--

**File: OZ-8584
Sonia Wise**

Insert written responses received

From: Bill Caldwell [mailto:]
Sent: Tuesday, February 16, 2016 12:10 PM
To: Wise, Sonia
Cc: Cassidy, Maureen; Bill Caldwell
Subject: OZ-8584

Dear Ms. Wise

I am writing to you to express my opposition to the above captioned zoning change. When we bought here, all the land at the NW corner of Adelaide and Fanshawe was undeveloped but was zoned residential. Despite our opposition to the change in zoning, that property was re-zoned and now houses the Home Depot/Sobeys plaza. If this proposed re-zoning is approved, commercial development will further encroach on our residential community. This re-zoning application is not being proposed because there is a need for this type of development in our community but rather because the current owner will benefit financially from the change while the value of our residential properties will be depressed. Residential buyers investigate and rely on city zoning when considering the most substantial investment of their lives. For this reason alone, a change in zoning should only be permitted in exceptional circumstances. This application does not meet that standard. In addition, I note that there is inadequate parking for the proposed development. That overflow parking will spill onto my street, Pennybrook Crescent. This overflow of vehicles will substantially increase traffic flow on our residential street. For these reasons, I am opposed to this application.

Bill Caldwell
 31 Pennybrook Crescent

From: Carolyn Wydeven [mailto:]
Sent: Friday, February 19, 2016 11:11 AM
To: Wise, Sonia
Cc: Cassidy, Maureen; Bill Caldwell
Subject: Fwd: Fw: OZ-8584

Dear Ms. Wise,

I am also writing to you to express my opposition to the above captioned zoning change. For the exact same reasons as mentioned below by Mr. Caldwell. The property needs to remain as residential to protect our property value and the safety of our street.

Regards,

Carolyn Wydeven
 35 Pennybrook Crescent



File: OZ-8584
Sonia Wise

52-601 Grenfell Dr.,
London, Ont. N5X 4E5,
Feb. 22, 2016.

The City of London,
Planning Services,
P.O. Box 5035,
London, Ont. N6A 4L9.

Re File OZ-8584,
Attention Sonia Wise;

CITY OF LONDON
PLANNING SERVICES

RECEIVED FEB 24 2016

FILE NO. _____
REFERRED TO _____
SUBSEQUENT REFERRALS _____
 FOR ACTION FILE
 FOR INFORMATION H.B.F.
 FOR REPORT OTHER

I am opposed to Adelaide and Phillbrook Centre Inc.'s application for a Zoning By-law amendment and Official Plan amendment for 1880 Phillbrook Dr. to be approved for the change from R1-1 NF Zone to OCH (-) Zone.

My concerns are as follows:

- ① The site is located in a Deaf Child area.
- ② Phillbrook, Grenfell and Adelaide are all only 2 lanes wide approaching the adjacent traffic light.
- ③ The next closest intersection, Adelaide and Fanshawe, has the 5TH highest accident rate in London.
- ④ A very busy plaza with a large Home Depot and Sobeys is located directly behind the proposed site.
- ⑤ The "T" intersection at Grenfell and Blackwater (the 1ST street past Adelaide) is the pick-up and drop-off point for elementary and high school buses.
- ⑥ There is an LTC Bus Stop between Adelaide and Blackwell.
- ⑦ Noise and traffic will be considerably higher than the quiet small Church on Sundays located next door.
- ⑧ There are only 2 egresses from Grenfell to Adelaide, despite continual construction at the end of Grenfell. Therefore, the Grenfell and Adelaide (and Phillbrook) traffic light-controlled intersection is a bottleneck at times.
- ⑨ Many children and seniors live in the immediate area.
- ⑩ The number of parking spaces legally required for the proposed new businesses, especially a restaurant, may lead to on-street parking and a future request for a rule change.

Sincerely,
Carole Valliere (Carole Valliere)

PLANNING DIVISION

From: harry wilkinson [mailto:]
Sent: Monday, February 22, 2016 2:08 PM
To: Wise, Sonia
Cc: Cassidy, Maureen
Subject: File 3 OZ-8584-Application to Amend Official Plan & Zoning By-Law

The application to rezone the lands at 1880 Phillbrook Drive are unacceptable for the following reasons:

1. The traffic congestion at the Phillbrook-Adelaide-Grenfell lights is already very congested, particularly if there are school buses present, and Grenfell/Phillbrook is a major route for people wanting to bypass Fanshawe Park road.

--	--

**File: OZ-8584
Sonia Wise**

2. There is a major concentration of retail businesses adjacent to the property, including a Sobeys supermarket which is open 24 hours a day, and a drug store which is open long hours as well, to say nothing of a dry cleaning store and a Home Depot.
3. The entrance/exit onto Phillbrook is only going to increase this congestion, particularly for those who want to make a left turn from Phillbrook onto Adelaide North.
4. The congestion on Adelaide, and at this road juncture will only get much worse given the construction taking place and proposed for Adelaide North.
5. Under no circumstances should there be retail space allowed on this property, particularly something such as a variety store, a bank, or a drug store, and at the same time, if any building is constructed the entrance/exit should be through the South side of the property into the adjacent plaza which has 3 exits located away from the intersection and lights at Phillbrook/Grenfell.
6. This property should be used for constructing affordable housing, such as the Co OP located across from it. This city has a crying need for affordable housing, but it does not need to be of the type most seen in many parts of the city. The row upon row of townhouses, built to minimum standards, with the main purpose being to cram as many units onto a land mass for the benefit of the developers and the builders, only creates a ghetto like development. The layout of the Co Op development is an example of what can be done to produce affordable housing.

Harry Wilkinson
Unit 44, ^01 Grenfell Dr.
London N5X 4E5

From: Ashleigh Memarzadeh [mailto: [REDACTED]]
Sent: Monday, February 22, 2016 8:29 PM
To: Wise, Sonia
Subject: OZ-8584 Notice of Application to Amend The Official Plan & Zoning By-Law

Good evening Sonia,

I hope this email finds you doing well this evening. I am writing to you to express my opinions on the Adelaide and Philbrook Centre Inc.'s application to amend the zoning by-law from a residential/neighbourhood facility, to an office special provision zone on the intersection of Adelaide and Philbrook. I live nearby the location at Adelaide and Philbrook, and often cut across the current Church's parking lot and the lovely grass area with trees behind the Church to catch a bus. I personally have no issue with wanting to rezone this area, but what I do take issue with is a.) the cutting down and removal of London's tree's. It seems like everywhere I look in London these days, trees are being cut down for monetary gain of some corporation wanting to build yet another office/house/store. So much for us being the proud Forest City. It seems like there are more trees coming down than being planted, and the trees that are specifically on the location looking to be rezoned are beautiful. It would be such ashame to cut them down for the sake of yet another building. I wonder how long it'll take until parks in London are also rezoned and taken over by corporate buildings. b.) Allowing this building to be three stories high would make it taller than any other building in the area (aside from the apartment buildings near by), and would overshadow near by houses, and would make the area look somewhat unattractive. Two stories would be much more preferable. c.) the noise created by construction in order to erect this building, cut down the trees, and extend the parking lot as reflected in the map provided along with the application, would be very disruptive to the residential community that lives near by as it will take weeks of work to complete this project. It is unnecessary and unfair to the families living there. And lastly, d.) this will greatly increase the

--	--

**File: OZ-8584
Sonia Wise**

traffic on Philbrook. This is problematic as several school buses stop there to both pick up and drop off children from school, and would cause the street to be much more congested and busy, and more dangerous to children living in the area.

Please do not take my opinions or my expression of them as anything personal against you, they are simply my views on the application for the amendment, and while I feel like sharing my views won't make much of a difference, I would like to at least be able to say that I tried. Even if all I did was send an email.

I hope you have a great evening,
Kind regards,

Ashleigh Bailey

"The real voyage of discovery consists not in seeking new lands but seeing with new eyes." — Marcel Proust

From: Joe Raheb [mailto:]
Sent: Tuesday, February 23, 2016 1:33 PM
To: Wise, Sonia
Cc: Cassidy, Maureen; Saunders, Cathy
Subject: OZ-8584

I am writing in response to the notification an application to request the city zoning bylaw be amended for the address of 1880 Phillbrook Dr. to Community Node Designation from Multi-Family Medium Density Residential.

I reside at 27 Pennybrook Cres. and I am opposed to the amendment. This neighbourhood has seen other nearby property have it's zoning changed and it has greatly changed the area to the negative. Traffic and congestion in the area has gotten worse. The additional types of new buildings and businesses that could move in would only reduce the quality of the neighbourhood. When we moved in our home it was a quiet residential street with nearby vacant land that was zoned for more of the same. This was one of the reasons we purchased here. Any further change to commercial zoning will only make the traffic on my street and the nearby area even more undesirable. I don't think there is a shortage of medical/dental offices, clinics, medical laboratories, financial institutions and other service establishments in the area. I further expect that this change with also reduce my property value.

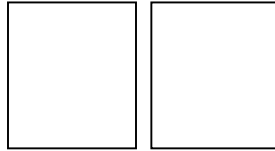
Please consider rejecting this change of zoning. I would like to be notified if this amendment has been adopted or rejected.

Thankyou
Joe Raheb
27 Pennybrook Cres.
London ON N5X2Z9

From: Al vanMourik [mailto:]
Sent: Friday, March 04, 2016 12:31 PM
To: Wise, Sonia
Subject: OZ-8584, 1880 Philbrook Drive

Hi Sonia, I am the owner of unit 110, 600 Grenfell Drive. An observation regarding the 'potential cross access' to the existing commercial plaza. I would suggest it is important to include this otherwise only one access off of Philbrook Dr is available. Otherwise, a welcome addition to this neighbourhood. tks ... al

Al vanMourik
Mobile: [REDACTED]
Mail: [REDACTED]



File: OZ-8584
Sonia Wise

From: harry wilkinson [mailto: [REDACTED]]
Sent: Sunday, March 06, 2016 1:40 PM
To: Wise, Sonia
Cc: Cassidy, Maureen
Subject: Re: Notice of Community Information Meeting - 1880 Phillbrook Drive

Thank you for the invitation. Ms. Wise, I have been around and worked in the real estate industry , that is before I retired and went to Western, and I do not need to be present at a gathering organized by the developer purely for the purpose of “smooching” and “smoothing” those who do not agree with their plans.

As I said in my original submission, it is my opinion that to develop that property for anything else than affordable housing, which this city badly needs, would be a mistake. On at subject, the co-op across the road from this proposed development, is a good example of how an affordable housing development can be laid out and operated. Furthermore, what is the purpose of the exercise to produce a zoning plan when it can be changed to whatever a developer wants, and why bother inviting comment when we both know nothing will change the direction of the development.

That said, should the city deny the developer permission to proceed as planned, the next move would be for an appeal to the O.M.B.
, who would then rule in favour of the developer. It is very apparent that the desires of neighbours takes a back seat when it comes to zone changes.
, so why bother listening to something the developer knows full well that they are going to approval for anyway?

This city is not much different than any other city or town I have lived in in Canada, at least insofar as pandering to developers is concerned, and I am not going to waste my time attending any meeting organized by the developers purely for the purpose of promoting their plans.

From: Robert D\Arcy [mailto: [REDACTED]]
Sent: March-15-16 11:27 AM
To: laverne@kirknessconsultinginc.ca
Subject: Kirkness Consulting's message from Robert D\Arcy

Site: Kirkness Consulting (<http://kirknessconsultinginc.ca>)

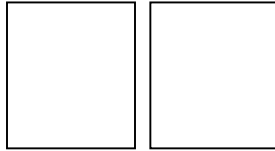
Name: Robert D\Arcy

Email: [REDACTED]

Messages: I was unable to attend your session on March 9th re the project at 1880 Phillbrook Drive in London. I have a question about the screening along Pennybrook Cres (I live at 47 Pennybrook Cres). What does this entail. Is it fencing of some kind or is it just trees. If it is fencing I would hope it's not a wooden fence as these seem to get run down over time. I would prefer a brick fence similar to the one across the street from this new development. I would think I could support this project if it is a brick fence.

bdarcy [REDACTED]
Sent: Thursday, March 31, 2016 11:49 AM
To: Laverne Kirkness; Wise, Sonia; Cassidy, Maureen
Subject: Fwd: RE: Kirkness Consulting's message from Robert D\Arcy

I'm writing regarding OZ-8584 development at 1880 Phillbrook Dr. Most of my concerns are about the landscaping along Pennybrook Cres. The use of a berm and trees will not provide sufficient noise and privacy. While it looks like the building fronts Adelaide St with the parking fronting Pennybrook Cres the real frontage is there as most people will enter from their cars. I had suggested a brick wall similar to the one directly across Adelaide from the new



**File: OZ-8584
Sonia Wise**

development. As you can see below this was not what they are thinking. I understand that development is not the most popular thing but sometimes just simple things can help.

Can you provide my some other locations in London where similar developments are located where commercial buildings are directly fronting across the street from single family homes in the over \$300,000 range that only landscaping is used.

From: Carolyn Wydeven [mailto: [REDACTED]]
Sent: Thursday, March 31, 2016 1:46 PM
To: Wise, Sonia
Subject: Re: OZ-8584 Notice of Revised Application

Thank you Sonia for keeping us in the loop. We are against having the parcel of land rezoned from residential to commercial. We look forward to attending the public meeting to discuss further.

Regards,

Carolyn Wydeven

From: BRISTOL [mailto: [REDACTED]]

Sent: Saturday, April 02, 2016 1:09 PM
To: Wise, Sonia
Subject:
 Rezoning 1880 Phillbrook Drive File #: OZ-8584

I am writing to oppose the requested rezoning amendment for 1880 Phillbrook Drive, File # OZ-8584. I live at 1562 Phillbrook Drive and am upset that I had to read about this in The London Free Press on April 1st. I hoped it was an April Fools' joke, but I drove by and saw the signs on the church property.

Why wasn't I advised about this request. I have checked with several of my neighbours and they knew nothing about this development either. I definitely feel that this notice should have gone out to everyone in our subdivision, especially the home owners on Phillbrook Drive. I cannot perceive why the city would allow rezoning for offices, Medical/Dental Labs, Financial Institutions and Personal Service Establishments. I am especially confused with the "Special Provision" to further allow a convenience Store, Pharmacy and Eat-in Restaurant (assume could be licenced). The following are my reasons for opposing this rezoning:

1. This is a large residential community. I don't consider it "medium" Density.
2. There are already enough of these types of businesses in our area. Have local businesses been canvassed as to their opinions?
3. The traffic flow from this busy proposed commercial building cannot handle the increased number of vehicles, especially large trucks delivering supplies.
4. Phillbrook Drive will end up being like Fanshawe Park Road with people cutting through from these businesses. The morning and evening traffic by our house is already terrible.
5. Every business in a commercial establishment requires a certain number of parking spaces. Now I see that 15 parking spaces are being eliminated. This is especially a concern if a restaurant/bar is allowed. People will be parked all over the nearby streets and Sobies/Home Depot lot which are already overcrowded. I assume as a business applies for occupancy, the city calculates the required number of parking spaces. Could you please send me a copy of London's commercial parking standards. If the city allows this amendment, I would also like to view the parking allotments when this proposed building is all leased out. I believe that requirements are similar to:
 Restaurant/Bar: 1 space per 4 persons capacity, Service Commercial Uses: 4 spaces per 100 sq. m. gross floor area, Retail store: 4 spaces per 100 sq. m. gross floor area, Medical Office: 6 spaces per 100 sq. m. gross floor area etc.

--	--

File: OZ-8584
Sonia Wise

6. There are a number of school buses very near this area. This will compromise the safety of the children.
7. Many children live in the condos, both the low rentals directly on Phillbrook Drive and the corner apartments and condos on Grenfell Drive and Adelaide Street.
8. There is also a "Deaf Child" sign posted on Phillbrook Drive directly at the zone area.
9. Many children close to this area walk to local schools, again increasing the likelihood of children being in danger of being hit by vehicles.
10. There are also a large number of seniors, both from Chateau Gardens Nursing Home and since this is an older well-established area of the city, it houses many elderly people.
11. A three story building will impinge on local home/condo owners privacy.
12. There will also be an increased noise level produced for all residents who moved to Stoneybrook/ Grenfell area because it was a quiet area of the city.
13. The streets in this area are narrow. Firetrucks and other emergency vehicles will have an awful time getting through such a proposed congested area. In winter these lanes are greatly reduced. To me even one life lost is worth more than the taxes the city will receive if this establishment is allowed to proceed.
14. I don't even want to think about the what the area would be like during the initial construction/destruction especially when you factor in my above points.
15. The surface of the roads for Phillbrook Drive and Grenfell Drive are already in awful shape with several possible sinkholes forming in several locations, one in front of my house. last year one occurred directly in front of my across the street neighbours' driveway. The surface already requires repaving. All the extra construction and added local traffic will make these roads hazardous.

Thanks,
Lorraine Bristol

I would appreciate receiving all the followup information concerning this rezoning. I look forward to my tax reduction for 2017.

Thanks,
Lorraine Bristol
1562 Phillbrook Drive,
London, Ontario, N5X 2S4.
Home: [REDACTED]
Cell: [REDACTED]

From: Bill Caldwell [mailto:[REDACTED]]
Sent: Saturday, April 02, 2016 9:58 AM
To: Wise, Sonia
Subject: Re: OZ-8584 Notice of Revised Application

Hello Sonia
I don't know if I need to register an objection to the amendment in order to stay in the process but in case it is necessary, I object to the zoning application as amended for the same reasons I outlined in my initial email.
Bill Caldwell

From: harry wilkinson [mailto:[REDACTED]]
Sent: Monday, April 04, 2016 4:47 PM
To: Wise, Sonia
Cc: Cassidy, Maureen
Subject: oz-8584

Thank you for the recent notice of the meeting re the revise notice of application to amend the official plan & zoning by-law. Unfortunately, because of my age and relative infirmity, I cannot attend in person.

My position on the proposal has not changed, although I wish to add that the proposed setbacks, particularly on the Adelaide are ridiculous given the proposed location of the building.

--	--

**File: OZ-8584
Sonia Wise**

Adelaide is a very busy street, and regrettably, becoming even more busy. The original set backs, as a minimum should be observed for any proposal to build on this land parcel.

My original position remains as it was in my first communication. The land should be used as originally zoned, and affordable housing should be constructed in the manner similar to the co op development across from this parcel. That is, units in clusters as opposed to the long lines as seems to be the custom with builders today.

Harry Wilkinson
604 Grenfell Dr, Unit 44

From: John [mailto:]
Sent: Monday, April 04, 2016 4:26 PM
To: Wise, Sonia
Cc: Cassidy, Maureen
Subject: Notice of Application to Amend the Official Plan at 1880 Philbrook Drive (OZ-8584)

To Sonia Wise, Planner,

We oppose the proposed change to the Official Plan land use designation from a Multi-family Medium Density Residential designation to an Office Area designation (OZ-8584)

We fail to see any need to change the designation. The immediate area does not require any more medical/dental offices, clinics, convenience stores, pharmacies or eat-in restaurants. The construction of these facilities will take away from the aesthetics of the neighbourhood, including the existing green space at 1880 Philbrook Drive.

We definitely oppose the revised amendments of a reduced front yard setback of 1m and a reduced south interior yard setback of 1.5 m and a reduced exterior side yard setback of 1m. Again no rationale is provided for these proposed revised amendments. To us, the overall effect of the proposed amendments is to reduce the aesthetics of the proposed facilities.

We oppose parking provisions for 148 (or 133) automobiles. There are already enough parking lots in the immediate vicinity. More parking facilities will take away from the residential character of the neighbourhood.

If development must take place, we propose that the City of London insist that at least half of the parcel of land at 1880 Philbrook Drive be preserved as green space and that the proposed development be scaled down accordingly. We propose that the green space be located at the western portion of the existing parcel of land to act as a shield (from development) for the existing neighbourhood.

Please keep us informed about updates on this matter.

Sincerely,

John and Janet Ruypers,

22 Pennybrook Court

London N5X 2Z6

--	--

File: OZ-8584
Sonia Wise

**Bibliography of Information and Materials
OZ-8584**

Request for Approval:

City of London Official Plan/Zoning By-law Application Form, completed by Adelaide & Phillbrook Centre Inc, January 21, 2016

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*, 2014.

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

City of London. Uplands South Community Plan. December, 1998.

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

Kirkness Consulting Inc. *Planning Justification Report*, January 2015.

BT Engineering. *Transportation Impact Study*, December 15, 2015.

Correspondence: (all located in City of London File No. OZ-8584 unless otherwise stated)

City of London -

Elmadhoon, M., City of London Transportation Planning and Design. Various e-mails with S. Wise. March 11 - 18.

Giesen A., City of London Parks Transportation Planning and Design. Comments to S. Wise. February 23, 2016.

Moore, B., City of London Wastewater and Drainage Engineering. Email to S. Wise. March 29, 2016.

Departments and Agencies -

Creighton C., UTRCA. Memo to S. Wise. March 30, 2016.

Hall, D. LTC. Email to S. Wise February 12, 2016.

Bezzina, J., London Hydro. Memo to S. Wise. February 16, 2016.

Other:

Site visit March 9, 2016

--	--

**File: OZ-8584
Sonia Wise**

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2016

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 1880 Phillbrook Drive.

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 May 17, 2016.

Matt Brown
Mayor

Catharine Saunders
City Clerk

--	--

File: OZ-8584
Sonia Wise

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, Medium Density Residential to Office Area 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 1880 Phillbrook Drive in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the *Provincial Policy Statement, 2014*, and the Office Area policies of the Official Plan.

The recommended amendment will enable a form of development that is compatible with the existing surrounding land uses and will facilitate a mixed use commercial and office building.

The recommendation to permit professional office, medical/dental office and convenience commercial uses will serve a suburban catchment and will not compete with the Downtown for general office space

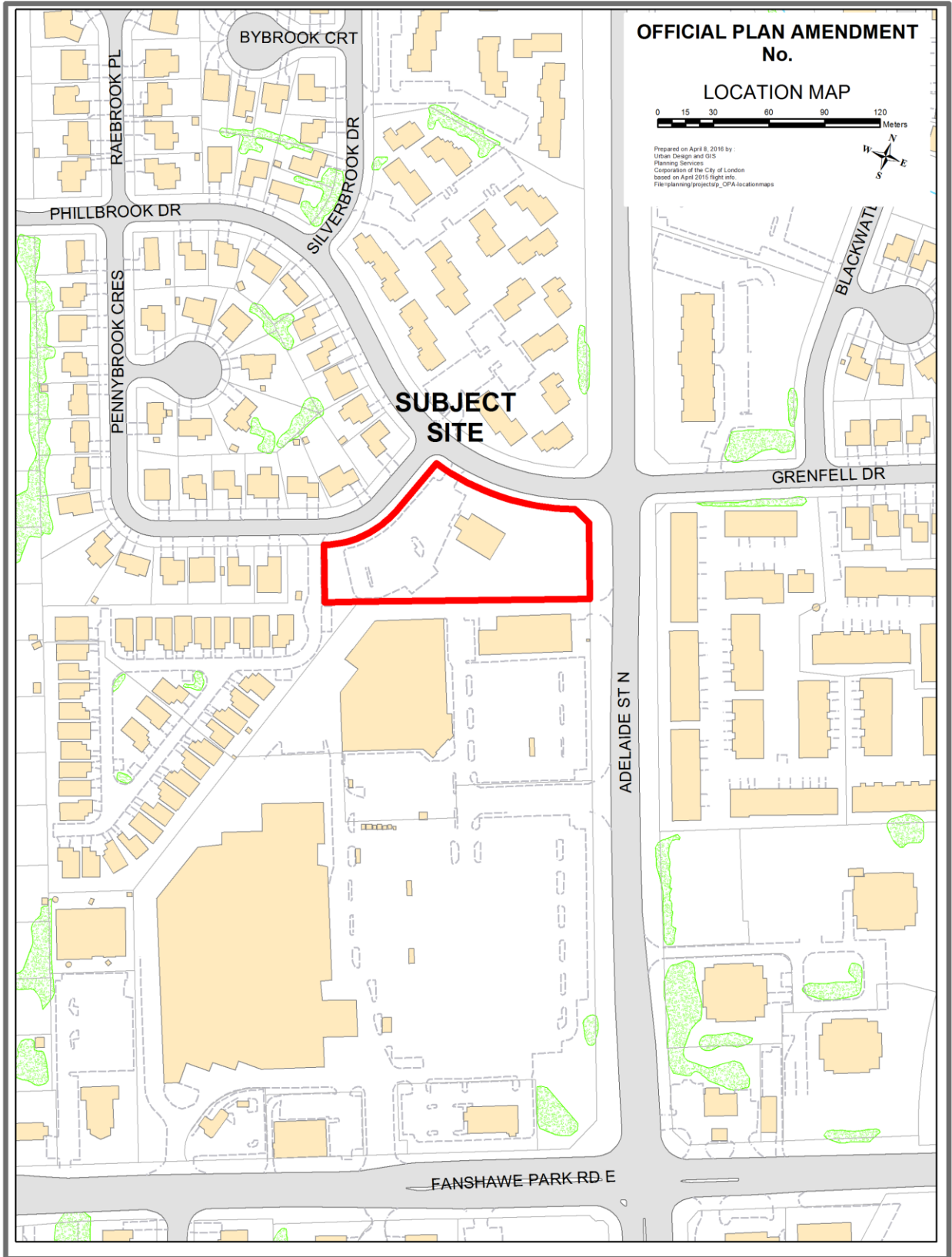
D. THE AMENDMENT

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

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1880 Phillbrook Drive in the City of London, as indicated on “Schedule 1” attached hereto from Multi-family, Medium Density Residential to Office Area.

--	--

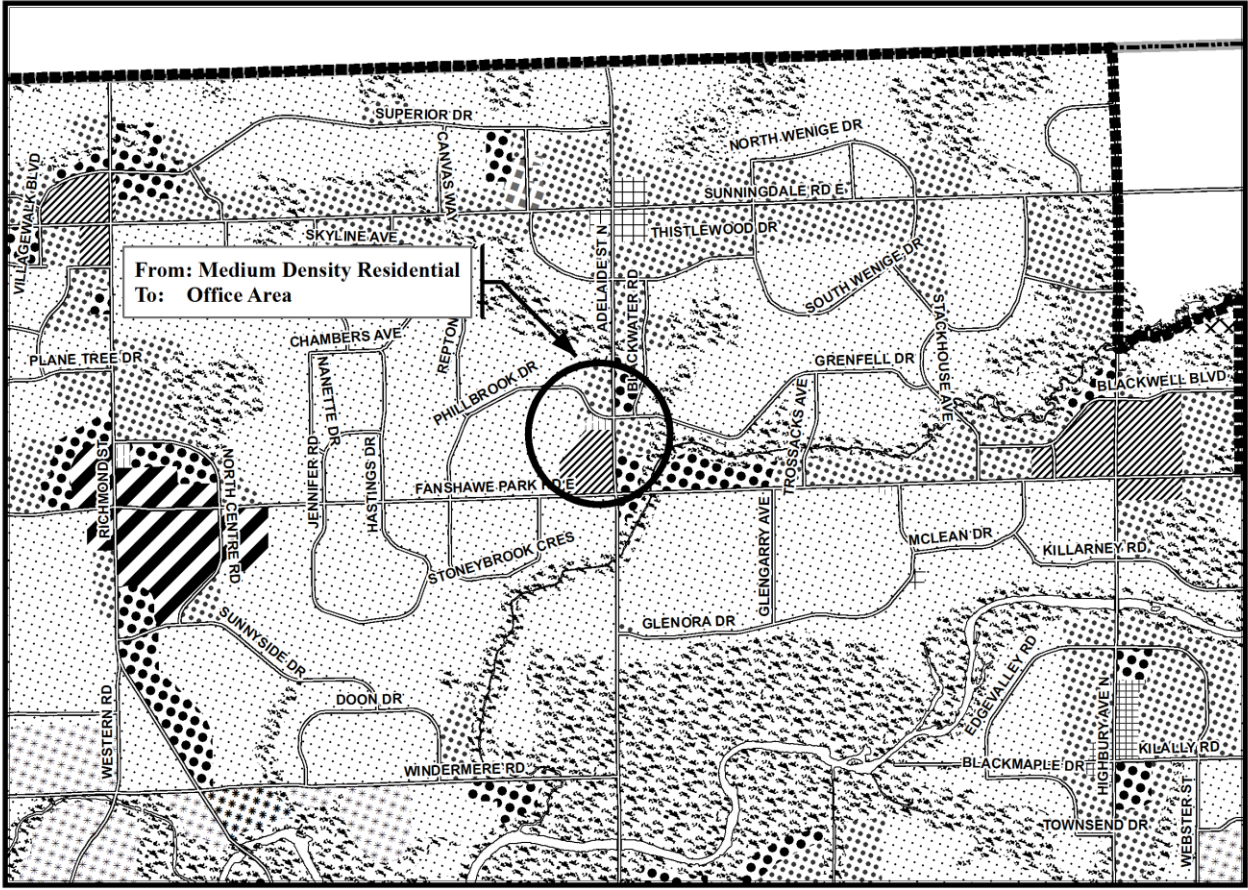
File: OZ-8584
Sonia Wise



--	--

File: OZ-8584
Sonia Wise

AMENDMENT NO:



Legend

- | | |
|---|---|
| <ul style="list-style-type: none"> Downtown Wonderland Road Community Enterprise Corridor 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 | <ul style="list-style-type: none"> 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 |
|---|---|

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

<p>SCHEDULE 1 TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8584</p> <p>PLANNER: SW</p> <p>TECHNICIAN: MB</p> <p>DATE: 2016/04/08</p>
--	-------------------------------------	--

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol\00\amendments\oz-8584\mxd\ScheduleA.mxd

--	--

**File: OZ-8584
Sonia Wise**

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2016

By-law No. Z.-1-16_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1880 Phillbrook Drive.

WHEREAS Adelaide and Phillbrook Centre Inc. has applied to rezone an area of land located at 1880 Phillbrook Drive, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1880 Phillbrook Drive, as shown on the attached map comprising part of Key Map No. A102, from a Neighbourhood Facility/Residential R1 (NF/R1-1) Zone to a holding Office Special Provision (h-103*OF4(_)) Zone.
- 2) Section Number 19.4 of the Office Zone (OF) Zone is amended by adding the following Special Provision:

OF4()	1880 Phillbrook Drive	
a)	Additional Permitted Uses	
	i) Convenience Store	
	ii) Pharmacy	
	iii) Eat-in Restaurant	
b)	Regulations	
	i) Height	13m (42.6ft)
	(maximum)	
	ii) Front Yard Setback	1m (3.3 ft)
	(minimum)	
	iii) Front Yard Setback	2m (6.6 ft)
	(maximum)	
	iv) South Interior Side Yard Setback	1.5m (4.9 ft)
	(minimum)	
	v) Exterior Side Yard Setback	1.5m (4.9 ft)
	(minimum)	
	vi) Minimum number of parking spaces where	(133)
	the total number of required spaces is 148 or less	
	vii) The total gross floor area for all non-office uses shall not exceed 34% of the total gross floor area of the building	
	viii) The non-office uses shall only occur on the ground floor of a building containing offices, and shall not be permitted as stand-alone uses	

--	--

**File: OZ-8584
Sonia Wise**

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on May 17, 2016.

Matt Brown
Mayor

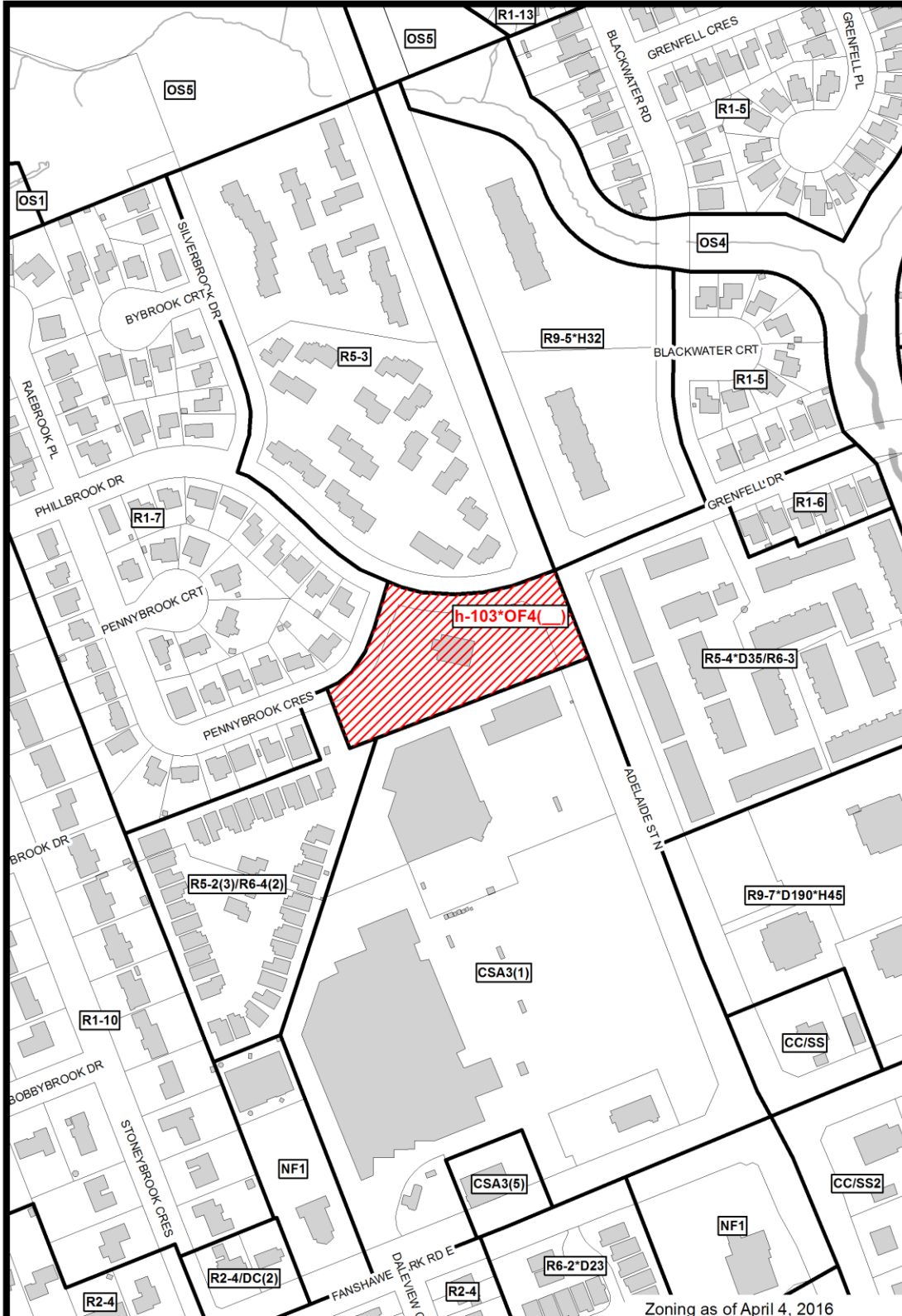
Catharine Saunders
City Clerk

First Reading – May 17, 2016
Second Reading – May 17, 2016
Third Reading – May 17, 2016

--	--

File: OZ-8584
Sonia Wise

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



<p>File Number: OZ-8584 Planner: SW Date Prepared: 2016/04/08 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p>0 15 30 60 90 120 Meters</p> <p style="text-align: center;"></p>
---	---

Geodatabase