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Z-8790
M. Tomazincic/B. Turcotte

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 1891614 ONTARIO INC. 1835 DUNDAS STREET PUBLIC PARTICIPATION MEETING ON OCTOBER 10, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 1891614 Ontario Inc. relating to the property located at 1835 Dundas Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area/Restricted Service Commercial (ASA5/RSC6) Zone **TO** an Associated Shopping Area Special Provision (ASA1/ASA2/ASA3(*)) Zone; and,
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provide for a 2-storey massing along the Dundas Street corridor;
 - ii) Minimize the front yard depth of buildings located along the Dundas Street corridor while allowing for views to adjacent buildings and for architectural encroachments that support the building design such as canopies, roofline/cornice projections;
 - iii) Incorporate windows, entrances, and building articulation along the Dundas Street frontage to animate the street;
 - iv) Provide methods to reduce noise and visual impact, including a minimum 5.5m landscaped buffer comprised of dense landscaping, along the eastern property line abutting a residential zone;
 - v) Include walkways through the parking area linking the proposed building at the rear of the property with the City sidewalk and include walkways linking each building.

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LOCATION MAP

Subject Site: 1835 Dundas St
 Applicant: Copla Developments
 File Number : Z-8790

Planner : BT
 Created By : MB
 Date : 2017/07/17
 Scale : 1:2500

Legend

Subject Site



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PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the requested Zoning By-law amendment is to provide for the redevelopment and repurposing of the site through the retention of the existing single storey building and the construction of two new buildings and a redesigned parking area to permit a limited range of service, office and retail uses.

RATIONALE

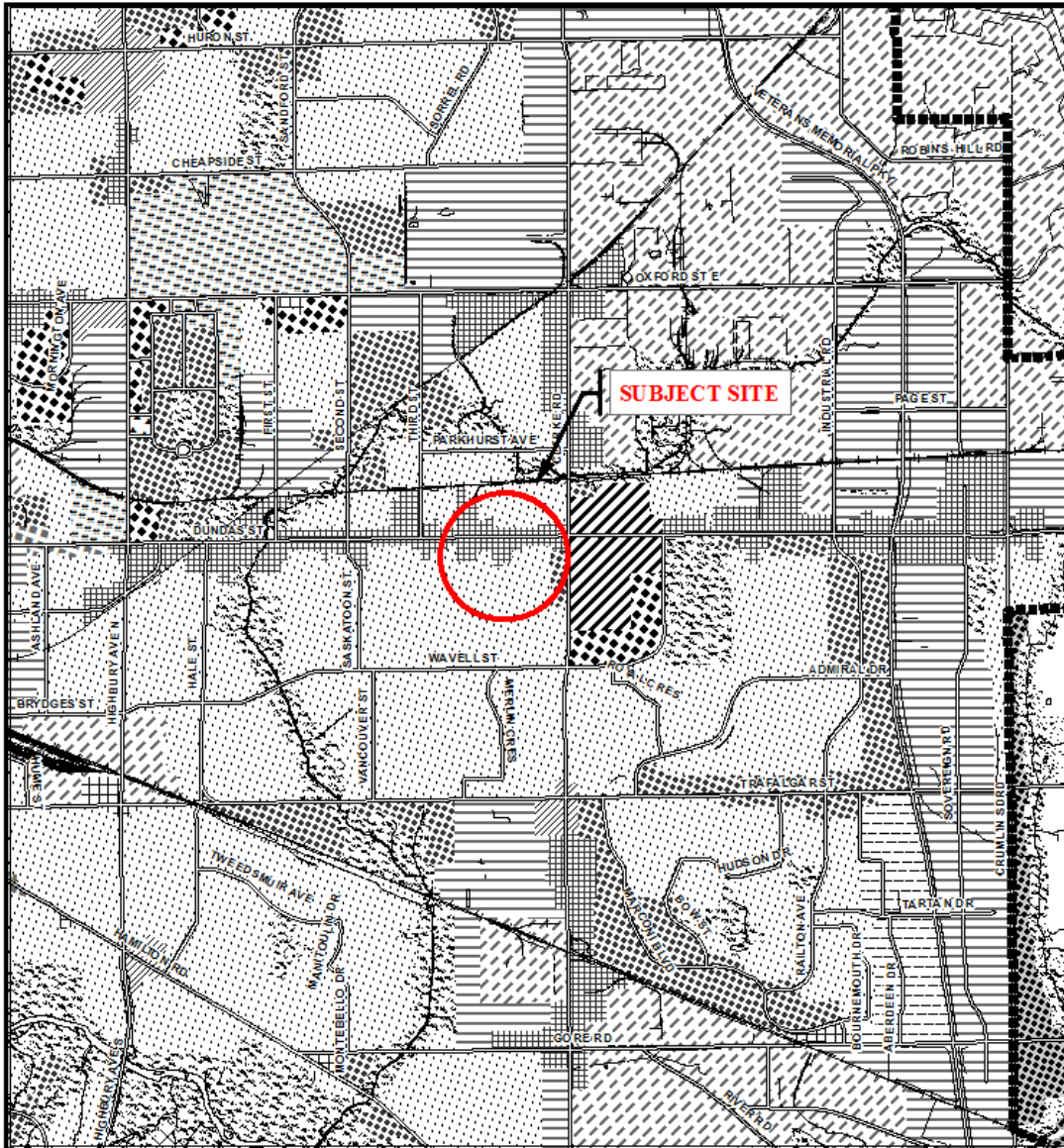
1. The recommended action is consistent with the policies of the *Provincial Policy Statement, 2014*, particularly as those policies pertaining to the efficient use of land, regeneration and intensification;
2. The recommended Zoning By-law amendment to add a limited range of service, office and retail uses is consistent with the permitted use policies of the Auto-Oriented Commercial Corridor designation of the City of London Official Plan;
3. The recommended Zoning By-law amendment to establish site-specific zoning regulations to the Associated Shopping Area (ASA3) Zone is consistent with the form policies of the Auto-Oriented Commercial Corridor designation of the City of London Official Plan; and,
4. The recommended Zoning By-law amendment will provide for the adaptive re-use and redevelopment of a site in a manner that is consistent with the Transitional Urban Corridor Place Type policies of the London Plan.

BACKGROUND

Date Application Accepted: June 15, 2017	Agent: Zelinka Priamo – Mathew Campbell.
<p>REQUESTED ACTION: The purpose and effect of the requested Zoning By-law amendment is to provide for the redevelopment and repurposing of the site through the retention of the existing single storey building and the construction of two new buildings and a redesigned parking area. Change Zoning By-law Z.-1 from an Associated Shopping Area (ASA5) Zone which permits automobile repair garages, automotive uses – restricted, restaurants, and taxi establishments and a Restricted Service Commercial (RSC6) Zone which permits an automobile sales and service establishment with automobile body shop to an Associated Shopping Area Special Provision (ASA1/ASA2/ASA3(*)) Zone to permit a limited range of service, office and retail uses including, but not limited to: animal hospitals; retail stores; pharmacies; repair and rental establishments; clinics; laboratories; medical/dental offices; professional offices; and, service offices. The requested Special Provision “(*)” Zone would provide for the following site-specific regulations: a maximum lot coverage of 34%; a minimum interior (east) side yard setback of 0 metres; a minimum interior (west) side yard setback of 2 metres; a minimum rear yard setback of 1 metre; and, a minimum parking supply of 200 parking stalls for all uses.</p>	

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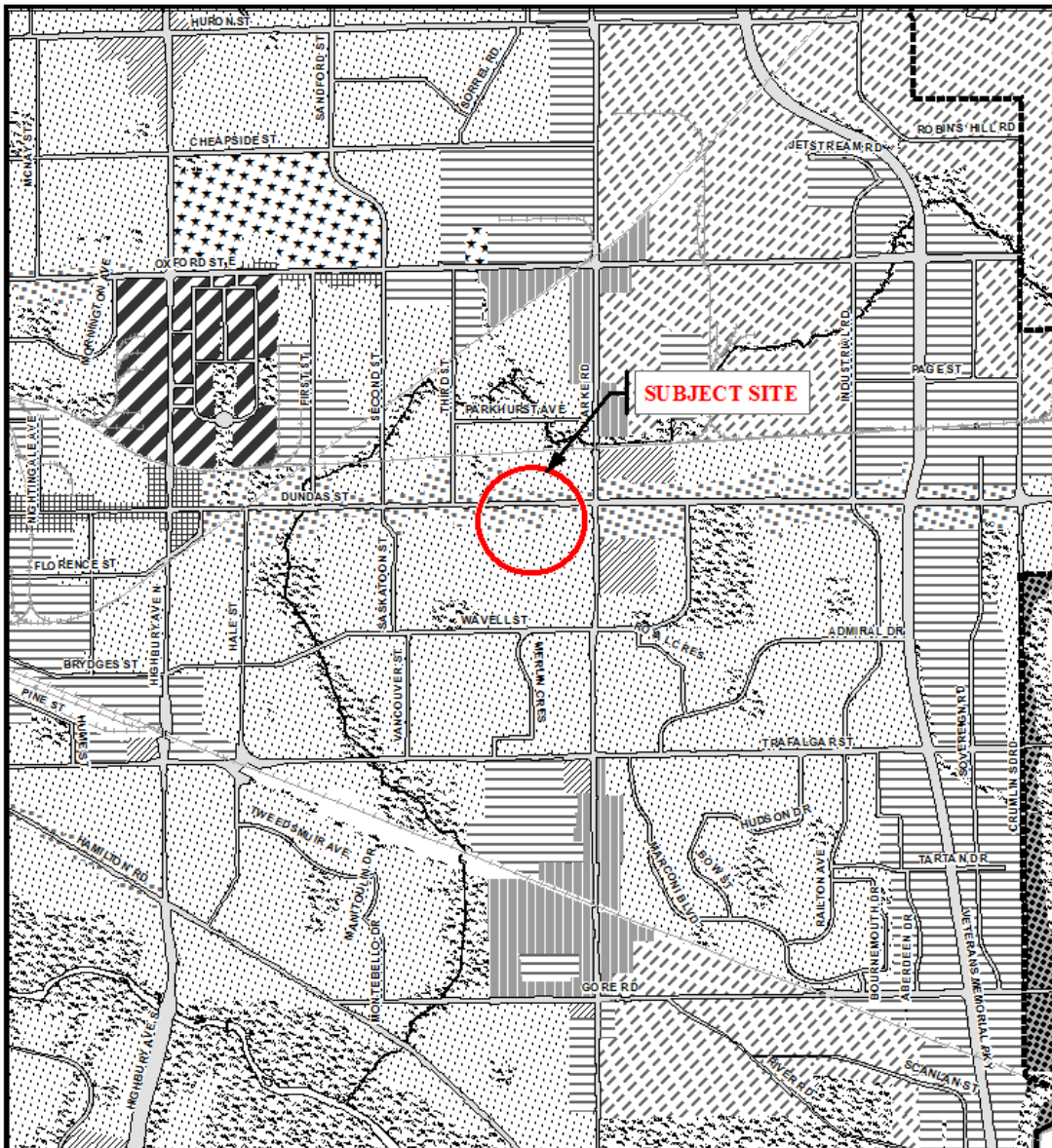
Legend		
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Downtown</div> <div style="width: 50%;"> Multi-Family, Medium Density Residential</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Office Business Park</div> <div style="width: 50%;"> Low Density Residential</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Wonderland Road Community Enterprise Corridor</div> <div style="width: 50%;"> General Industrial</div> </div>
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Enclosed Regional Commercial Node</div> <div style="width: 50%;"> Office Area</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> New Format Regional Commercial Node</div> <div style="width: 50%;"> Office/Residential</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Community Commercial Node</div> <div style="width: 50%;"> Light Industrial</div> </div>
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Neighbourhood Commercial Node</div> <div style="width: 50%;"> Regional Facility</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Community Facility</div> <div style="width: 50%;"> Transitional Industrial</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Main Street Commercial Corridor</div> <div style="width: 50%;"> Rural Settlement</div> </div>
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Auto-Oriented Commercial Corridor</div> <div style="width: 50%;"> Open Space</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Urban Reserve - Community Growth</div> <div style="width: 50%;"> Environmental Review</div> </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Multi-Family, High Density Residential</div> <div style="width: 50%;"> Agriculture</div> </div>
<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> Urban Reserve - Industrial Growth</div> <div style="width: 50%;"> Urban Growth Boundary</div> </div>		

<p style="text-align: center;">CITY OF LONDON Department of Planning and Development</p> <p style="text-align: center;">OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p style="font-size: small; text-align: center;">PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8790</p> <p>PLANNER: BT</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/07/17</p>
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PROJECT LOCATION: e:\planning\proj\dsip_officialplan\work\00nsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

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Legend

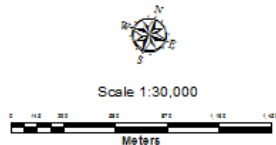
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services
LONDON PLAN MAP 1
- PLACE TYPES -

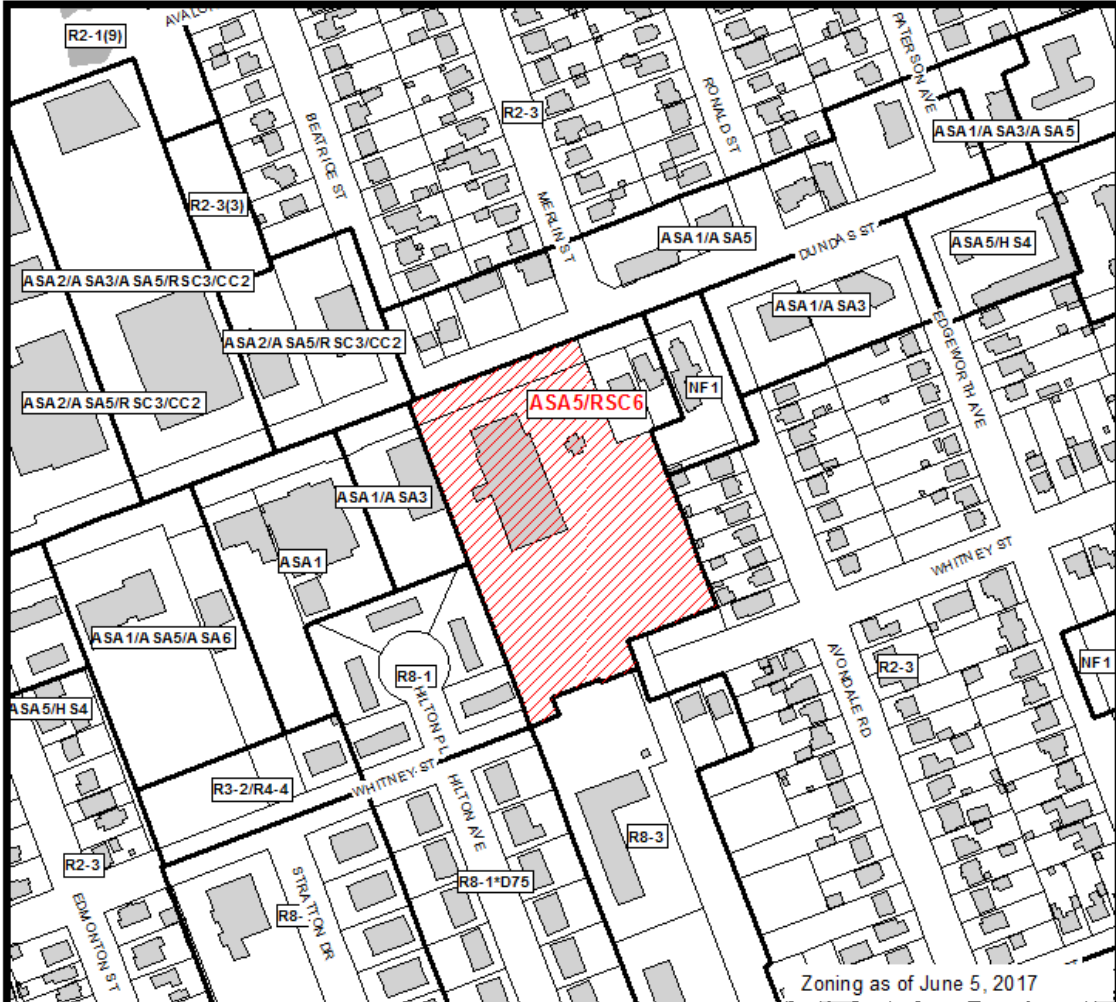
PREPARED BY: Planning Services



File Number: Z-8790
Planner: BT
Technician: MB
Date: July 17, 2017

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: ASA5/RSC6

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 |
|--|---|

<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z.-1</p> <p>SCHEDULE A</p> <p style="font-size: small;">THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS</p>	<p>FILE NO: Z-8790 BT</p> <hr/> <p>MAP PREPARED: 2017/07/17 MB</p> <hr/> <p style="text-align: center;">1:3,000</p> <p style="text-align: center;">0 15 30 60 90 120 Meters</p>
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SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – City of London offices • Frontage – 92 metres (301 feet) • Depth – 155 metres (508 feet) • Area – 1.6 hectares (3.9 acres) • Shape - Irregular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - personal service, commercial/retail and automotive uses • South - low and medium density residential • East - low density residential • West - medium density residential

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)		
<ul style="list-style-type: none"> • Auto-Oriented Commercial Corridor (Dundas Street Corridor Special Policy) 		
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)		
<ul style="list-style-type: none"> • Urban Corridor “Transitional” 		
INTENSIFICATION:		
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;"> <ul style="list-style-type: none"> • n/a </td> <td style="width: 50%;"> <ul style="list-style-type: none"> • n/a </td> </tr> </table>	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • n/a
<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • n/a 	
EXISTING ZONING: (refer to Zoning Map)		
<ul style="list-style-type: none"> • ASA5/RSC6 		

PLANNING HISTORY

The subject lands are currently occupied by a single storey office building occupied by the City of London. The building, and surrounding parking area, was the former location of a Chrysler automotive dealership.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

French School Board:

“No comment.”

Upper Thames River Conservation Authority (UTRCA):

“No objections to this application.”

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WADE:

“The sewer available for the subject lands is the existing 200 mm sanitary sewer on the south side of Dundas Street. A sanitary inspection manhole will be required and it is to be located wholly on private property but as close to the street line as possible or in a location to the satisfaction of the City Engineer.”

Transportation:

“A road widening dedication of 18 metres from centre line will be required along Dundas Street. Access design and location will be discussed in greater detail through the site plan process.”

Stormwater Engineering Division:

“The Stormwater Engineering Division staff have no objection. The following SWM issues/requirements are to be considered by the applicant when preparing the storm servicing strategy for this land:

- *As per as-con 2050, the existing 1050mm storm sewer on Dundas Street fronting the site is the outlet for the proposed re-development proving there is sufficient capacity in this pipe and along the downstream storm sewer to accommodate changes in the amount of impervious area. The Owner’s Professional Engineer is to complete a storm sewer capacity analysis in this regard along with the alternative on-site SWM controls, all to the satisfaction of the City Engineer.*
- *The design and construction of SWM servicing works for the subject land shall be in accordance with:*
 - *The SWM criteria and targets for the Pottersburg Creek and Crumlin Drain Subwatershed,*
 - *Any approved EA, as-constructed information and any accepted functional report or development agreement for the area,*
 - *The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion controls, and*
 - *The City’s Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.*
- *The design of the SWM servicing work shall include but not be limited to such aspects as requirements for Oil/Grit separator for any proposed parking area, on-site SWM controls design, implementation of SWM Best Management Practices (e.g. Low impact Development “LID” features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, Sediment and Erosion control measures, etc.*
- *The applicant and his consultant shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.*
- *Additional SWM related comments may be required and provided upon future review of this site.*
- *Please note that as-con 2050 has not been attached. Please note that this response has been made without input from the WADE Division. However, based on the proposal summary (File PR – 16091) for this subject site and the comments provided at that time, I do not anticipate any significant sanitary servicing issues.*

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The Urban Design Peer Review Panel:

- *The panel is supportive of additional massing on the site including the two storey building adjacent to Dundas Street, subject to achieving appropriate site development regulations acceptable to the City such as parking and setbacks. The Panel is also supportive of windows, entrances and building articulation to animate the street per London Plan policy 841.3;*
- *Should the City support the parking reduction through the zoning amendment, the Panel recommends the inclusion of transportation demand management measures such as bicycle racks for each building, and secure bicycle storage and shower facilities for tenants;*
- *Although the Panel supports aligning buildings close to the street, it is recommended that the front yard setback be set back to some extent in closer alignment with the existing building, allowing views to adjacent buildings and for architectural encroachments that support the building design such as canopies, roofline cornice projections;*
- *The Panel has no concerns with both the 0 metre and 2 metre yard setbacks adjacent to properties. The London Plan (841.13) encourages appropriate transitions in building scale and setbacks to adjacent neighbourhood areas. Setbacks should accommodate tree protection where appropriate and a landscape buffer to adjacent residential properties;*
- *The Panel encourages alternative CPTED measures to blank walls including vision glass that allows for visual surveillance. A well maintained and well used property should discourage inappropriate behaviour compared to the existing condition;*
- *Consider minimizing drive aisle to reduce pedestrian crossing area and increasing landscaping area;*
- *Proposed cornice is of an unusual scale and inconsistent with traditional use. Cornice also currently projects beyond site boundaries which should be addressed;*
- *Windows on the property line facing adjacent residential property are problematic and should be reconsidered;*
- *Architectural language is at odds with existing building and should be readdressed to create continuity;*
- *To compensate for the reduction in parking it is important to ensure the site is better suited for public transport and bicycle use;*
- *The site is surrounded by residential properties. Applicant should provide methods to reduce noise and visual impact such as noise panels and a planting buffer. The truck drop off area is of particular concern in terms of noise mitigation;*
- *It is strongly recommended to provide planting islands. Site manual standards recommend 1 planting island should be introduced for every 15 car parking spaces;*
- *It is strongly recommended to provide planting buffer between parking and sidewalk areas on the site;*
- *Applicant must provide barrier-free parking within proximity of entrances to each building;*
- *It is recommended that the applicant provide internal pedestrian paths to access the proposed building to the rear of the property and between each of the buildings; and*

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- *It is recommended to provide a method of screening between the molocks and parking spaces.”*

PUBLIC LIAISON:	On June 22, 2017, Notice of Application was sent to 172 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 June 22, 2017. A “Possible Land Use Change” sign was also posted on the site.	6 replies were received.
Nature of Liaison: The purpose and effect of the requested Zoning By-law amendment is to provide for the redevelopment and repurposing of the site through the retention of the existing single storey building and the construction of two new buildings and a redesigned parking area. Change Zoning By-law Z.-1 from an Associated Shopping Area (ASA5) Zone which permits automobile repair garages, automotive uses – restricted, restaurants, and taxi establishments and a Restricted Service Commercial (RSC6) Zone which permits an automobile sales and service establishment with automobile body shop to an Associated Shopping Area Special Provision (ASA1/ASA2/ASA3(*)) Zone to permit a limited range of service, office and retail uses including, but not limited to: animal hospitals; retail stores; pharmacies; repair and rental establishments; clinics; laboratories; medical/dental offices; professional offices; and, service offices. The requested Special Provision “(*)” Zone would provide for the following site-specific regulations: a maximum lot coverage of 40%; a maximum gross floor area of 6,900 square metres; a minimum interior (east) side yard setback of 0 metres; a minimum interior (west) side yard setback of 2 metres; a minimum rear yard setback of 1 metre; and, a minimum parking supply of 200 parking stalls for all uses.		
Responses: Six responses were received and have been included as Attachments “A” through “E” to this report.		

ANALYSIS

Surrounding Context

1835 Dundas Street (the subject site) is located on the south side of Dundas Street, west of Avondale Road (see Figure 1) and west of the major commercial node at Clarke Road and Dundas Street. Low and medium density residential uses abut the site to the east, south, and west along the southern portion of the site. A mix of personal service, commercial/retail and automotive uses abut the site to the north, east and west along the northern portion of the site.

The subject site was previously utilized for an automobile sales and service establishment. The site includes a one-storey building that housed the administrative offices, garage, and showroom for the former commercial use. The vacant building has since been converted to provide for service office space for the City of London. The parking lot, which surrounds the existing building to the north, south, east and west remains paved but unused and has little natural vegetative cover. The subject site has significant frontage on an Arterial Road identified as carrying 30,000 vehicle trips per day. The site is fully serviced with municipal works, public transit and transit supportive infrastructure (bus stops and sidewalks).

Nature of the Application

The requested Zoning By-law amendment is to permit the redevelopment and repurposing of the site through the retention of the existing single storey building and the construction of two new buildings and a redesigned parking area. The intended future tenants include a range of commercial and office uses.

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To facilitate the proposed development, the applicant has requested a change to the nature of the existing commercial uses, which are automobile-focused, to a zone that offers a broader range commercial uses. The requested Zoning By-law amendment is to change the zone from an Associated Shopping Area/Restricted Service Commercial (ASA5/RCS6) Zone to an Associated Shopping Area Special Provision (ASA1/ASA2/ASA3(*)) Zone. These new uses would include: Animal hospitals; Brewing on premises establishment; Clinics; Convenience service establishments; Convenience stores; Day care centres; Dry cleaning and laundry plants; Duplicating shops; Financial institutions; Grocery stores; Laboratories; Medical/dental offices; Professional Offices; Service Offices; Personal service establishments; Pharmacies; Printing establishments; Repair and rental establishments; Restaurants; Retail stores; Service and repair establishments; Studios; Supermarkets; and, Video rental establishments. The special provision has been requested by the applicant to provide for reduced setbacks from the property lines to accommodate infilling of the site with an internal parking area and a reduction in the number of parking spaces.

Figure 1 – 1835 Dundas Street



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Figure 3 – Proposed North-easterly building



Figure 4 – Proposed South-westerly building



The Urban Design Brief:

The applicant's Urban Design Brief details how the redevelopment concept responds to the urban design policies and principles advanced in the City of London Official Plan and the urban design policies of the Auto-Oriented Commercial Corridor designation. As noted in the Brief:

- *“the existing building has recently been renovated to accommodate City of London Social Services offices and the two new buildings display a high standard of commercial design, incorporating a range of architectural features including a high proportion of windows, cornice lines, porticos and entrance features...;*
- *Effective separation from adjacent residential uses is established by providing minimal setbacks to reduce unwanted activity, such as loitering. This approach is consistent with the ideology of crime prevention through environmental design...;*
- *The proposed north-easterly building is placed at a 0 metre setback from the ultimate road allowance, similar to the existing building, and maintains a uniform setback with other proximate buildings...;*
- *Building entrance locations are oriented towards the street with both buildings facing Dundas Street providing direct pedestrian access. Pedestrian access to the rear building is facilitated through a network of sidewalks. The site is well serviced by transit with multiple bus routes within walking distance...;*

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- *Active uses, including street level retail uses, are placed along Dundas Street. Inactive uses, consisting of parking along loading areas, are located to the rear of the two front buildings screened from views from the street....;*
- *In addition to the active uses at street frontage, extensive vision glass is also proposed.....;*
- *A two storey building is proposed at the street frontage, providing greater height along the established street wall on the arterial road...”.*

Provincial Policy Statement 2014:

The Provincial Policy Statement, 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides direction to this matter. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the Provincial Policy Statement.

The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of employment and other land uses to meet the long-term needs of the community (1.1.1.b)). The policies further note that Planning Authorities can address issues of energy conservation, air quality and climate change by directing employment intensive land uses to sites which are well served by transit (1.8.1.e)). The requested action would provide for a limited range of service, office and retail uses in an area characterized by a range and mix of commercial, retail, automotive and residential land uses. Further, the subject site is located on, and in the immediate vicinity of, major transit routes. The Dundas Street Route 2 is located directly in front of the subject site while a transit node with multiple additional routes is available within 400m east of the subject site at Argyle Mall. The recommended action would be consistent with the policies of the PPS.

In effort to manage and direct land use to achieve efficient and resilient development and land use patterns, the PPS states that settlement areas shall be the focus of growth and development and that their vitality and regeneration shall be promoted (1.1.3.1). The subject site is located in a settlement area and the recommended action would provide for the repurposing and adaptive re-use of an underutilized site. The subject site is located in an older commercial corridor that is now transitioning away from its previous automobile sales and service uses to new uses and services. The requested action would serve to promote the vitality and regeneration of the subject site as well as the larger commercial corridor and would be consistent with the PPS.

The PPS states that Planning Authorities shall promote economic development by maintaining a range and choice of suitable sites for employment uses (1.3). The PPS continues noting that economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7). The requested action would provide for a limited range of service, office and retail uses that are compatible with, and complimentary to, the existing and surrounding land uses. The requested action would provide for the redevelopment and adaptive reuse of a fully serviced and underutilized site and would be consistent with the policies of the PPS.

Official Plan

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The subject site is currently designated Auto Oriented Commercial Corridor in the Official Plan. Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of

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commercial uses that, for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area.

Commercial Land Use Designations

One of the object planning objectives for all commercial land use designations within the City is to, “*Encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas*” (4.2.1.iv)). The recommended amendment will allow for an expanded range of commercial uses that will satisfy the shopping and service needs of local and regional residents and shoppers. The lands are currently serviced and the recommended intensification of the site will allow for a more efficient utilization of the existing infrastructure as well as facilitate the rehabilitation of the site which will allow it to contribute to the vitality of this portion of Dundas Street.

Auto-Oriented Commercial Corridor

The Auto-Oriented Commercial Corridors designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses and is intended to promote the clustering of commercial uses having similar functional characteristics and requirements (Function – 4.4.2.3). Dundas Street is an arterial road that is characterized by a mix of retail, auto, commercial and office uses. The proposed uses are compatible with the neighbouring uses and the recommended amendment facilitates the clustering of compatible commercial uses along this corridor.

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public including: restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations (Permitted Uses – (4.4.2.4)). The recommended amendment to expand the range of uses on the subject site conforms to the intent of the Official Plan designation and is consistent with the listed range of uses described by policy.

The Auto-Oriented Commercial Corridor designation is typically applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported. Lands of suitable depth, size and accessibility to accommodate the permitted uses are appropriate to implement the intent of the designation (Location – (4.4.2.5)). The subject site is located along an arterial road where high volumes of traffic are present and the site is of suitable depth, size and accessibility to accommodate the recommend uses as well as the additional commercial uses proposed through intensification.

In terms of form, the policies recognize that the development of new uses within the designation may take the form of infilling, redevelopment or the conversion of existing structures (Form – (4.4.2.6)). The subject site has already accommodated the reuse of the existing building and the recommended amendment will allow for further infilling of the subject site in conformity to the policies.

Specific Auto-Oriented Commercial Corridors

In addition to the general commercial policies, this section of Dundas Street is also subject to specific policies which are intended to provide additional guidance for development. The policies recognize that a broad range of commercial uses have been developed along this Corridor and the intent is to continue to accommodate this broad range of commercial uses (4.4.2.11.(2)). Among other uses, the policies permit a full range of retail uses, personal service uses, community facilities, restaurants, and offices uses. The recommended expanded range of commercial uses to include, offices, retail, restaurants and personal service establishments is consistent with the

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Dundas Street Corridor Special Policy Area. The proposed uses will complement this unique commercial district in conformity to the special policies.

Planning Impact Analysis

The policies of the Official Plan identify criteria to be considered in the preparation of the Planning Impact Analysis. Many of the criteria identified in the Planning Impact Analysis have been reviewed in the above analysis. In addition to the aforementioned review, the following additional criteria have been identified as being of particular relevance in the consideration of the requested action:

ii) compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;

The requested commercial uses are consistent and compatible with the zoning applied to surrounding sites. Although the recommended amendment will introduce a broader range of commercial uses than is currently permitted, the recommended uses are not anticipated to create additional impacts beyond those that may have been generated by the existing range of uses including: service station, a gas bar, car wash, automobile repair garages, and an automobile body shop.

iii) the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed uses;

The parcel size is of adequate shape and size to support the proposed commercial uses although special provisions are requested to improve the functionality of the site and position buildings where CPTED principles can be applied (see Zoning By-law below).

v) the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties.

The Transportation Division has not expressed a concern with regard to the requested amendment and no adverse impacts are anticipated.

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

The applicant has re-proposed the existing commercial building and proposes to construct two additional buildings. As previously stated, setback reductions have been requested to improve the functionality of the site and position buildings where CPTED principles can be applied. The proposed building heights are within the Zoning permissions and the construction of new buildings are anticipated to have a positive impact on the site which is currently experiencing vagrant activity due to underutilization of the site.

vii) the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;

The Transportation Division indicated that a Road widening dedication of 18.0m from centre line will be required along Dundas Street and that access design and location will be discussed in greater detail through the site plan process

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

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The development proposal was vetted at the Urban Design Peer Review Panel. In general, the Panel was supportive of the proposal, including the two storey building adjacent to Dundas Street, and proposed suggestions that will provide additional enhancements.

xv) impacts of the proposed change on the planned transportation system, including transit.

The subject site is located on a Transit Corridor where Council encourages higher intensity uses.

Public Transit Policies

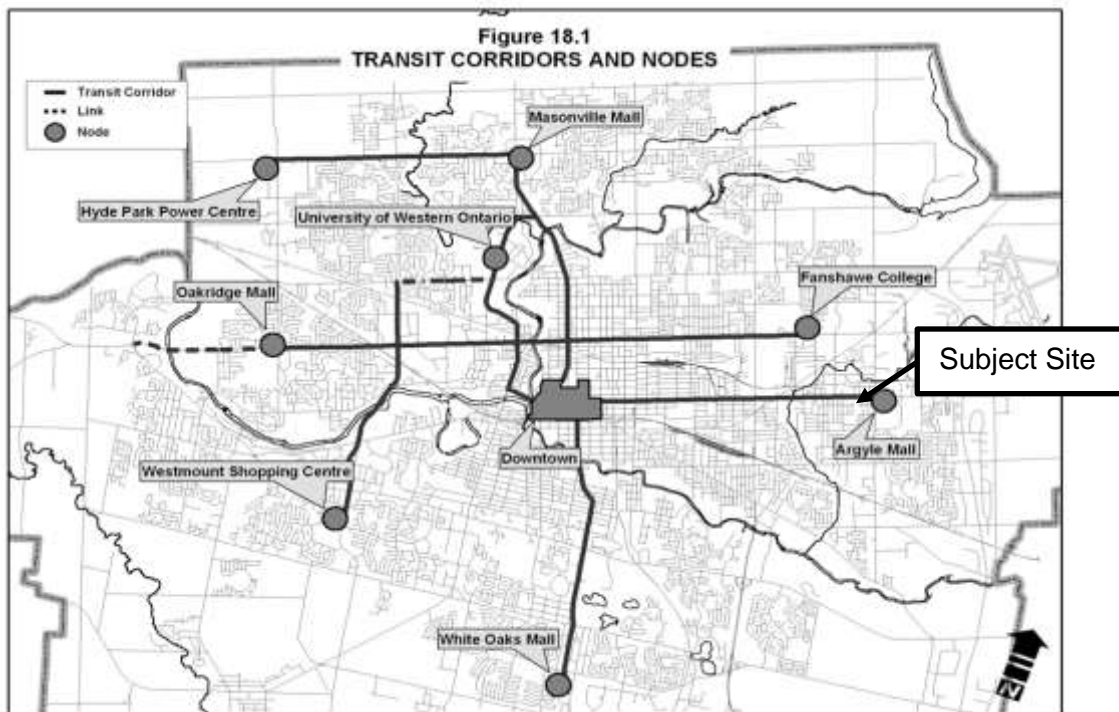
The City of London shall be served by a public transit system that provides a convenient and less costly alternative to the private automobile as a means of travel within the City and thereby relieves some of the demand for road improvements and parking facilities. The public transit system must be integrated as a key component of community design (18.2.11).

Transit Nodes and Corridors

Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors as shown on Figure 18.1 are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan. (18.2.11.1)

In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation (18.2.11.(i)).

Figure 5 – Identified Transit Corridors and Nodes



The subject site is located on a Transit Corridor (Figure 5) where Council encourages higher intensity uses. The Transit Corridor promotes the use of public transit and other alternative transportation modes in and between residential, commercial, industrial and institutional uses. The recommended zone provides for and regulates a mix of small scale retail, office, personal service and automotive uses located along arterial roads which serve both vehicular and pedestrian traffic.

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Having undertaken the required Planning Impact Analysis, the requested action is appropriate and no negative impacts on surrounding land are to be expected. The requested action is consistent with the policies of the Auto-Oriented Commercial Corridor designation of the City of London Official Plan.

Zoning By-law

The ASA Zone provides for and regulates a wide range of retail, personal service, community facility, automotive and office uses. Uses permitted in the ASA Zone are differentiated through the use of zone variations on the basis of their function, intensity, customer draw, proximity to residential uses and potential impacts (Z.-1 – 24.1).

As previously mentioned the, requested amendment seeks to change the range of commercial uses from automotive-type uses to a broader range of commercial uses permitted by the Associated Shopping Area (ASA1/ASA2/ASA3(*)) zones. Special provisions have been requested to reduce setback depths between the proposed new buildings and the abutting property lines. In their Planning Justification Report, the applicants stated that this request is intended to implement the ideology of Crime Prevention Through Environmental Design (CPTED). The Report states that, “A significant component of this design approach is to reduce or eliminate areas in which illicit activity may occur, such as low-visibility areas between buildings and lot lines. As such, reduced side yard setbacks are proposed; 0.0m along the easterly lot line; 2.0m along the westerly lot line; and 1.0m along the rear lot line.” To implement the recommendations of the Urban Design Peer Review Panel, a revised conceptual site plan proposes a 5.5m dense landscaping strip along the eastern side yard where the site abuts the residential properties fronting Avondale Road. The applicant is amenable to increasing the 0.0m east side yard setback originally requested to 5.5 metres to coincide with the implementation of the dense landscaping strip along that property line.

An additional special provision is requested to increase the lot coverage of buildings from a maximum of 30% to 33.5%. These types of minor requests are not uncommon in infill situations where new buildings are constructed among existing buildings and where the site does not represent a “clean slate” creating unique challenges. Therefore, a minor increase in the lot coverage to allow for building efficiencies to be achieved in this situation is recommended.

Lastly, the applicant has requested a reduction in the maximum number of parking spaces from 258 to 200. The reduction in parking along this transit corridor is not anticipated to have a negative effect. Furthermore, Transportation Staff have not identified a concern with the requested parking reduction. It should be noted that all other aspects of the conceptual site design, such as drive aisles, turning radii, and waste collection areas, are consistent with the Site Plan Control By-Law.

The requested expanded range of uses is appropriate at this location. The recommended amendment will change the nature of commercial uses from automobile-oriented uses to a broader range of commercial uses and implement the Auto Oriented Commercial Corridor designation and Special Policy for the corridor.

The London Plan:

The subject site is included in the Urban Corridor Transitional Place Type in The London Plan. The London Plan permits a range of residential, retail, service, office, cultural, recreational, and institutional uses (837.1). The intensity of development in this Place Type includes a minimum height of 2-storeys (Table 9) and the form policies direct buildings to be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors (841.2). The recommended amendment and proposed form of development will permit the range of uses contemplated by The London Plan and facilitate a form of development that is two storeys in height and located close to the front lot line in conformity to the policies of The London Plan.

The subject site is located within the *Dundas Street Transitional Specific-Segment*. Specific-Segment policies provide more specific policies than the general policies. These policies are intended to recognize the current development pattern while supporting the movement toward

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more intense forms and uses of land as permitted under the Rapid Transit and Urban Corridor Place Types (854). The permitted uses in this Specific Segment mirror those included in the general policy and include large-scale retail and service uses. While the intensity of these large scale retail uses may exceed 6,000m² the office uses are limited to a maximum of 2,000m². The recommended amendment will implement a mix of uses that is consistent with the Transitional Specific-Segment policies at a level of intensity that does not exceed the maximum gross floor area prescribed by policy.

The recommended amendment is consistent with the use, intensity and form policies of the relevant London Plan Place Type and is therefore appropriate to be applied to the subject site to facilitate its redevelopment toward achieving The London Plan’s vision for this corridor.

CONCLUSION

The application seeks to rezone the subject site in an effort to change the nature of the existing commercial uses, which are automobile-focused, to a zone that offers a broader range commercial uses. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2014*, particularly as those policies pertaining to the efficient use of land, regeneration and intensification.

The recommended Zoning By-law amendment to provide for the adaptive reuse of the subject site by adding a limited range of service, office and retail uses is consistent with the permitted use policies of the Auto-Oriented Commercial Corridor designation of the City of London Official Plan and the Transitional Urban Corridor Place Type policies of the London Plan.

The recommended Zoning By-law amendment to establish site-specific zoning regulations to the Associated Shopping Area zone is minor in nature, is not anticipated to cause adverse effects, and is intended to facilitate the principles of CPTED.

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

September 29, 2017

MT/mt & BT/bt

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Bibliography of Information and Materials
Z-8790

Request for Approval:

City of London Zoning Amendment Application Form completed by Zelinka Priamo Ltd., April 4, 2017

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

Planning Justification Report, Zelinka Priamo Ltd., April 4, 2017.

Urban Design Brief, Zelinka Priamo Ltd., April 13, 2017.

Correspondence: (all located in City of London File No. Z-8790 unless otherwise stated)

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Attachment "A" – email from Simon Rimbault (July 17, 2017)

Subject: Zoning by-law Amendment

Dear Mr. Turcotte

My name is Simon Rimbault and I am the home owner of 381 Avondale Road London. I am emailing you in regards to the application to amend the zoning by-law of 1835 Dundas Street application number 1891614 which my property backs on to.

I have concerns about the noise and privacy that I would be caused by the construction and use of the land.

If this zoning change goes though, I think a privacy wall would be necessary to keep the disturbances caused by this zoning change to a minimum.

Thank you for your consideration.

Simon Rimbault

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Attachment "B" – email from Donna Taylor (July 5, 2017)

Good Day

In regards to proposed site Z8790 .I have to question why another building is necessary on that land when so many good buildings in the area are sitting empty. We do not need another dentist office but a walk in clinic would be helpful as the one on Dundas and Saskatoon closed may years ago. Why do we continue to build buildings unless their is an actual business going in.

I understand it is a social services building on site now and that's wonderful for the residence in our area needing this assistance. We could also use a food bank in the same area as well as an drop in overnight centre so they don't need to use our instant teller locations to go for the night. I for the plan if it means their is services going in their that will provide the needs for the area.

Thanks you
Donna Taylor

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Attachment "C" – email from Bev Glatt (June 29, 2017)

Brian Turcotte

I received a notice of application to amend the zoning by-law, dated June 22, 2017 regarding properties on Dundas Street between Stratton St and Avondale Rd. Living on Edgeworth Ave, I am well aware of the changes that have already taken place on the described lots (removal of 2 houses, redevelopment on the lot of the former car dealership, and signs announcing the new Ontario Municipal office to be located there).

However, I am untrained in being able to read blueprints or concept plans. Neither the Concept Rendering nor the Concept Plan contain any directional indicators. I spent far too much time trying to figure out where the new buildings were to be located. A simple "Dundas Street" or even an indicator of where North is would have been very helpful to me. In the end, my husband, who is trained to read blueprints, was able to assist me in figuring this out.

I would like to suggest that, going forward, plans sent to various homeowners regarding zoning changes include the simple detail of a recognizable street name on concept plans/drawings.

Thank you!

Beverley Glatt

391 Edgeworth Ave

London N5W 5C5

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Attachment “D” – email from Ken Kortner (July 31, 2017)

Brian,

Concerning Zoning Amendment File Z-8790

I am an owner at 1825 Whitney which is adjacent to the land parcel that Z-8790 deals with. I don't object to the proposed amendment.

Question: Many local residents currently walkthrough the vacant auto dealership property as a shortcut out to Dundas. Indeed there are a number of unsightly breaches to the existing chain link fence. Is there any accommodation for foot traffic in the conceptual plan such that local residents could walk through the parking lot. Perhaps an opening sufficient for foot traffic but not motorized vehicles in the new security fence? Or is there an expectation that residents will need to walk all the way around the block?

Regards,

Ken Kortner

1825 Whitney

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Attachment "E" – email from Lianne Dowler (July 14, 2017)

Hello,

I am writing in regards to the property above that I received a re-zoning notification for. I take no issue to the property being re-zoned and believe it would be good for the area. However, my main concern is safety and security. I am a homeowner and my property backs onto the lot in question. People from the complex on the opposite side of the above property have cut a large hole in my fence and were using my back yard as a shortcut to get to Whitney and Avondale. On many occasions I have come home late at night from work and have been met by people behind my house. This is quite concerning for me as it's not only a safety issue for my family, but for my tenant as well. I should not have to be fearful of this due to insufficient security measures. I had spoken to the company that owns the property 2 years ago and was assured that they planned on installing a concrete barrier wall, but I have not seen anything to suggest that is happening. The current plans show a "security fence", I know myself and my direct neighbour would much rather see the concrete wall be in place as it would provide more security and less likelihood of people passing through.

Thank you for taking the time to read my concerns and I hope to see improved security walls.

Regards
Lianne Dowler

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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 1835 Dundas Street.

WHEREAS 1891614 Ontario Inc. has applied to rezone an area of land located at 1835 Dundas Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1835 Dundas Street, as shown on the attached map comprising part of Key Map No. A108, from an Associated Shopping Area/Restricted Service Commercial (ASA5/RSC6) Zone to an Associated Shopping Area Special Provision (ASA1/ASA2/ASA3(*)) Zone.
- 2) Section Number 24.4 c) of the Associated Shopping Area (ASA) Zone is amended by adding a new special provision:

ASA3(*)	1835 Dundas Street	
a)	Regulation[s]	
i)	Rear Yard Setback (Minimum)	1.0 metre (3.3 feet)
ii)	Interior (west) Side Yard Setback (Minimum)	2 metres (6.7 feet)
iii)	Interior (east) Side Yard Setback (Minimum)	0.0 metres (0.0 Feet)
iv)	Interior (east) Side Yard Setback abutting the residential zone of properties fronting Avondale Road (Minimum)	5.5 metres (18 feet)
v)	Lot Coverage (Maximum)	34%
vi)	Parking (Minimum)	200 parking spaces

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.

Agenda Item # Page #

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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 17, 2017.

Matt Brown
Mayor

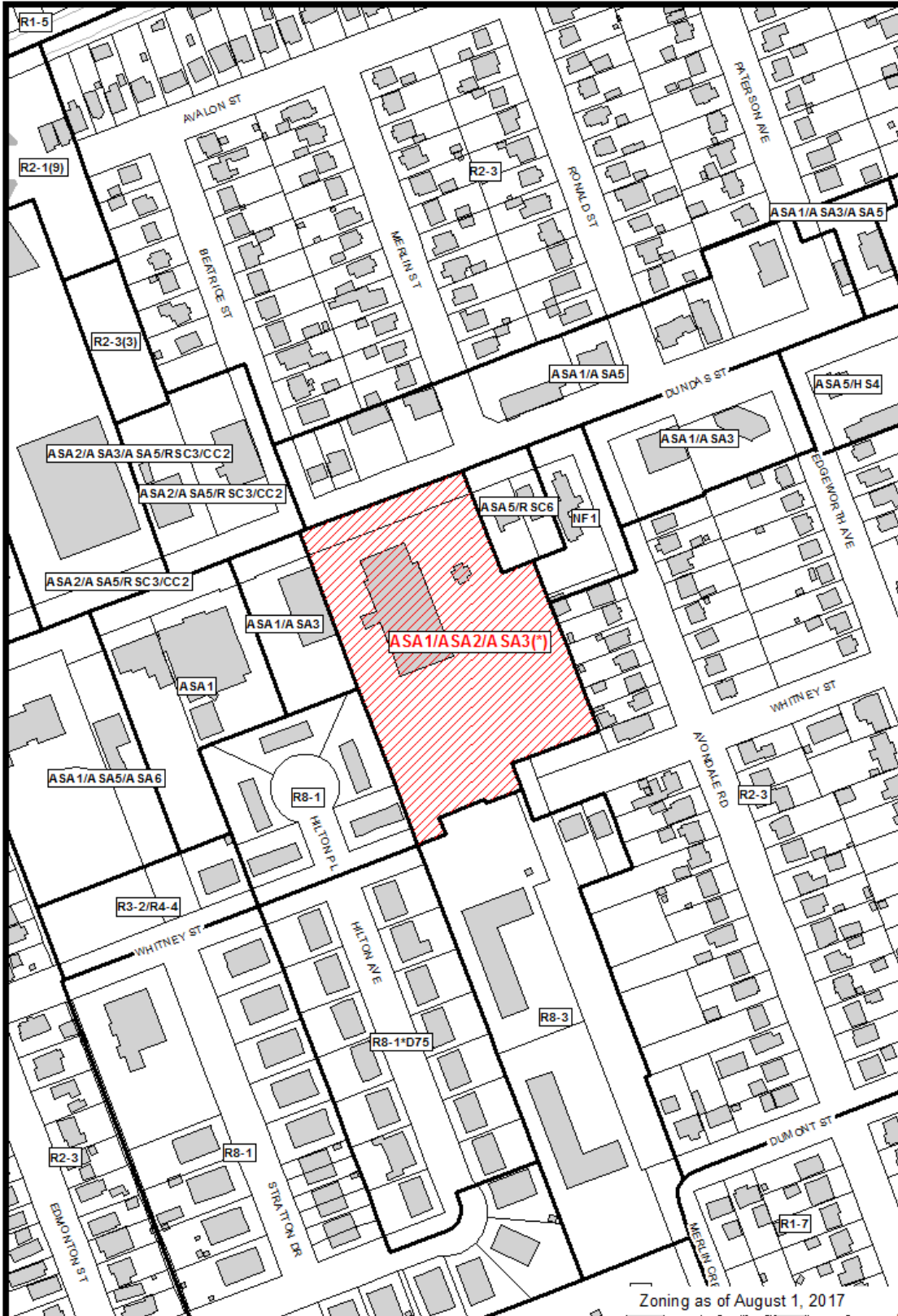
Catharine Saunders
City Clerk

First Reading - October 17, 2017
Second Reading – October 17, 2017
Third Reading - October 17, 2017

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



Zoning as of August 1, 2017

<p>File Number: Z-8790 Planner: BT Date Prepared: 2017/08/21 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters</p>
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