

Report to Planning and Environment Committee

**To: Chair and Members
Planning & Environment Committee**

**From: John M. Fleming
Managing Director, Planning and City Planner**

**Subject: Bradel Properties Ltd.
324 York Street**

Public Participation Meeting on: October 29, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Bradel Properties Ltd. relating to the property located at 324 York Street:

- (a) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property by extending the Temporary Use (T-71) Zone for a temporary period of three (3) years, **BE REFUSED** for the following reasons:
 - i) The request is not consistent with the policies of the Provincial Policy Statement, 2014;
 - ii) The request does not conform to the newly established policies of the 1989 Official Plan or The London Plan regarding temporary commercial parking lots;
 - iii) The request does not implement the goals of Our Move Forward: London's Downtown Plan; and,
 - iv) The request does not implement the recommendations of the Downtown Parking Strategy.

- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 6, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, by extending the Temporary Use (T-71) Zone for a period not exceeding six (6) months.

IT BEING NOTED THAT the purpose of the recommended short-term six (6) month extension of the temporary zone is to allow users of the surface commercial parking lot to find alternative parking arrangements.

Executive Summary

Summary of Request

The requested action is to extend the (T-71) temporary zone to allow the site to function as a surface commercial parking lot for a temporary period of three (3) years.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit a short-term extension to allow users of the existing surface commercial parking lot to find alternative parking arrangements.

Rationale of Recommended Action

The request to extend the temporary zone for a period of three (3) years, representing the maximum extension permitted, does not encourage long-term redevelopment of the site. The recommended six (6) month extension is a balanced approach that would allow existing users of the surface commercial parking lot to make alternative parking arrangements while encouraging long-term redevelopment of the site to a more intense,

transit-supportive use that is consistent with the policies of the Provincial Policy Statement and is in conformity with the 1989 Official Plan and The London Plan.

Analysis

1.0 Site at a Glance

1.1 Property Description

The property is located towards the southeast portion of the downtown, and has frontage on both York Street as well as Waterloo Street. The lands are vacant and have been used as surface commercial parking since approximately 2002. There are a number of surface parking lots within the vicinity which surround the site to the north, west, and across York Street to the south. The London Convention Centre is located to the west, an automobile sales and service establishment is abutting to the southeast, the London – Middlesex EMS Headquarters is located across Waterloo Street to the east, and a number of hotel and conference centres are located further north.

1.2 Current Planning Information (see more detail in Appendix D)

- 1989 Official Plan Designation – Downtown Area
- The London Plan Place Type – Downtown
- Existing Zoning – h-3*DA1(1)*D350*H95/DA1(3)*D350*H95/T-71 Zone

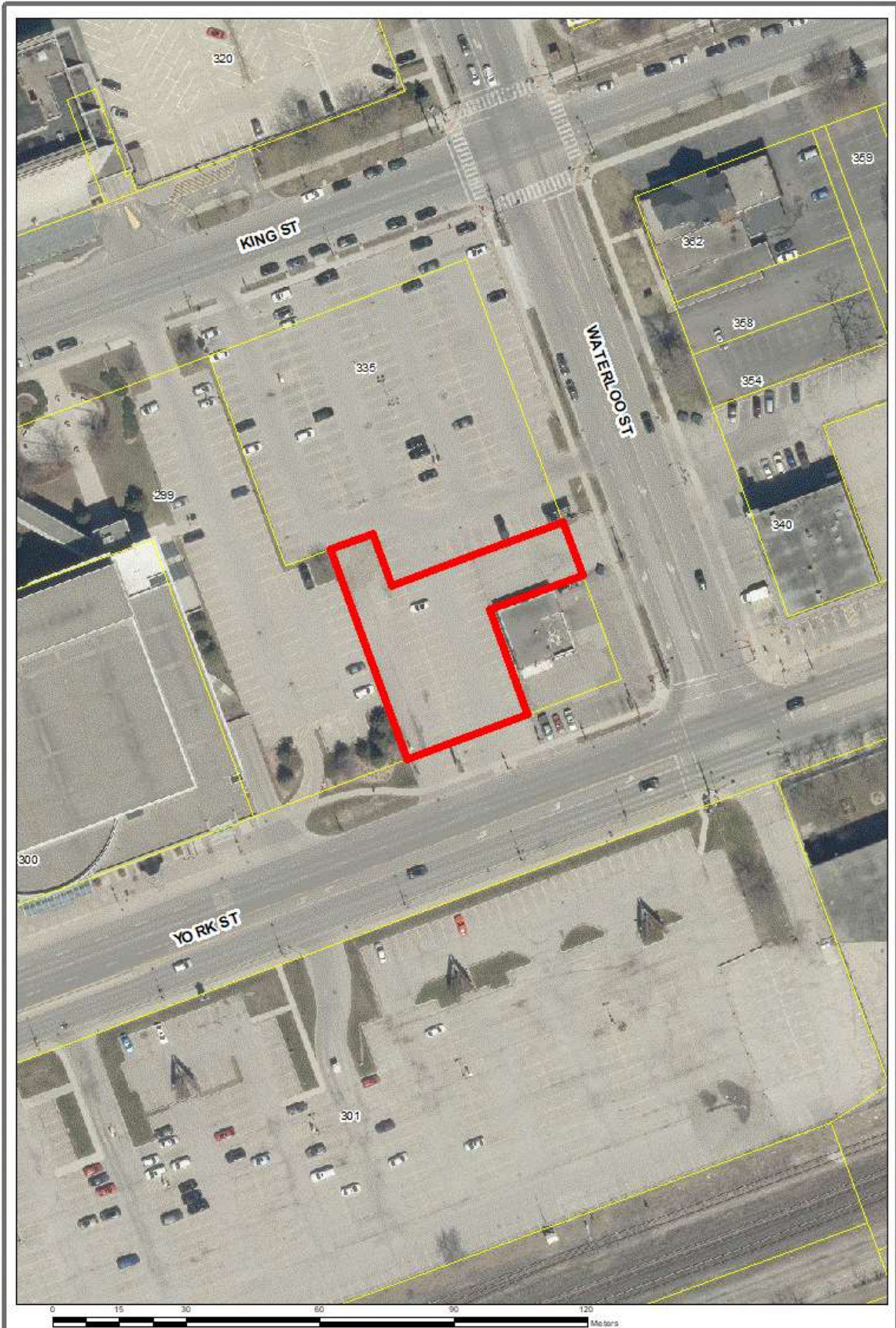
1.3 Site Characteristics

- Current Land Use – Commercial Parking Lot
- Frontage – 12.5 m (41.0 ft)
- Depth – 50.8 m (166.6 ft)
- Area – 1,495 m² (0.37 ac)
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Commercial Parking Lot
- East – Automobile Sales and Service Establishment
- South – Commercial Parking Lot
- West – Commercial Parking Lot/London Convention Centre

1.6 Location Map



LOCATION MAP

Subject Site: 324 York St
Applicant: Bradel Properties Ltd.
File Number : TZ-8917

Planner : CL
Created By : MB
Date : 2018/09/20
Scale : 1:1000

Legend

 Subject Site

Prepared by : Graphics & Information Services , Planning Division
Corporation of the City of London
File-planning/projects/1_locationmaps/MXD's



2.0 Description of Proposal

2.1 Development Proposal

The requested amendment is to extend a temporary zone on the subject lands, located at 324 York Street to permit a surface commercial parking lot. The site has been used as a surface commercial parking lot since 2002.



Figure 1: 324 York Street – view from York Street frontage

3.0 Relevant Background

3.1 Planning History

The subject lands originally operated as an industrial property in the 1950's until the building was converted to a mix of office and commercial in 1986. The building was vacant for a number of years prior to its demolition and change of use to a commercial parking lot circa 2002.

On January 21, 2002, City Council passed a Zoning By-law Amendment to permit a commercial parking lot for a temporary period not to exceed three years, which has been extended through periodic requests for temporary zones, including the most recent in December 2017 (TZ-8815). The intent of the short-term six (6) month extension permitted through TZ-8815 was to allow the owner time to implement the on-site requirements of the approved Development Agreement, which had been signed on November 25, 2004. The owner has since completed all required site works, which included: formalized entrances through the installation of curbing and landscaping; relocation of the ticket machine from the boulevard; and installation of sod, plantings, and trees.

However, on December 12, 2017 Council approved the Downtown Parking Strategy, which provides guidance for requests to extend surface commercial parking lots, and its recommendations provide additional criteria to be considered. Subsequently on May 8, 2018 Council also approved amendments to the 1989 Official Plan, The London Plan, and Our Move Forward: London's Downtown Plan to include specific evaluation criteria for requests to extend temporary zones for surface commercial parking lots. These policies, as well as the Downtown Parking Strategy, had not been in force at the time of the most recent application

3.2 Requested Amendment

The requested amendment is to extend the temporary use of the site for an additional three years through an amendment to the T-71 temporary zone provision. The existing holding Downtown Area Special Provision (h-3*DA1(1)* D350*H95/ DA1(3)* D350*H95) Zone would continue to apply to the site.

3.3 Community Engagement (see more detail in Appendix B)

No responses were received through the circulation of the public notice.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS. The PPS encourages densities and a mix of land uses that make efficient use of land and infrastructure, as well as land uses that support active transportation and are transit-supportive.

1989 Official Plan

The subject lands are designated Downtown Area in the 1989 Official Plan. The Downtown serves as a multi-functional regional centre containing a broad range of retail; service; office; institutional; entertainment; cultural; high density residential; transportation; recreational; and open space uses. The long term intent of the Plan is to improve the aesthetics of existing surface parking lots and to discourage new surface parking lots in the Downtown.

The London Plan

The subject lands are within the Downtown Place Type in The London Plan, which is the highest-order mixed use activity centre in the City. The Downtown Place Type permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. New surface commercial parking lots are not permitted in the Downtown Place Type, and further extensions to temporary zones permitting surface commercial parking lots that have been in existence for an extended period of time are discouraged.

Our Move Forward: London’s Downtown Plan

Our Move Forward: London’s Downtown Plan serves as a guideline document adopted under Chapter 19 of the 1989 Official Plan and provides strategic direction for the long-term development of downtown. The Downtown Plan identifies specific sites in the downtown that are opportunity sites for redevelopment and sites that are currently underutilized, many of which are currently used as surface commercial parking lots.

Downtown Parking Strategy

The Downtown Parking Strategy was approved by Council in December 2017. It is a comprehensive study which considers a number of factors, including: existing downtown parking supply and usage; future development implications; the City’s role in the provision of shared public parking resources; financial implications; and recommendations on an approach to surface commercial parking lots.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Use

The use of the subject property as a surface commercial parking lot has existed since 2002 when the initial temporary zone permissions were granted. The use has since existed for approximately 16 years through periodic extensions to the temporary zone, allowing the temporary use to adopt a more permanent nature.

Provincial Policy Statement, 2014 (PPS)

Section 1.1.3.2 a) of the PPS promotes densities and land uses that support efficient use of land and resources, support active transportation, and are transit supportive where transit is planned, exists, or may be developed. The proposed surface commercial parking lot does not support these policies, as its long-term continued use discourages potential for future redevelopment to a more intense, transit supportive land

use. The PPS encourages land use patterns, densities, and a mix of uses that reduces length and number of vehicle trips (1.6.7.4). The long-term use of the subject property as a surface commercial parking lot is a means of encouraging vehicle trips to the downtown, which is inconsistent with this policy of the PPS.

Section 1.7.1 of the PPS encourages long-term prosperity to be supported by maintaining and enhancing the vitality and viability of downtowns and main streets. The continued use of the subject property as a surface commercial parking lot continues to delay future development opportunities that will enhance the vitality and viability of the downtown, and as such, is inconsistent with this policy.

While the longer-term use of the subject property as a surface commercial parking lot is inconsistent with the policies of the PPS, a short-term extension of the temporary zone will not encumber the site for future redevelopment. Rather, a six (6) month extension would allow opportunity for current users of the parking lot to make alternative parking arrangements and facilitates a phased approach to discontinuing the use on this site.

1989 Official Plan & The London Plan

The subject property is designated Downtown Area in the 1989 Official Plan. Major office uses, hotels, convention centres, government buildings entertainment uses and cultural facilities which have a city-wide or larger service area will be encouraged to locate in the Downtown (4.1.5). A broad range of retail; service; office; institutional; entertainment; cultural; high density residential; transportation; recreational; and open space uses are permitted (4.1.6).

The subject property is located within the Downtown Place Type in The London Plan. The Downtown is the highest-order mixed use activity centre in the city and permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses (800). New surface commercial parking lots are not permitted and extensions of temporary zones permitting surface commercial parking lots that have been in existence for an extended period of time are discouraged (800.4 and 800.5).

On May 8, 2018, City Council approved new policies in the 1989 Official Plan and The London Plan which provide evaluation criteria for applications to extend temporary zoning for surface commercial parking lots. Section 4.1.10 iv) of the 1989 Official Plan and Section 1673a of The London Plan establish the following criteria to evaluate requests for temporary extensions to existing surface commercial parking lots:

1. *The demonstrated need for surface parking in the area surrounding the subject site. Utilization rates for sub-areas of the Downtown may be used to evaluate this need.*

The recently Council-approved Downtown Parking Strategy provides direction on utilization rates of existing surface commercial parking lots operating in six (6) sub-areas of the Downtown (Figure 2). The subject property is located within sub-area 5, which has a low utilization rate of 57%. As such, there is no demonstrated need for a surface commercial parking lot on this site based on utilization rates of the area surrounding the subject site.

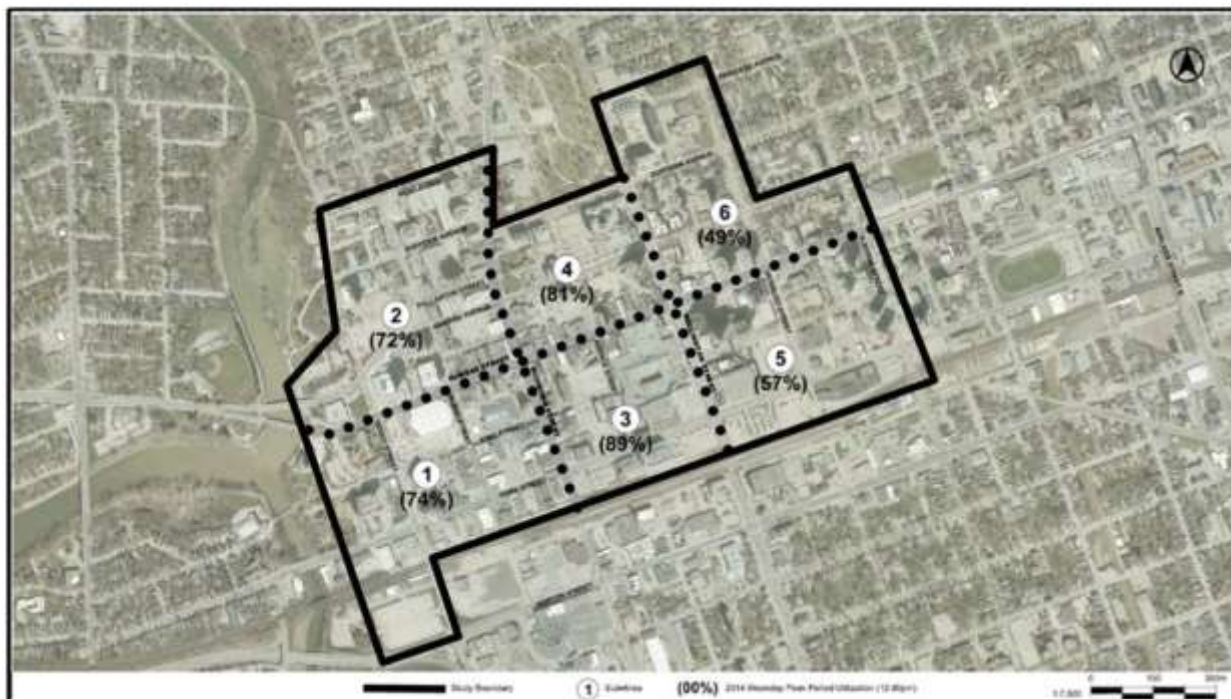


Figure 2: Parking Utilization by Study Sub-Area (Downtown Parking Strategy)

- 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.*

The streetscapes along the York Street and Waterloo Street frontages are already impacted by the existing surface commercial parking lot on site. Continued long-term extension of this temporary zone will further discourage redevelopment of the site and, notwithstanding the recent completion of site works, offers little improvement to the streetscape.

The subject site has frontages on two streets which provides an opportunity for development that begins to improve the pedestrian environment and close the gap between Waterloo Street and the Convention Centre.

- 3. The size of the parking lot, recognizing a goal of avoiding the underutilization of Downtown lands.*

While irregularly shaped, the subject lands form a sizable lot with an area of 495 square metres (0.37 acres). The property to the north, municipally addressed as 335 King Street, shares the same owner as the subject property. As such, consolidation of these two properties would further increase the viability for redevelopment of the subject site.

- 4. The length of time that the surface commercial parking lot has been in place, recognizing it is not intended that temporary uses will be permitted on a long-term basis.*

The parking lot has been in existence since 2002, approximately 16 years, through periodic extensions to the temporary zone. Additional long-term extensions begin to allow for a permanent nature of the site as a surface commercial parking lot to manifest.

- 5. Applicable guideline documents may be used to provide further, more detailed, guidance in applying these policies.*

Our Move Forward: London's Downtown Plan and the Downtown Parking Strategy were both used as guidance through the application of these policies. The site is identified as an underutilized site in Our Move Forward: London's Downtown Plan

(Figure 3) and located within sub-area 5 in the Downtown Parking Strategy, with a low utilization rate of 57% (Figure 2).



Figure 3: Priority Sites for Redevelopment (Our Move Forward: London's Downtown Plan)

6. *Site plan approval will be required for all temporary surface commercial parking lots in the Downtown.*

Site plan approval was granted in 2004. The owner has recently completed all required site works to bring the site in compliance with the approved Development Agreement.

7. *Where Council does not wish to extend the temporary zoning for a surface commercial parking lot a short-term extension of the temporary zone may be permitted for the purpose of allowing users of the lot to find alternative parking arrangements.*

A short-term, six (6) month extension to the temporary zone is recommended to allow users of the lot to find alternative parking arrangements. This provides a gradual and phased approach to discontinuing the temporary use of the property as a surface commercial parking lot.

Chapter 19.4.5 and Section 1672 in the 1989 Official Plan and The London Plan, respectively, also establish evaluation criteria for Temporary Use By-laws. These criteria are as follows:

1. *Compatibility of the proposed use with surrounding land uses;*

Surrounding land uses include an automotive sales and service establishment to the southeast, the London Convention Centre to the west, and surface parking lots directly to the north and west. Though the existing surface commercial parking lot does not conflict with these uses in the short-term, its long-term operation precludes redevelopment of the site to a more compatible land use.

2. *Any requirement for temporary buildings or structures in association with the proposed use;*

No temporary buildings or structures in association with the use are proposed. Automated parking pay and display machines, lighting, fencing and enhanced landscaping have been installed on site in accordance with the approved site plan.

3. *Any requirement for temporary connection to municipal services and utilities;*

The proposed surface commercial parking lot does not require any connection to municipal services and utilities.

4. *The potential impact of the proposed use on transportation facilities and traffic in the immediate area;*

There are no impacts anticipated on transportation facilities or traffic in the immediate area from the recommended short-term six (6) month extension.

Transportation staff have advised that a gradual approach to the discontinuation of temporary zone permissions for surface commercial parking lots in areas of low utilization should be undertaken.

5. *Access requirements for the proposed use;*

Two access points from York Street and Waterloo Street currently exist to the site. These accesses have been recently formalized through the use of curbing, sod, and landscaping, as required by the approved Development Agreement.

6. *Parking required for the proposed use, and the ability to provide adequate parking on-site; and,*

As the proposed temporary use is a surface commercial parking lot, there is no concern related to the provision of adequate parking for the temporary use.

7. *The potential long-term use of the temporary use.*

The site has operated as a surface commercial parking lot since 2002 through temporary zoning. Further extensions of the temporary zone will allow the use to continue establishing a longer-term pattern of use. A short-term extension, which does not inhibit or obstruct the redevelopment of the site into a desired commercial, residential or mixed use form in the future, is recommended to allow users of the lot to make alternative parking arrangements.

In addition to the above, Section 1672 of The London Plan provides two additional evaluation criteria:

1. *In the case of temporary commercial surface parking lots in the Downtown, the impact on the pedestrian environment in the Downtown.*

Temporary surface parking lots such as the subject site, do not contribute to the pedestrian environment the way built form does through activity, animation, interest, or streetscape. The site has been recently upgraded with sod and landscaping, lending some improvement to the pedestrian environment. However, redevelopment of the subject site with a compatible built form is most desirable for improvement to the pedestrian environment.

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

The subject site has the ability to develop with a wide range of uses as permitted by the existing zoning. Further, the property to the north (municipally addressed as 335 King Street) is also owned by Bradel Properties Ltd. and consolidation of the two properties would allow for a comprehensive and viable development form.

Our Move Forward: London's Downtown Plan

The Downtown Plan encourages the redevelopment of vacant sites by discontinuing temporary zoning on underutilized and opportunity sites, with the intent to increase the

population of residents and workers downtown (5.2). As the Downtown Plan recognizes surface parking lots as ideal redevelopment sites, the subject property is identified as an underutilized site on Map 5 (Figure 3). The Downtown Plan further recognizes that there is no net loss of parking through the redevelopment of these sites, as parking can be regained by being incorporated into the design of new development.

Downtown Parking Strategy

The Downtown Parking Strategy provides a number of recommendations for how the City should manage surface commercial parking lots downtown. Of these recommendations, is a gradual approach to discontinuing temporary zone permissions for surface parking lots where utilization is low. The subject site is located in sub-area 5 which has the second lowest utilization rate of 57% (Figure 2). The recommended six (6) month extension of the temporary zone is consistent with the recommendations of the Downtown Parking Strategy, as it facilitates a gradual discontinuation of the temporary zone.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommendation to refuse a 3-year extension to permit the continued use as a surface commercial parking lot, and the recommended 6-month temporary zone are consistent with the Provincial Policy Statement and is in accordance with the general intent of the Official Plan and The London Plan policies. The amendment will allow for an extension of the existing surface commercial parking lot for a short-term temporary period of six (6) months, allowing users of the site to find alternative parking arrangements.

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| Prepared by: | Catherine Lowery, MCIP, RPP Planner II, Current Planning |
| Submitted by: | Michael Tomazincic, MCIP, RPP Manager, Current Planning |
| Recommended by: | John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner |
| Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services | |

October 19, 2018
MT/mt

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 324
York Street.

WHEREAS Bradel Properties Ltd. has applied to extend the Temporary Use (T-71) as it applies to lands located at 324 York Street for a period not exceeding three (3) years;

AND WHEREAS the Municipal Council of the Corporation of the City of London, by by-law No. Z.-1-182635 approved the Temporary Use for 324 York Street for a period not exceeding six (6) months expiring June 12, 2018;

AND WHEREAS the Municipal Council of the Corporation of the City of London deems it advisable to extend the Temporary Use for the said property for a period not exceeding six (6) months;

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 (71) of the Temporary (T) zone is amended by revising the following subsection for the property known municipally as 324 York Street:

T-71

Lands located at 324 York Street, as shown on the map attached hereto, comprising part of Key Map No. A107, may be used as a surface commercial parking lot for a temporary period not exceeding six (6) months expiring on May 6, 2019.

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 November 6, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 6, 2018
Second Reading – November 6, 2018
Third Reading – November 6, 2018

Appendix B – Public Engagement

Community Engagement

Public liaison: On June 27, 2018, Notice of Application was sent to 16 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 28, 2018. A “Planning Application” sign was also posted on the site.

No replies were received

Nature of Liaison: Possible change Zoning By-law Z.-1 by amending the temporary use provisions of the existing holding Downtown Area Special Provision (h-3*DA1(1)*D350*H95/DA1(3)*D350* H95/T-71) Zone, to extend the temporary commercial parking lot use for an additional three (3) years.

Responses: None

Agency/Departmental Comments

July 27, 2018: Transportation

Council has recently approved the downtown parking strategy, one of the key recommendations of the downtown parking strategy is for a gradual approach to the discontinuation of temporary zone permissions for temporary surface commercial parking lots for areas where parking utilization is low. This property is located in sub area 5 where the current parking utilization rate is 57%. Details regarding the downtown parking strategy please use the following web link:

<https://www.london.ca/residents/Roads-Transportation/Transportation-Planning/Pages/Parking-Strategy.aspx>

June 27, 2018: CN Rail / June 28, 2018: UTRCA

No objections

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 1. efficiently use land and resources;
 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. support active transportation;
 5. are transit-supportive, where transit is planned, exists or may be developed; and
 6. are freight-supportive;
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- e) promoting the redevelopment of brownfield sites;
- f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- g) providing opportunities for sustainable tourism development;
- h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;
- i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;
- j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
- k) encouraging efficient and coordinated communications and telecommunications infrastructure.

1989 Official Plan

4.1. Downtown Designation

The Downtown is the primary multi-functional activity centre serving the City of London and the surrounding area, comprising much of southwestern Ontario. It contains regionally significant office, retail, service, government recreational, entertainment and

cultural facilities and is distinguished from other areas in the City by its concentration of employment and its intensive, multi-functional land use pattern. It is intended that the Downtown will continue to be the major office employment centre and commercial district in the City, and that its function as a location for new medium and high density residential environment will be strengthened overtime. Support will also be given to the continued development of the Downtown as a regional meeting place and as the primary location for hotel, convention, cultural entertainment and other service facilities that will promote local tourism.

4.1.5. Major Facilities

Major office uses, hotels, convention centres, government buildings entertainment uses and cultural facilities which have a city-wide or larger service area will be encouraged to locate in the Downtown.

4.1.6. Permitted Uses

Council shall support the continued development of the Downtown as a multi-functional regional centre containing a broad range of retail; service; office; institutional; entertainment; cultural; high density residential; transportation; recreational; and open space uses.

4.1.10 iv) Parking – Surface Parking Lots

The creation of new surface level commercial and/or accessory parking lots within the Downtown Shopping Area will be discouraged. Surface parking lots outside of the Downtown Shopping Area that require the demolition of significant heritage buildings will also be discouraged.

For lands within the Downtown Area designation, the following criteria will be used to evaluate both applications for temporary zoning to permit surface commercial parking lots and applications for extensions to temporary zoning to permit surface commercial parking lots:

1. The demonstrated need for surface parking in the area surrounding the subject site. Utilization rates for sub-areas of the Downtown may be used to evaluate this need.
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 size of the parking lot, recognizing a goal of avoiding the underutilization of Downtown lands.
4. The length of time that the surface commercial parking lot has been in place, recognizing it is not intended that temporary uses will be permitted on a long-term basis.
5. Applicable guideline documents may be used to provide further, more detailed, guidance in applying these policies.
6. Site plan approval will be required for all temporary surface commercial parking lots in the Downtown.
7. Where Council does not wish to extend the temporary zoning for a surface commercial parking lot a short-term extension of the temporary zone may be permitted for the purpose of allowing users of the lot to find alternative parking arrangements.

19.4.5. Temporary Use By-laws

Provided the general intent and purpose of the Official Plan are maintained, Council may pass by-laws to authorize the temporary use of land, buildings or structures for a purpose that is otherwise prohibited by this Plan, for renewable periods not exceeding three years, in accordance with the provisions of the Planning Act.

Enacting Provisions

In enacting a Temporary Use By-law, Council shall have regard for the following matters:

- (a) compatibility of the proposed use with surrounding land uses;
- (b) any requirement for temporary buildings or structures in association with the proposed use;

- (c) any requirement for temporary connection to municipal services and utilities;
- (d) the potential impact of the proposed use on transportation facilities and traffic in the immediate area;
- (e) access requirements for the proposed use;
- (f) parking required for the proposed use, and the ability to provide adequate parking on-site; and,
- (g) the potential long-term use of the temporary use.

The London Plan

800_ The Downtown is the highest-order mixed use activity centre in the city. The following uses may be permitted within the Downtown:

800_4 New surface accessory parking lots should not be permitted in the Downtown. New surface commercial parking lots shall not be permitted.

800_5 Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses should be discouraged where an adequate supply of parking exists in the vicinity of the subject lot.

1672_ 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.
9. The degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands.

1673_ It is not intended that temporary uses will be permitted on a long-term basis and they will not be permitted where they may interfere with the long-term planning for a site. Permanent structures for temporary uses will not be permitted. Severances to support temporary uses may not be permitted where they may negatively impact long-term planning.

1673_a In addition to the other Temporary Use Provision policies and the Downtown Place Type policies of this Plan, applications for temporary zoning to support surface commercial parking lots in the Downtown will be evaluated based on the following criteria:

1. The demonstrated need for surface parking in the area surrounding the subject site. Utilization rates for sub-areas of the Downtown may be used to evaluate this need.
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 size of the parking lot, recognizing a goal of avoiding the underutilization of Downtown lands.
4. The length of time that the surface commercial parking lot has been in place, recognizing it is not intended that temporary uses will be permitted on a long-term basis.
5. Applicable guideline documents may be used to provide further, more detailed, guidance in applying these policies.

6. Site plan approval will be required for all temporary surface commercial parking lots in the Downtown.
7. Where Council does not wish to extend the temporary zoning for a surface commercial parking lot a short-term extension of the temporary zone may be permitted for the purpose of allowing users of the lot to find alternative parking arrangements.

Our Move Forward: London's Downtown Plan

Redevelopment Opportunities (p. 21)

Within the downtown there are many underutilized sites and opportunities for redevelopment. Surface parking lots, in particular, present ideal conditions for redevelopment, as there is relatively 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 and structured parking into the design of the new development.

Of these underutilized sites, there are opportunity sites where new development could bridge streetwall gaps and/or link activity generators. These strategic locations are priority sites for redevelopment.

Planning Policies (p. 63)

5.2 (Build a Greit Neighbourhood) Encourage the redevelopment of vacant sites to increase the resident and worker population downtown by discontinuing temporary-use zoning on these sites.

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.

Downtown Parking Strategy

1.1 Study Purpose and Background

The key to future development in the downtown will be the replacement of existing surface parking lots with new developments. Determining how much parking is required, how it is provided, what role the City should play in meeting future parking demand, the financial implications associated with providing new parking and the most appropriate municipal service delivery model to employ in order to maximize the return on

investment of public funds are critical considerations in the development of a parking management strategy for the downtown.

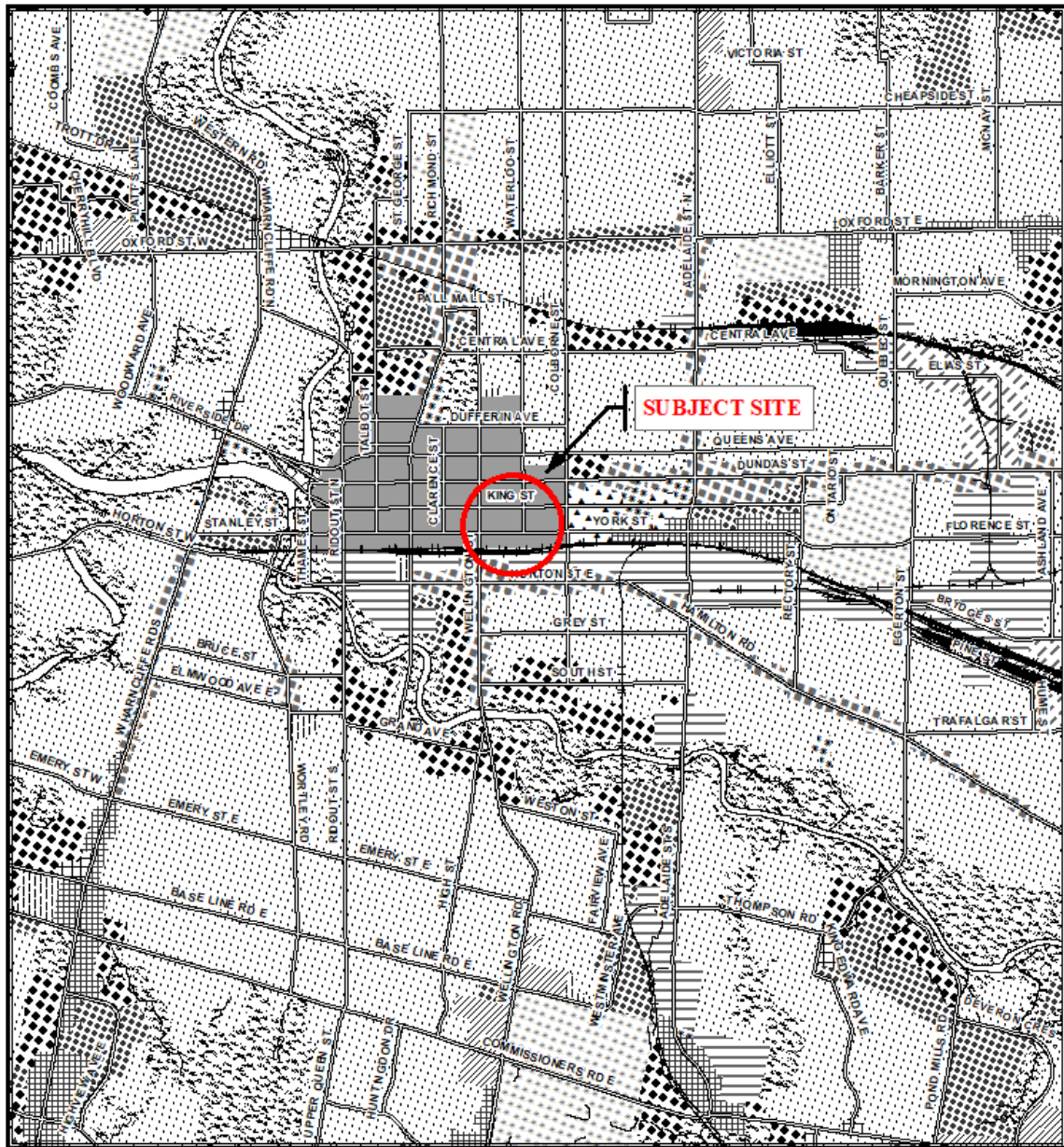
In April 2015, London City Council adopted a plan for the downtown entitled “Our Move Forward: London’s Downtown Plan”. This plan provided seven strategic directions and described ten transformational projects that would ensure the continued success of the downtown well into the future. The plan identified many underutilized sites that were primarily surface parking lots, where new development could bridge street wall gaps and/or link key activity generators and therefore should be viewed as strategic priority locations for redevelopment.

1.6.5 Take a gradual approach to the discontinuation of temporary zone permissions for temporary surface commercial parking lots in downtown where there is surplus public parking due to lower parking utilization and aligned with the timing of providing additional parking facilities in the future and the implementation of the new rapid transit system.

As a starting point, the City should develop an inventory of all existing noncomplying downtown surface commercial lots and require each land owner to secure a temporary zone permission in order to maintain operations. Temporary zone permissions should no longer be issued for any new surface parking lots in the downtown.

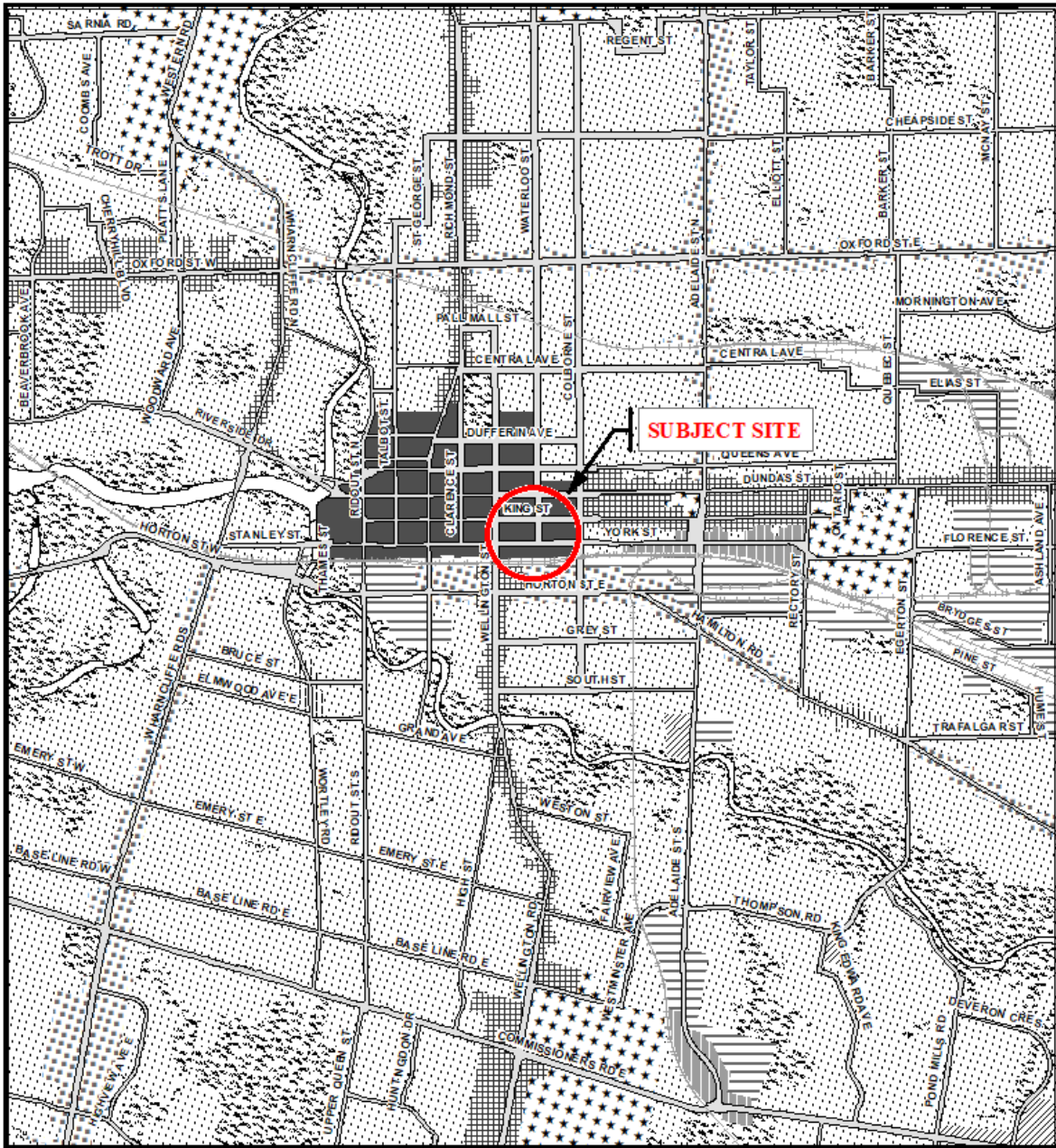
Appendix D – Relevant Background

Additional Maps



| 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 Planning Services / Development Services 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-8917</p> |
| | | <p>PLANNER: CL</p> <p>TECHNICIAN: MB</p> <p>DATE: 2018/09/21</p> |



Legend

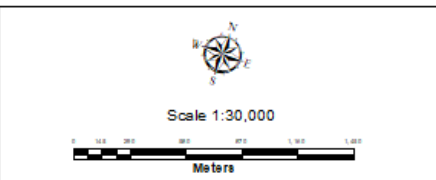
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management 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.

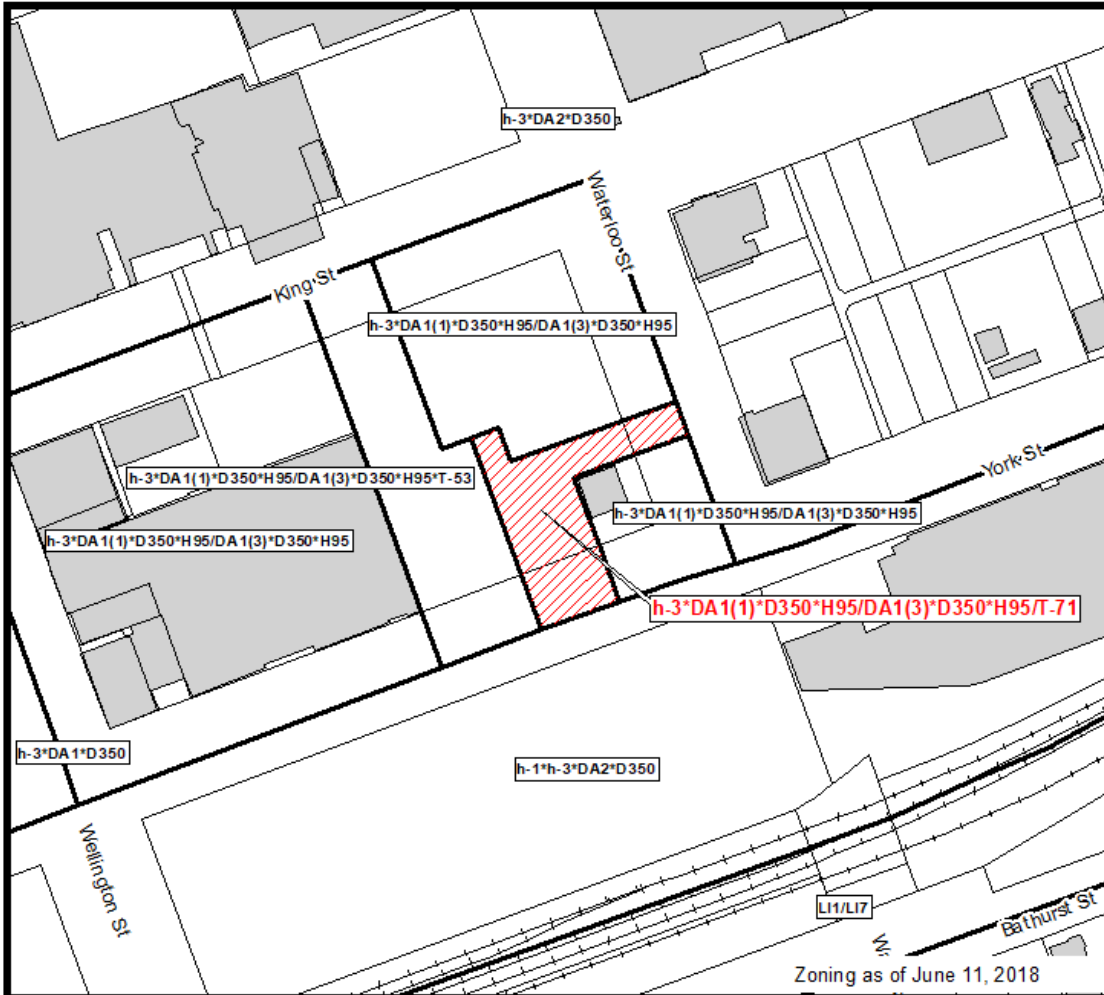
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.


CITY OF LONDON
 Planning Services /
 Development Services

LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: TZ-8917
Planner: CL
Technician: MB
Date: September 21, 2018



 COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-3°DA1(1)*D350°H95/DA1(3)*D350°H95/T-71

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

TZ-8917 CL

MAP PREPARED:

2018/09/20 MB

1:2,000

0 10 20 40 60 80 Meters

Additional Reports

Z-6166: December 10, 2001 – Report to Planning Committee: request to extend the temporary zone for 3 years

Z-6838: January 21, 2005 – Report to Planning Committee: request to extend the temporary zone for 3 years

Z-8382: September 23, 2014 – Report to Planning and Environment Committee: request to extend the temporary zone for 3 years

15 DOW t: December 4, 2017 – Report to Planning and Environment Committee: Downtown Commercial Parking Lots Information Report

TZ-8815: December 4, 2017 – Report to Planning and Environment Committee: request to extend the temporary zone for 3 years

O-8876: April 30, 2018 – Report to Planning and Environment Committee: Official Plan, The London Plan and Downtown Plan Criteria for Downtown Temporary Surface Commercial Parking Lots