

Bill No.195
2018

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

A by-law to amend the “Our Move Forward- London’s Downtown Plan” for the City of London, relating to Temporary Downtown Commercial Parking Lots.

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 “Our Move Forward- London’s Downtown Plan” – 2015, 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 8, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – May 8, 2018
Second Reading – May 8, 2018
Third Reading – May 8, 2018

AMENDMENT NO.

to the

“OUR MOVE FORWARD-LONDON’S DOWNTOWN PLAN” FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is add wording to policy 5.2 (Build a Great Neighbourhood) of the “Our Move Forward-London’s Downtown Plan” guideline document for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located within the boundaries of the Downtown as defined by the Official Plan and The London Plan in the City of London.

C. BASIS OF THE AMENDMENT

Surface commercial parking lots currently provide an important supply of parking for the Downtown. Over time, it is anticipated that surface lots will be re-developed in favour of commercial parking within structures – either within the architectural mass of a mixed-use building, or in a separate parking structure with an appropriate use fronting the street. Surface commercial parking lots can undermine the quality of Downtown’s pedestrian environments – a key requirement for Downtown’s future success. They represent an underutilization of Downtown land area and can also create safety concerns.

Council is regularly asked to extend temporary zoning permissions to allow for the continuation of surface commercial parking lots. This change will provide more detailed and streetscape-specific guidance on the evaluation of planning and development applications for temporary zoning to permit and design surface commercial parking lots in the Downtown. The addition of criteria will provide a consistent basis for evaluating requests for temporary commercial parking lot extensions and meet the long- term goal of replacing surface lots with development that includes underground or above ground parking spaces.

D. THE AMENDMENT

1. Section 5.2 (Build a Great Neighbourhood) of “Our Move Forward – London’s Downtown Plan” is amended by adding the following after the existing text;

“Requests for temporary zoning for surface commercial parking lots, and extensions to temporary zoning for surface commercial parking lots, will be evaluated based on the following criteria;

- 1. Site plan approval will be required for all temporary surface commercial parking lots in the Downtown.*
- 2. The importance of any pedestrian streetscapes that are impacted by the surface commercial parking lot and the degree to which these streetscapes are impacted.*
- 3. The location, configuration and size of the parking area will be designed to support the provision of, and enhance the experience of pedestrians, transit-users, cyclists and drivers.*
- 4. The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.*

5. *Surface parking lots should be designed to include a sustainable tree canopy with a target of 30% canopy coverage at 20 years of anticipated tree growth.*
6. *Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.*
7. *Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.*
8. *Large surface parking lots shall be designed with areas dedicated for pedestrian priority including landscaping to ensure safe pedestrian connectivity throughout the site.*
9. *Surface parking areas will be designed to incorporate landscape/tree islands for visual amenity and to help convey stormwater and reduce the heat island effect.*
10. *Large surface parking areas will be designed to incorporate low impact development measures to address stormwater management.*