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TZ-8802
B. Debbert

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: FARHI HOLDINGS 200 ALBERT STREET, 192 – 196 CENTRAL AVENUE AND 193 – 197 CENTRAL AVENUE PUBLIC PARTICIPATION MEETING ON OCTOBER 23, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application of Farhi Holdings relating to the properties located at 200 Albert Street, 192 – 196 Central Avenue and 193 – 197 Central Avenue, the proposed by-law attached hereto as Appendix “A” **BE INTRODUCED** at the Municipal Council meeting on October 30, 2017 to amend Zoning By-law Z.-1, in conformity with the Official Plan, by extending the Temporary Use (T-70) Zone for a period not exceeding three (3) years.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Z-7528 – June 16, 2008 - Report to Planning Committee supporting an application related to 192 – 196 Central Avenue and 193 – 197 Central Avenue, to permit the temporary parking lot use for a period of three (3) years.

Z-8336 – June 17, 2014 - Report to Planning Committee supporting an application by Farhi Holdings to permit the temporary parking lot use for all three properties for a period of three (3) years.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the requested Zoning By-law amendment is to extend the existing Temporary Use (T-70) Zone to allow for the continuation of three existing commercial surface parking lots on the subject lands for a period not to exceed three (3) years.

RATIONALE

1. The recommended extension to the Temporary Use (T-70) Zone is consistent with the *Provincial Policy Statement 2014*;
2. The recommended extension to the Temporary Use (T-70) Zone is in keeping with the Temporary Use policies of the 1989 Official Plan;
3. The recommended extension to the Temporary Use (T-70) Zone is in keeping with the Temporary Use Provisions policies of *The London Plan*;
4. The recommended extension to the Temporary Use (T-70) Zone does not compromise the ability to achieve the long-term goals of *Our Move Forward: London’s Downtown Plan*;

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5. The recommended extension to the Temporary Use (T-70) Zone is appropriate to help maintain an adequate supply of parking to service businesses in the Downtown and on Richmond Row pending completion of the Downtown Parking Strategy Study, and the gradual transition away from the use of commercial surface parking lots as transit ridership increases and as alternative parking spaces are provided; and,
6. The parking lots have existed for periods ranging from 12 – 25 years and have achieved a measure of compatibility with the surrounding land uses.

BACKGROUND

Date Application Accepted: June 22, 2017	Agent: Zelinka Priamo (Michelle Doornbosch)
<p>REQUESTED ACTION: Possible change to Zoning By-law Z.-1 by amending the temporary use provisions of the existing Residential R10/Office Conversion/Temporary (R10-3-H24/OC7/T-70) Zone at 200 Albert Street, the existing Holding Residential R3/Residential R4/Residential R8/Office Conversion/Restricted Office/Temporary (h-5-R3-1/R4-1/R8-4/OC7/RO3/T-70) Zone at 193 – 197 Central Avenue, and the existing Residential R10/Office Residential/Temporary (R10-4-H-26/OR5-D303-H26/T-70) Zone at 192 – 196 Central Avenue TO EXTEND the temporary commercial parking lots for an additional three (3) years.</p>	

<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use (all properties) – temporary commercial surface parking lot <p>200 Albert Street</p> <ul style="list-style-type: none"> • Frontage – 44.81 metres • Depth – 229.7 metres • Area – 0.34 ha • Shape – rectangular <p>192 – 196 Central Avenue</p> <ul style="list-style-type: none"> • Frontage – 48.46 metres • Depth – 38 metres • Area – 0.18 ha • Shape – rectangular <p>193 – 197 Central Avenue</p> <ul style="list-style-type: none"> • Frontage – 21 metres • Depth – 46 metres • Area – 0.10 ha • Shape - rectangular

<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North - residential/commercial • South - residential/commercial • East - commercial (Richmond Row) • West - residential

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LOCATION MAP

Subject Site: 192-196 Central Ave, 193-197 Central Ave,
and 200 Albert St

Applicant: Farhi Holdings

File Number : TZ-8802

Planner : BD

Created By : MB

Date : 2017/09/28

Scale : 1:1500

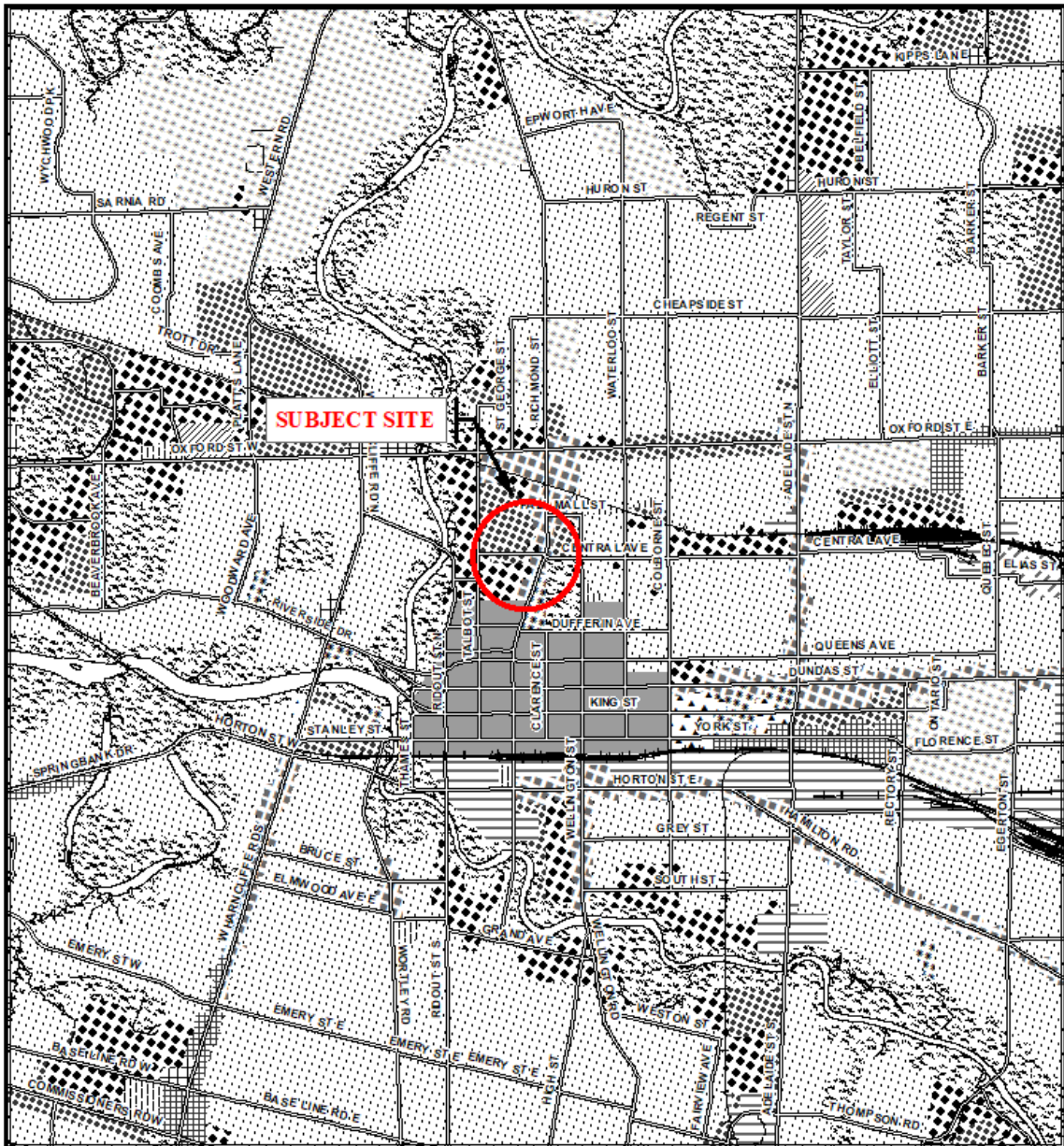
Legend

Subject Site



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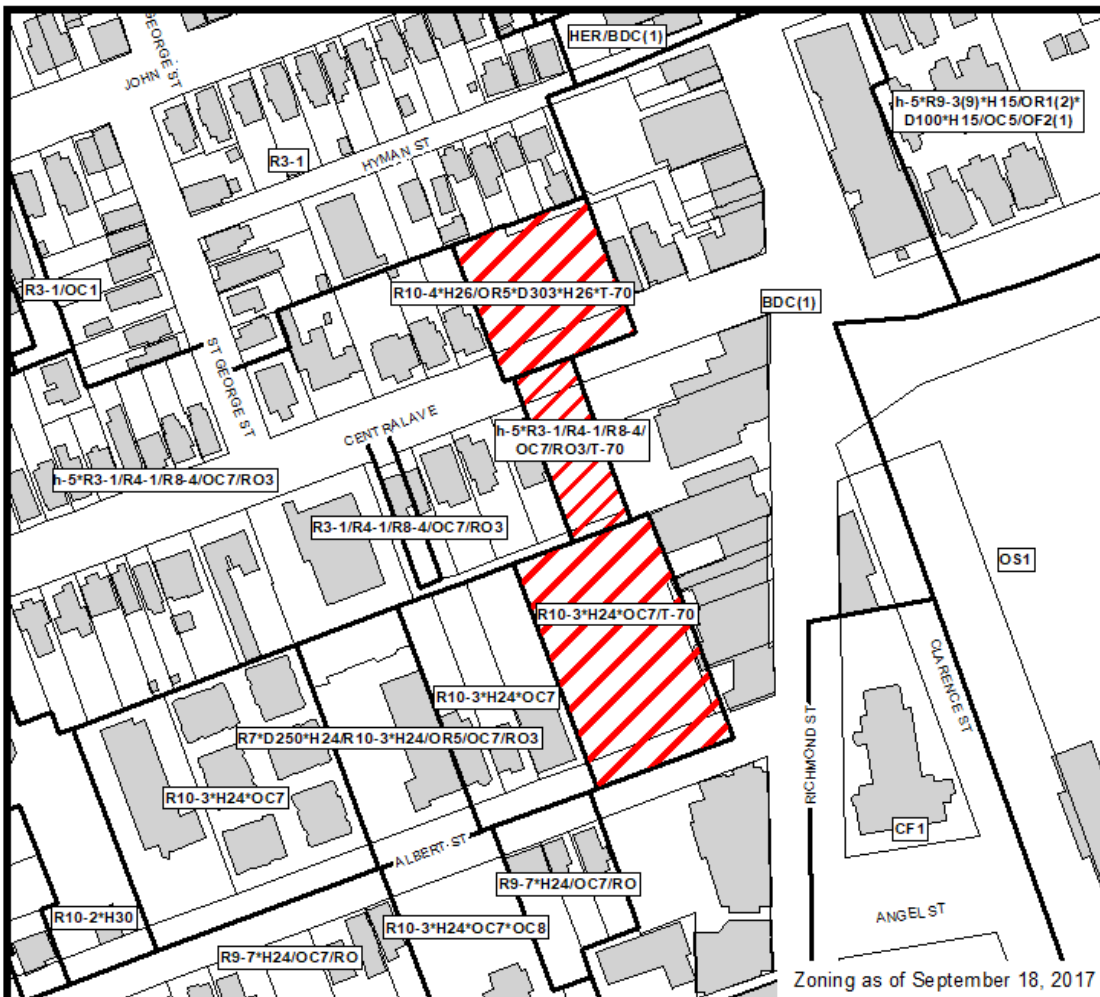


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial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

<p>CITY OF LONDON Department of Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: TZ-8802</p> <p>PLANNER: BD</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/09/28</p>
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Zoning as of September 18, 2017

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R10-3*H24*OC7/T-70 and R10-4*H26/OR5*D303*H26*T-70 and h-5*R3-1/R4-1/R8-4/OC7/RO3/T-70

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 |
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<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z-1 SCHEDULE A</p>	<p>FILE NO: TZ-8802 BD</p> <hr/> <p>MAP PREPARED: 2017/09/28 MB</p> <hr/> <p style="text-align: center;">1:2,000</p> <p style="text-align: center;">0 10 20 40 60 80 Meters</p>
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THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

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1989 OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • Multi-family, High Density Residential
THE LONDON PLAN PLACE TYPE:
<ul style="list-style-type: none"> • 200 Albert Street – Rapid Transit Corridor • 192 – 196 Central Avenue – Neighbourhoods • 193 – 197 Central Avenue - Neighbourhoods
EXISTING ZONING: (refer to Zoning Map)
<ul style="list-style-type: none"> • 200 Albert Street - Residential R10/Office Conversion/Temporary (R10-3·H24/OC7/T-70) Zone • 192 – 196 Central Avenue Residential R10/Office Residential/Temporary (R10-4·H-26/OR5·D303·H26/T-70) Zone • 193 – 197 Central Avenue Holding Residential R3/Residential R4/Residential R8/Office Conversion/Restricted Office/Temporary (h-5·R3-1/R4-1/R8-4/OC7/RO3/T-70) Zone

PLANNING HISTORY

Subject Sites

200 Albert Street – A temporary zone to allow a commercial parking lot was approved in 2004 and expired in 2007.

192 – 196 Central Avenue – On January 20, 1992, City Council passed a Zoning By-law amendment to permit a parking lot on the subject land for a period of two years. The temporary use expired in 1994 and subsequent Zoning By-law amendments were approved in 1997, 2000, 2008 and 2011 to allow use of the property for a temporary commercial surface parking lot.

193 – 197 Central Avenue – On August 29, 2005, City Council passed a Zoning By-law amendment to permit a parking lot on the subject land for a period of three years and allowed a setback reduction from 3.0 metres to 0.0 metres from the original street line. The temporary zone was then extended until 2011.

All three properties - In 2014 Council approved a new temporary use (T-70) zone to permit commercial surface parking lots on all three properties, and recognized the existing condition of a front yard setback for the parking lots of 0.0 metres.

Downtown Parking Strategy (DPS)

The subject properties lie 1 – 2 blocks north of the northerly extent of the geographic boundaries for the Downtown Parking Strategy at Kent Street, and are therefore not within the study area. The recommendations of the Downtown Parking Strategy (DPS) are only relevant to properties within the downtown boundary as shown in the Downtown Parking Strategy. However, given the proximity of the subject properties to the study area boundary and the role of these properties in providing some parking support to the Downtown in addition to the more proximate Richmond Row, the intent of the anticipated DPS recommendations may be taken into account.

On September 15, 2015 Municipal Council resolved:

That the following actions be taken to assist with encouraging redevelopment of vacant lots in London's downtown:

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- a) *the Civic Administration **BE REQUESTED** to review and report back to a future meeting of the Planning and Environment Committee on the status of all commercial parking lots in the downtown to confirm that these properties are zoned appropriately to permit the use;*
- b) *the Civic Administration **BE REQUESTED** to ensure that the policies contained within the Downtown Master Plan, Our Move Forward, that discourage the extension of temporary use by-laws for the establishment of commercial parking uses in the downtown, be considered during the evaluation of any new applications or applications for the extension of an existing temporary use by-law, for the creation of new commercial parking; and,*
- c) *the Civic Administration **BE REQUESTED** to report back to a future meeting of the appropriate Committee as how best to expedite the creation and implementation of a downtown parking strategy.*

In response to part “a)” of Municipal Council’s resolution of September 15, 2015, Planning staff have initiated a review of the existing commercial parking lots in the Downtown. A report outlining the findings of this review will be brought forward to the Planning & Environment Committee in conjunction with the pending Downtown Parking Strategy Study, in the near future.

In response to part “b)” of Municipal Council’s resolution of September 15th, 2015, the analysis section of this report includes a review of the requested temporary use extension within the framework of *Our Move Forward: London’s Downtown Plan*; and,

In response to part “c)” of Municipal Council’s resolution of September 15th, 2015, the Transportation Planning and Design Division, which is leading the Study, did not object to the extension of the Temporary Use zone, indicating that *“a preliminary recommendation from the strategy is to consider a gradual transition away from temporary surface parking lots as the Downtown develops.”* According to the City’s website, the main intent of the Parking Strategy is to *“...develop an effective strategy for Downtown London to support businesses and development in the short term, while managing parking supply and demand in the longer term – all in support of the City’s urban design, economic, land use and transit use.”*

Shift: Bus Rapid Transit

On May 16, 2017, Council resolved:

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the concurrence of the City Manager, the following actions be taken with respect to the rapid transit initiative:

- b) the Richmond Street corridor **BE APPROVED** as the preferred northern corridor through the downtown;
- c) an at-grade level crossing at the CP Railway with dedicated bus lanes **BE APPROVED** as the preferred cross section on the Richmond Street corridor at this time;
- d) alternative methods to separate both automobile and transit vehicles from the railway in the downtown (for example, a tunnel or grade separation, etc.) **BE EVALUATED** for long term implementation, noting that this evaluation would be subject to a separate assessment and future business case for implementation;
- e) the Civic Administration **BE AUTHORIZED** to work with appropriate parties, including the Canadian Transportation Agency (CTA) to request they facilitate discussion between CP and CN Rail in order to negotiate an agreement for CP operations to relocate and merge onto the CN operational tracks within the City of London limits;
- f) the Bus Rapid Transit Network, with the above-noted modifications **BE APPROVED** as the preferred alternative for the completion of the Rapid Transit Master Plan, as the basis for the updated Business Case;... (10/11/SPPC)

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The route runs northerly along Clarence Street from King Street to the intersection with Central Avenue, where it continues north through the Richmond Row area on Richmond Street. It is not expected the BRT will have a short-term impact on the demand for parking on the subject properties.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Transportation Planning and Design comment:

Currently the City is undertaking a Downtown Parking Strategy, a preliminary recommendation from the strategy is to consider a gradual transition away from temporary surface parking lots as the downtown develops.

Wastewater and Drainage Engineering:

No objection

UTRCA:

No objection

London Hydro:

No objection

PUBLIC LIAISON:	On July 26, 2017, a Notice of Application was sent to 134 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 July 27, 2017. A “Possible Land Use Change” sign was also posted on each site.	1 recorded reply was received.
Nature of Liaison: Possible change to Zoning By-law Z.-1 by amending the temporary use provisions of the existing Residential R10/Office Conversion/Temporary (R10-3-H24/OC7/T-70) Zone at 200 Albert Street, the existing Holding Residential R3/Residential R4/Residential R8/Office Conversion/Restricted Office/Temporary (h-5-R3-1/R4-1/R8-4/OC7/RO3/T-70) Zone at 193 – 197 Central Avenue, and the existing Residential R10/Office Residential/Temporary (R10-4-H-26/OR5-D303-H26/T-70) Zone at 192 – 196 Central Avenue TO EXTEND the temporary commercial parking lots for an additional three (3) years.		
Responses: Several people contacted the City to ask for clarification of the application. All but one declined to be recorded for the purposes of consideration of the application or additional notice.		

ANALYSIS

Subject Site:

The subject lands are three separate properties located behind the commercial properties lining Richmond Row. Having a combined area of approximately 0.63 hectares, these fully paved properties provide just over 200 delineated parking spaces used by downtown businesses and visitors. The sites have functioned as surface commercial parking lots for periods ranging from 12

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to 25 years. Each propert is accessed via one or more direct driveways on Central Avenue and Albert Street. Users can access 200 Albert Street from 193 – 197 Central Avenue and vice versa via a drive aisle linking the two. Landscaping consists of landscape stone and robust perennial plantings which in the Spring to Fall months, provide interest and soften the view of the parking lots from the streets. There are no delineated pedestrian pathways, however, the three lots combined with other parking lots and developments in the area provide for easy pedestrian movements behind the Richmond Street frontage from Dufferin Avenue to Hyman Street.

North facing view of 2 Albert Street



North facing view of 192 – 196 Central Avenue



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South-facing view of 193 – 197 Central Avenue



Nature of the Application:

The applicant has requested an extension to the Temporary Use (T-70) Zone to allow for the continued operation of three commercial surface parking lots for an additional three (3) years.

Provincial Policy Statement (PPS), 2014:

The *Provincial Policy Statement (PPS), 2014* provides policy direction that encourages the development of complete communities as well as the efficient use of land. The recommendation to extend the Temporary Use (T-70) Zone for three (3) years will maintain the potential for the future development of all of the properties for a range of residential uses and in the case of 200 Albert Street, residential and office/commercial uses, in accordance with Council’s long-term intent for the development of the lands. At the same time, it will allow for the continuation of commercial surface parking that supports existing office and commercial uses in the Downtown core and on Richmond Row as an interim use in the short term. It is anticipated that as the recommendations of the pending Downtown Parking Strategy (DPS) are implemented, temporary permissions for commercial surface parking lots will be gradually phased out and may affect these properties even though they lie outside the study area.

1989 Official Plan:

The Official Plan policies which designate all three subject properties Multi-family, High Density Residential, provide for low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, emergency care facilities, nursing homes, rest homes, homes for the aged and rooming and boarding houses as the main permitted uses. The preferred locations for this designation are lands adjacent to major employment centres, shopping areas, major public open space, and transportation routes, and where high density residential development will not adversely affect surrounding land uses. (Section 3.4 and 3.4.1)

The subject properties are also identified as being within the Talbot Mixed-Use Area pursuant to Section 3.5.1 of the Official Plan. This policy supports high and medium density forms of development that involve substantial land assembly and provide a high standard of site design with emphasis on landscaped open space and underground or appropriately screened parking areas. It also identifies the Multi-family, High Density Residential lands fronting onto Albert Street

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and both sides of Central Avenue behind Richmond Street as being appropriate for development as a mixed-use area, including such uses as offices, retail, personal service, financial institutions, eat-in restaurant and business services uses.

The Official Plan also provides policy direction with regard to enabling provisions for temporary uses. Under Section 19.4.5 of the Official Plan, temporary use by-laws may be considered provided the general intent and purpose of the Official Plan is being maintained. In considering these temporary use by-laws (which may be passed for a period of no more than three (3) years), the policies of the Official Plan state that Council shall have regard for the following matters:

- (a) *the compatibility of the proposed use with surrounding land uses*

The subject properties have operated as commercial surface parking lots for periods between 12 and 25 years. Over the years, they have attained a measure of compatibility with surrounding land uses. These lands provide some relief for the parking needs of the commercial corridor along Richmond Street. The lots were improved to meet municipal standards as part of the previous applications for a temporary use.

- (b) *any requirement for temporary buildings or structures in association with the proposed use;*

The recommended three year extension to the Temporary Use (T-70) Zone does not require or propose any new temporary buildings or structures. Automated parking pay and display machines, lighting, fencing and enhanced landscaping are being maintained.

- (c) *any requirement for temporary connection to municipal services and facilities;*

The recommended extension of the Temporary Use (T-70) Zone does not require any additional municipal services or utilities than what currently exist.

- (d) *the potential impact of the proposed use on transportation facilities and traffic in the immediate area;*

No changes to the existing surface parking area are proposed and therefore there are no short-term impacts on transportation facilities or traffic in the immediate area. Over the longer term, 193 – 197 Central Avenue and 200 Albert Street are identified as priority sites for redevelopment, and 200 Albert Street is also identified as an opportunity site where new development could bridge streetwall gaps and/or link activity generators (*Our Move Forward: London’s Downtown Plan*). Over the longer term, the BRT system as a whole will benefit the most from redevelopment of the subject lands.

- (e) *access requirements for the proposed use;*

The existing accesses for the subject lands are to be maintained. There is no concern with the existing accesses.

- (f) *parking required for the proposed use, and the ability to provide adequate parking on-site; and,*

The recommended extension to the Temporary Use (T-70) Zone is for commercial surface parking purposes. There is no concern relating to the provision of adequate parking for the temporary use.

- (g) *the potential long-term use of the temporary use.*

Over the long-term, the Temporary Use (T-70) Zone should be discontinued to encourage the owner to redevelop the properties for more intensive uses that reflect their location in the City core. In the short-term, however, permitting the extension of the Temporary Use

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(T-70) Zone is appropriate pending the outcome of the Downtown Parking Strategy. In fact, it is expected the Downtown Parking Strategy Study will take an approach of the gradual phasing out of commercial surface parking lots in order to avoid parking shortages while the parking strategy comes to fruition.

The London Plan:

200 Albert Street is within the Rapid Transit Corridor Place Type, encouraging a range of residential, retail, service, office, cultural, recreational, and institutional uses in mixed-use buildings with retail and service uses fronting the street at grade. (Policy 837_). Located in the Primary Transit Area and also along rapid transit routes, the Rapid Transit Corridors will be some of the most highly-connected neighbourhoods in our city. They will be linked to the Downtown and to the Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian- and transit-oriented. Those parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents. (Policy 827_). The policies generally encourage an intensive built form that conforms with the City Design policies, creates a strong street wall along corridors, is transit and pedestrian oriented and locates surface parking areas in rear and interior side yards or integrated as underground or structured parking integrated within the building design. (Policy 841_).

192 – 196 Central Avenue and 193 – 197 Central Avenue are within the Neighbourhood Place Type in Central London (Figure 4), with a High Density Residential Overlay on Map 2. Central Avenue is classified on Map 3 as a Neighbourhood Connector. Key elements of vibrant, exciting places to live include a strong neighbourhood character, sense of place and identity, and attractive streetscapes, buildings and public places. (Policy 916_). The range of permitted uses identified in Table 10 include housing types ranging from single detached dwellings through fourplexes, stacked townhouses and low-rise apartments, along with small-scale community facilities. While development is encouraged to conform with the underlying place type, it permits residential development up to 12 storeys in height on these properties. (Policy 954_). The policies do not permit large amounts of on-site parking to accommodate the parking requirements of mixed use buildings. Front yard parking is not permitted on properties fronting Neighbourhood Connectors. (936_).

The Our Tools chapter of *The London Plan* sets out a policy framework (Policy 1672_) for the consideration of temporary use by-laws:

In enacting a temporary use by-law, City Council will have regard for the following matters:

1. *Compatibility of the proposed use with surrounding land uses.*
2. *Any requirement for temporary buildings or structures in association with the proposed use.*
3. *Any requirement for temporary connection to municipal services and utilities.*
4. *The potential impact of the proposed use on mobility facilities and traffic in the immediate area.*
5. *Access requirements for the proposed use.*
6. *Parking required for the proposed use, and the ability to provide adequate parking on-site.*
7. *The potential long-term use of the temporary use.*
8. *In the case of temporary commercial surface parking lots in the Downtown, the impact on the pedestrian environment in the Downtown.*

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9. *The degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands.*

According to the Planning Justification report submitted by Zelinka Priamo in support of this application, *“they are an important resource for the existing surrounding uses...”* and *“provide convenient parking for tenants and their guests in nearby buildings, as well as provide all-day parking for business in the area. The subject lands also provide additional parking areas to support attractions within the downtown area, including Budweiser Gardens, the Grand Theatre, Victoria Park and local restaurants.”* It is appropriate to accept that the existing commercial surface parking lots are currently fulfilling a parking need in the City’s core. For future applications to extend the Temporary Parking (T-70) Zone, however, it would be appropriate to consider the adequacy of existing parking supply in the vicinity of the subject lot in the context of the outcomes of the pending Downtown Parking Strategy. It is expected that the Study will include a holistic approach to the evaluation of parking supply and demand that can be applied in the future to inform decision making for the gradual phasing out of surface commercial parking lots.

Many of the review criteria for temporary uses in The London Plan are the same as those in the 1989 Official Plan and are evaluated in the above section.

Respecting the degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands, the Planning Justification Report submitted by Zelinka Priamo states that *“there is little demand for the subject lands to be developed for uses other than commercial parking lots.”* Repeated renewals of the Temporary Use (T-70) Zone will not encourage the abandonment of the commercial surface parking lot and the redevelopment of the site for more suitable use in the short term. However, given the pending status of the Downtown Parking Strategy, an extension of the Temporary Use (T-70) Zone is appropriate at this time.

Our Move Forward: London’s Downtown Plan:

On April 14, 2015 Municipal Council adopted Our Move Forward: London’s Downtown Plan as a Guideline Document to the Official Plan. According to Section 19.2.2 of the Official Plan, guideline documents *“...provide detailed direction for the implementation of Official Plan policies.”* Section 19.2.2. of the Official Plan continues stating that *“...depending on the nature of the guideline document, they will provide specific direction for the preparation and review of development proposals, the identification of conditions to development approval, or the planning of improvements to public services and facilities...”*

Of particular relevance to the current request to extend the Temporary Use (T-70) Zone for an additional three (3) years, Our Move Forward: London’s Downtown Plan:

- Identifies both 200 Albert Street and 193 – 197 Central Avenue as underutilized sites, and also identifies 200 Albert Street as a *“redevelopment opportunity site”*. The Plan notes that *“....surface parking lots, in particular, present ideal locations for redevelopment, as there is little site work needed before new construction can begin. There is no net loss of the parking anticipated in the redevelopment of these parking lots, as parking can be regained by incorporating underground parking and structured parking into the design of the new development.”*;
- States that *“there are opportunity sites where new development could bridge streetwall gaps and/or link activity generators. These strategic locations are priority sites for redevelopment.”*

Our Move Forward: London’s Downtown Plan recognizes the long-term development opportunities offered by two of the subject properties. Extending the Temporary Use (T-70) Zone for an additional three (3) years will have no impact on the potential for the long-term redevelopment of the site in advance of the approval and implementation of the Downtown Parking Strategy.

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Recommended Zoning By-law

The recommended zoning by-law amendment to extend the use of the three subject properties for a commercial surface parking lot is recommended for a period not to exceed three (3) years.

CONCLUSION

The recommended Zoning By-law amendment is consistent with the policies of the *Provincial Policy Statement (2014)* and the 1989 Official Plan. Permitting commercial surface parking on a temporary basis allows for the continuation of an existing use which has achieved a measure of compatibility with the area and surrounding land uses and which currently serves a purpose in supporting the Downtown and Richmond Row, while permitting responsible adaptive reuse of the lands in the future.

The extension of the surface commercial parking lots does not have a short-term negative impact on the proposed BRT routing along Clarence and Richmond Streets, although in the longer-term, the BRT system will benefit more from redevelopment that will encourage increased system ridership.

The recommended Zoning By-law amendment is appropriate at this time in the context of *The London Plan* since an informed evaluation of the adequacy of parking in the vicinity of the subject properties is somewhat dependent on the completion and implementation of the pending Downtown Parking Strategy.

The recommended Zoning By-law amendment allows for a temporary use that does not conflict with *Our Move Forward: London's Downtown Plan* in the short term.

The recommended Zoning By-law amendment will allow for the temporary extension of three existing surface commercial parking lots which are compatible with surrounding land uses.

PREPARED BY:	SUBMITTED BY:
BARB DEBBERT SENIOR PLANNER, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

September 29, 2017
BD/

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 200 Albert Street, 192 – 196 Central Avenue and 193 – 197 Central Avenue.

WHEREAS Fahri Holdings has applied to extend the Temporary Use (T-70) Zone as it applies to lands located at 200 Albert Street, 192 – 196 Central Avenue and 193 – 197 Central Avenue for a period not to exceed three (3) years;

AND WHEREAS the Municipal Council of the Corporation of the City of London, by By-law No. Z.-1-142297 approved the Temporary Use for 200 Albert Street, 192 – 196 Central Avenue and 193 – 197 Central Avenue for a period not exceeding three (3) years beginning June 24, 2014;

AND WHEREAS the Municipal Council of the Corporation of the City of London deems it advisable to extend the Temporary Use for the said properties for a period not exceeding three (3) years;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Section Number 50.2.(70) of the Temporary Use (T) Zone is amended by adding the following subsection for the properties known municipally as 200 Albert Street, 192 – 196 Central Avenue and 193 – 197 Central Avenue:

54) T-70

This Temporary Use is hereby extended for an additional three (3) years beginning October 30, 2017.

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 October 30, 2017.

Matt Brown
Mayor

Agenda Item # Page #

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TZ-8802
B. Debbert

Catharine Saunders
City Clerk

First Reading - October 30, 2017
Second Reading - October 30, 2017
Third Reading - October 30, 2017