

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: McKenzie Lake Lawyers LLP c/o Patrick Clancy
324 York Street

Public Participation Meeting on: September 9, 2019

Recommendation

That, on the recommendation of the Director, Development Services with respect to the application of McKenzie Lake Lawyers LLP c/o Patrick Clancy relating to the property located at 324 York Street 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) for a 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 specific 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.

Executive Summary

Summary of Request

The requested action is to extend the Temporary (T-71) 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 refuse the request for a three (3) year extension of the surface commercial parking lot. A previous request to permit a 3-year extension was denied by Council, who alternatively granted a 6-month 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 the long-term redevelopment of the site. A six (6) month extension has already been granted to allow existing users of the commercial parking lot to search for alternative parking arrangements. The refusal of a three (3) year extension would further encourage the 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 area of the downtown, with frontage on both York Street and 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)

- 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

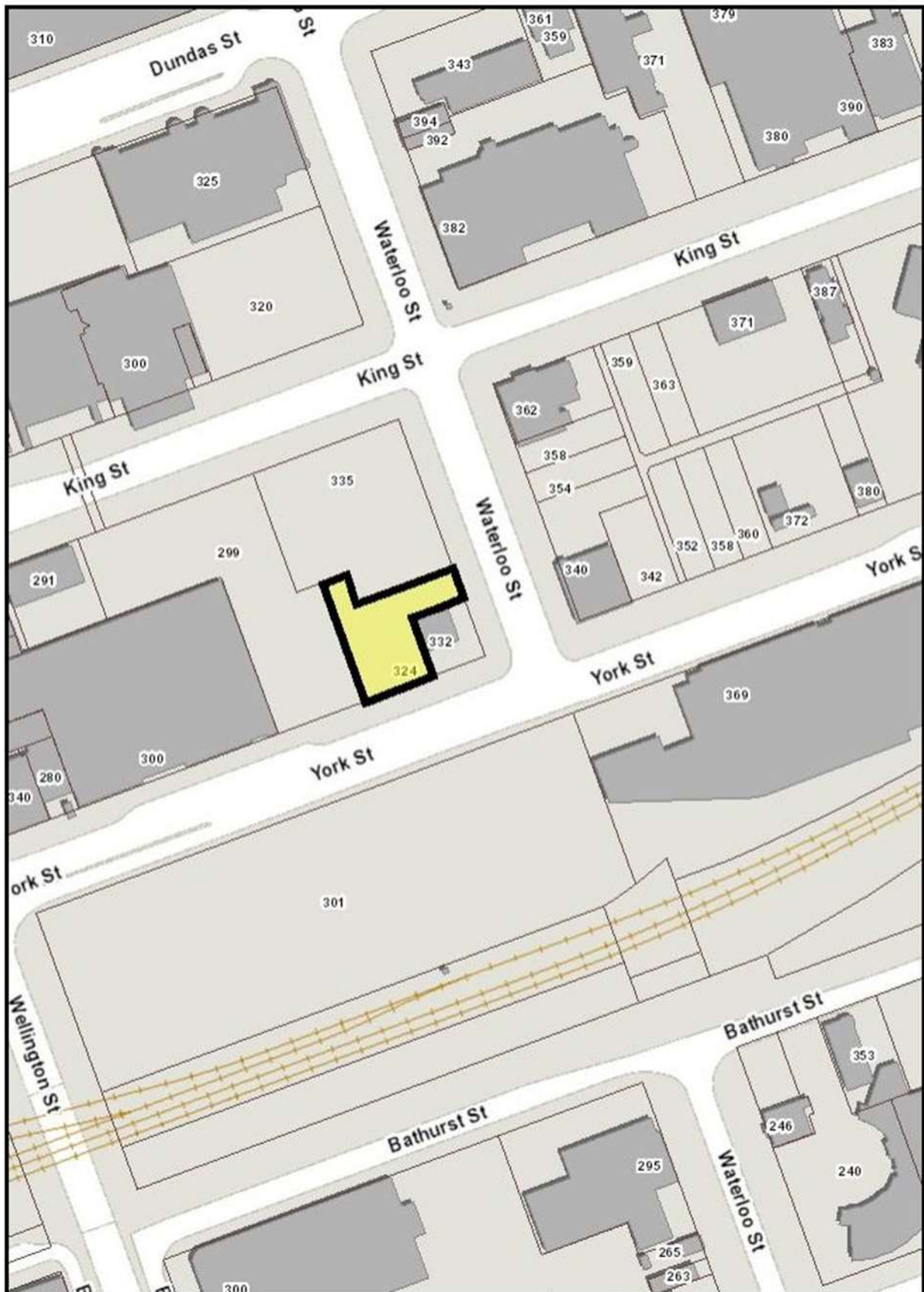
1.3 Site Characteristics






- Current Land Use – Commercial Parking Lot
- Frontage – 12.5 m (41.0 ft)
- Depth – 50.8m (166.6 ft)
- Area – 1,495m² (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		Legend	
Subject Property:	324 York Street		Subject Property
Applicant:	MCKENZIE LAKE LAWYERS LLP		Parks
File Number:	TZ-9069		Assessment Parcels
Created By:	Melanie Vivian		Buildings
Date:	7/31/2019		Address Numbers
Scale:	1:2000		

Corporation of the City of London

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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 uses in 1986. Prior to its demolition and change of use to a commercial parking lot circa 2002, the building was vacant for a number of years.

On January 21, 2002, City Council passed a Zoning By-law Amendment to permit a commercial parking lot for a temporary period not exceeding three (3) years, which has been extended through periodic requests for temporary zones including the most recent in November 6, 2018 (TZ-8917). The intent of the short-term six (6) month extension permitted through TZ-8917 was to allow existing users of the surface commercial parking lot to make alternative parking arrangements in anticipation of no further extensions being granted to encourage long-term redevelopment of the site to a more intense, transit-supportive use.

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 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. The policies, as well as the Downtown Parking Strategy, are now in force and effect.

3.2 Requested Amendment

The requested amendment is to extend the temporary use of the site for an additional period of three (3) 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)

Staff received comments from the Architectural Conservancy Ontario – London Region Branch regarding the application. The Architectural Conservancy – London Region Branch (ACO London) identified the site as an ideal location for new development such as a residential or office tower. ACO London stated that building on parking lots should prevent the loss of further heritage buildings.

Staff received no other comments from the public.

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 the land and infrastructure, as well as land uses that support active transportation and are transit-supportive.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject lands are located within the Downtown Place Type of The London Plan; classified as 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 within the Downtown Place Type. Further extensions to temporary zones permitting surface commercial parking lots that have been in existence for an extended period of time are discouraged.

1989 Official Plan

The subject lands are located within the Downtown Area designation 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.

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. 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. The comprehensive study 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 subject property’s use as a surface commercial parking lot has existed since 2002 when the initial temporary zone permissions were granted. Since then, the use on site has existed for approximately 17 years through periodic extensions to the temporary

zone, allowing the temporary use to evolve to a more permanent condition.

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 the potential for future development to a more intense, transit-supportive land use. Furthermore, Section 1.6.7.4 of the PPS encourages land use patterns, densities and a mix of uses that reduces the length and number of vehicle trips and support current and future use of transit and active transportation. The long-term use of the subject property as a commercial parking lot encourages vehicle trips to the downtown, which is inconsistent with the aforementioned PPS policies.

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 a commercial parking lot on the subject property continues to delay future development opportunities that will enhance the vitality and viability of the downtown, and as such, is inconsistent with this policy.

1989 Official Plan & The London Plan

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 where an adequate supply of parking exists in the vicinity of the subject lot (800_4* and 800_5*).

The subject property is designated Downtown Area in the 1989 Official Plan. The Downtown Area contemplates a broad range of uses such as retail; service; office; institutional; entertainment; cultural; high density residential; transportation; recreational; and open space uses (4.1.6). 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 within the Downtown (4.1.5).

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 similarly the direction of Policy 1673_ in The London Plan, establishes 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 Council-approved Downtown Parking Strategy provides direction on utilization rates of existing surface commercial parking lots operating in six 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 the utilization rates of the area surrounding the subject site.



Figure 2: Parking Utilization 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.*

Streetscapes along both 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.

As the subject property has frontages on two streets, it provides an opportunity for development that begins to improve the pedestrian environment and close the gap between Waterloo Street and the London Convention Centre.

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

While irregular in shape, the subject property forms a sizeable lot with an area of 1,495 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 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.*

The surface commercial parking lot has been existing on site since 2002, approximately 17 years, through the periodic extension to the temporary zone. Additional long-term extensions begin to entrench a more permanent role 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 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).

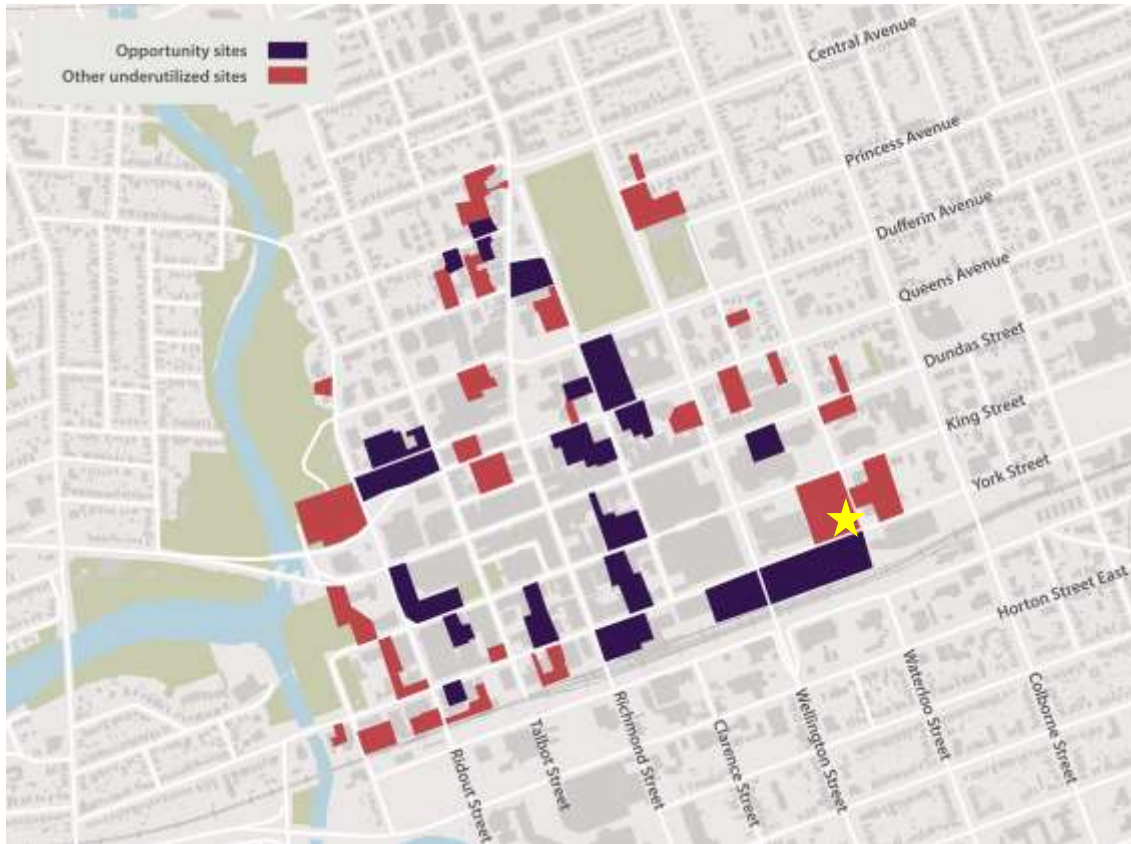


Figure 3: Map 5, Priority Sites for Redevelopment (Our Move Forward: London's Downtown Plan).

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 into compliance with the approved Development Agreement as part of the approved TZ-8815 application in December 2017.

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.*

An extension of the temporary zone for the purpose of allowing users to find alternative parking arrangements was granted in November 2018 as a gradual phased approach to discontinue the temporary use of the property as a surface commercial parking lot.

Chapter 19.4.5 of the 1989 Official Plan and Section 1672_ of 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;*

Land uses surrounding the subject property 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. In the short-term the use of an existing surface commercial parking lot does not conflict with the surrounding uses whereas the 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;*

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

3. *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 request to extend permissions for a surface commercial parking lot nor from the recommended refusal of the extension of the temporary zone on the existing surface commercial parking lot.

4. *Access requirements for the proposed use;*

The subject property currently has one existing access point from York Street and another from Waterloo Street. As required by the approved Development Agreement, the accesses have been formalized through the use of curbing, sod and landscaping.

5. *The potential for long-term use of the temporary zone.*

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. It is preferable that the site be redeveloped into a desired commercial, residential or mixed-use form in the future as intended by the long-term zoning applied to the site.

In addition to the criteria 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 in a positive way as built form does through activity, animation, interest, or streetscape. Through the Development Agreement, the site has been updated with sod and landscaping to provide a buffer between the automobile parking and the pedestrian environment. However, redevelopment of the subject site with a compatible built form is most desirable for improvement to the pedestrian environment. The temporary surface parking lot existing on site prolongs opportunities for redevelopment to further enhance the pedestrian environment in the downtown.

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 permitted by the existing zoning. Furthermore, the adjacent property to the north, municipally addressed as 335 King Street, is also owned by Bradel Properties Ltd. The 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 resident and worker population downtown (5.2). The Downtown Plan recognizes surface parking lots as ideal conditions for redevelopment. As per Map 5 (Figure 3), the subject property is identified as an underutilized site. The Downtown Plan further recognizes that there is no net loss of parking through the redevelopment of these sites as parking can be regained through the incorporation of parking into the design of the new development.

Downtown Parking Strategy

The Downtown Parking Strategy provides a number of recommendations for how the City should manage surface commercial parking lots in the downtown. Of these recommendations is a gradual approach to discontinuing temporary zone permissions for

surface parking lots where utilization is low. As previously mentioned the subject property is in sub-area 5, which has a low utilization rate of 57% providing no demonstrated need for a surface commercial parking lot on this site.

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 is inconsistent with the Provincial Policy Statement (2014), the general intent of the 1989 Official Plan and The London Plan policies. The subject site is located in an area where parking utilization is low and therefore encouraged by policy to transition away from parking toward a long-term use permitted by the zoning.

Prepared by:	Melanie Vivian, Planner I, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
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 Development Services.	

August 30, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Appendix B – Public Engagement

Community Engagement

Public liaison: On May 29, 2019, Notice of Application was sent to 17 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 30, 2019. A “Planning Application” sign was also posted on the site.

No replies were received.

Nature of Liaison: Zoning amendment to allow for the continued use of the existing surface commercial parking lot for an additional three (3) years through an extension of the temporary zone.

Responses: A summary of the various comments received include the following:

Agency/Departmental Comments

June 11, 2019: London Hydro

Servicing the above proposal should present no foreseeable problems. Above-grade transformation is required. London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

June 9, 2019: Architectural Conservancy Ontario – London Region Branch

Indicated the surface parking lot located at 324 York Street would be an ideal site for new development such as a residential or office tower. Building on parking lots would prevent the loss of further heritage buildings such as Camden Terrace on Talbot Street, recently demolished. Underground parking facilities such as those under the City Centre or Covent Garden could be built beneath the new development, so that there is no loss for parking for those wishing to attend an event at the convention centre or elsewhere.

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; and
- 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 or 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.

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

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.

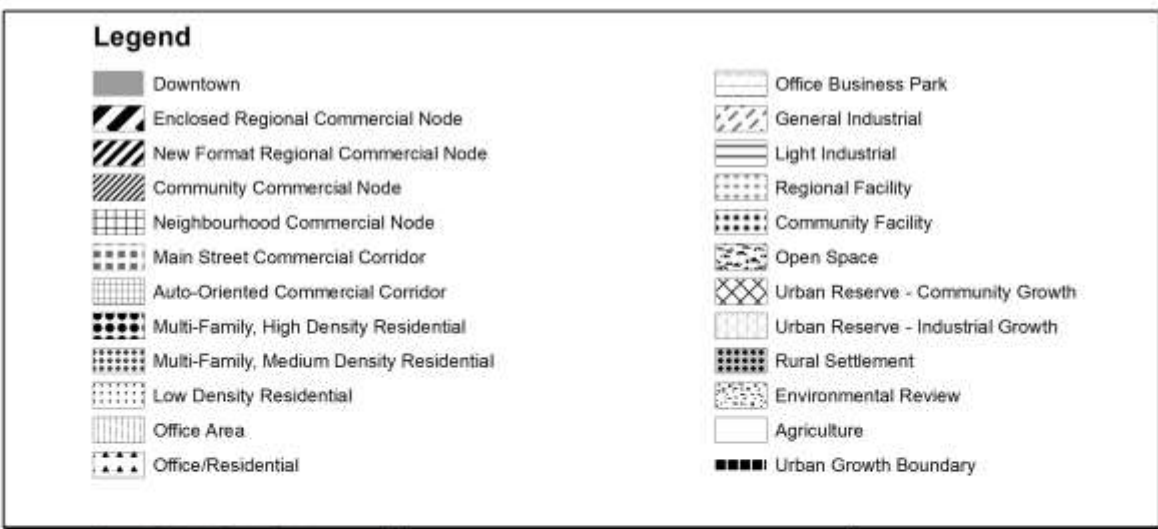
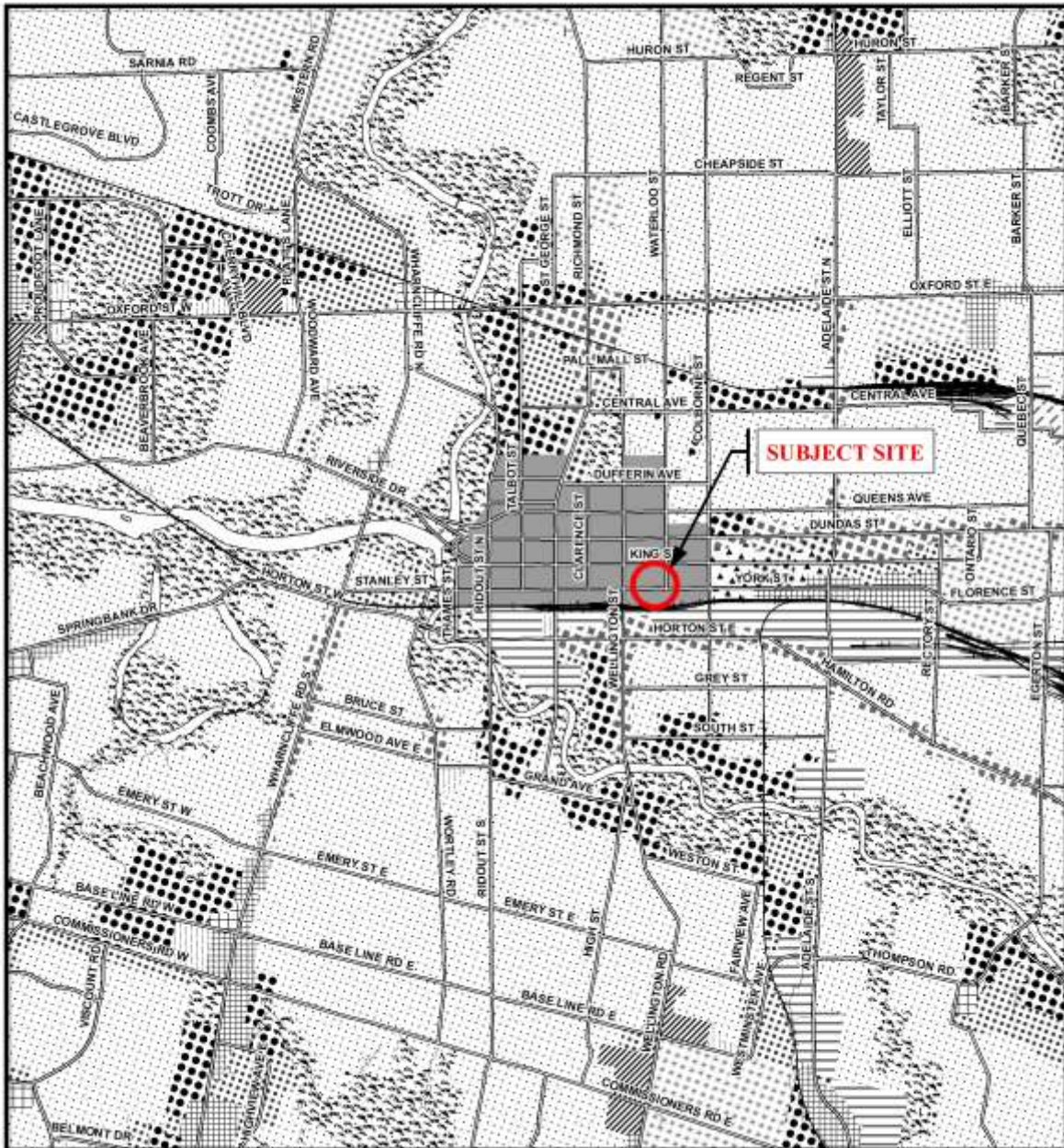
In April 2015, London City Council adopted a plan for the downtown entitled “Our Move Forward: London’s Downtown Plan”. This plan provided seven strategic directions and described ten transformational projects that would ensure the continued success of the downtown well into the future. The plan identified 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.

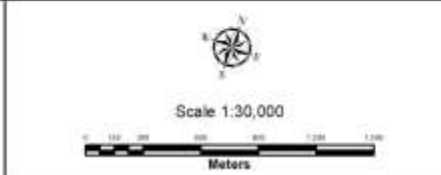
As a starting point, the City should develop an inventory of all existing non-complying downtown surface commercial lots and require each land owner to secure a temporary zone permission in order to maintain operations. Temporary zone permissions should no longer be issued for new surface parking lots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

Appendix D – Relevant Background

Additional Maps

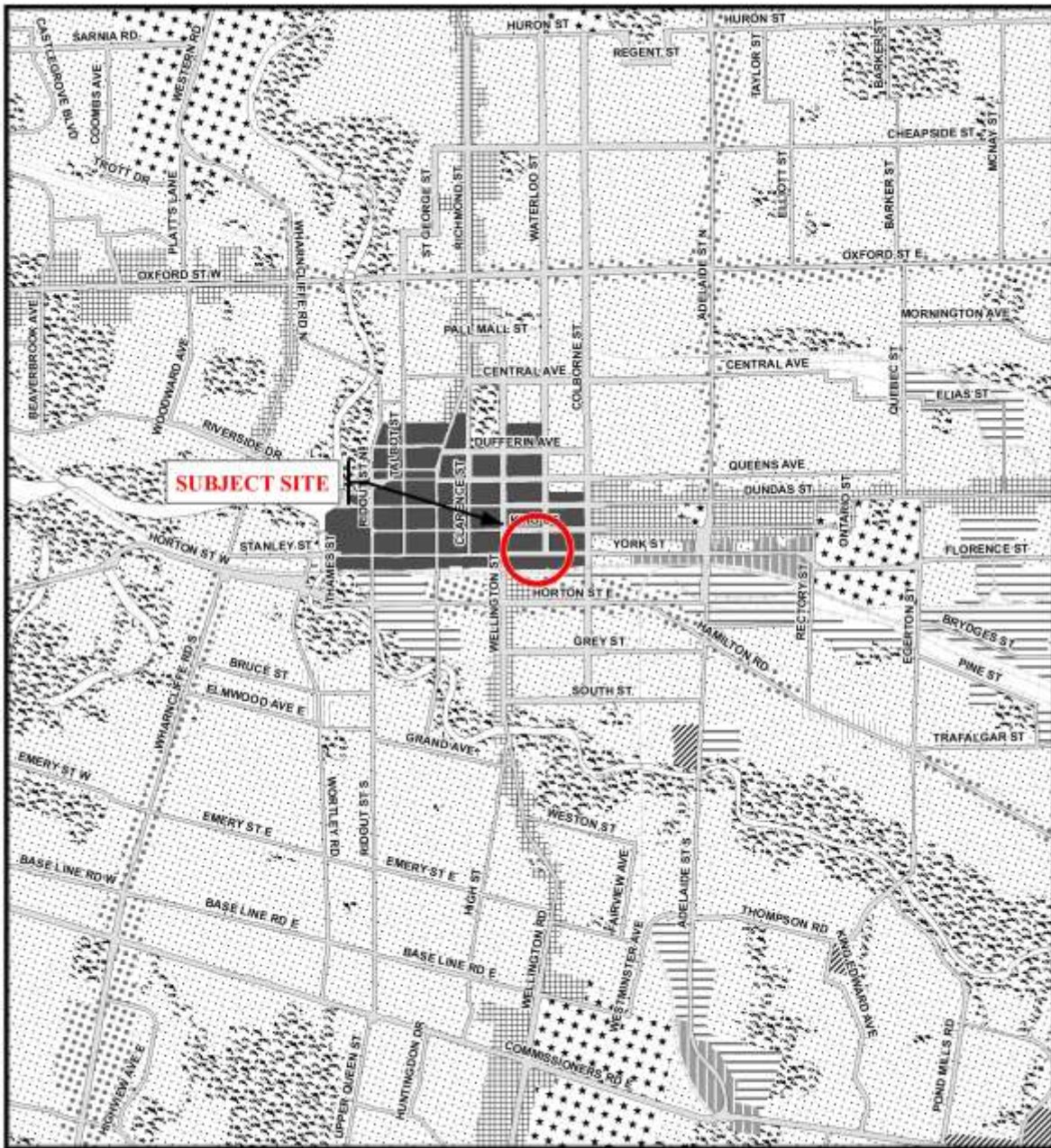


CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: TZ-9069
 PLANNER: MV
 TECHNICIAN: DM
 DATE: 2019/08/09

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\conso\00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd



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.

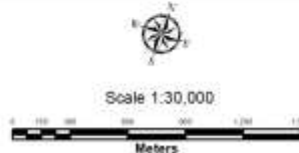
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

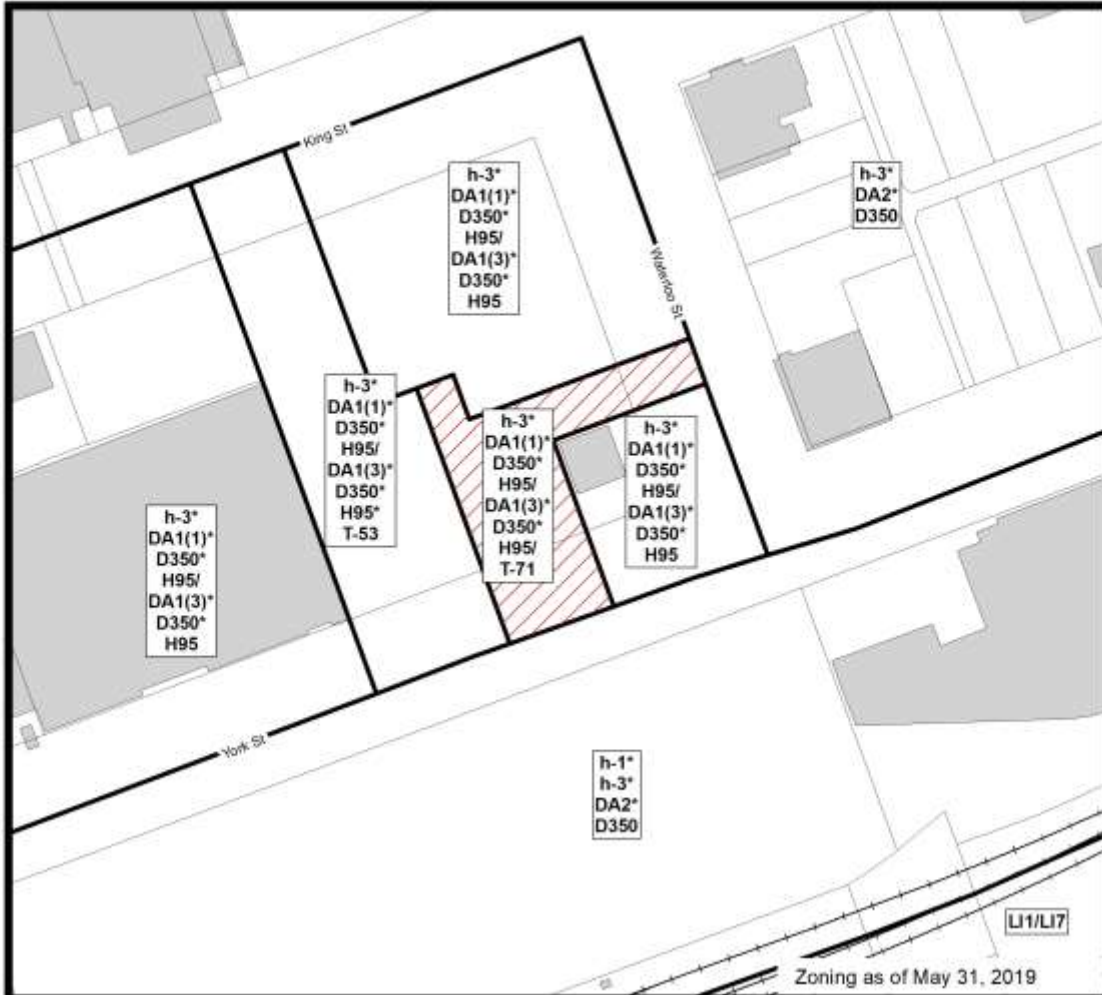
Planning Services /
 Development Services

**LONDON PLAN MAP 1
 - PLACE TYPES -**

PREPARED BY: Planning Services



File Number: TZ-9069
Planner: MV
Technician: DM
Date: August 9, 2019



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- 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
- NBA - NEIGHBOURHOOD SHOPPING AREA
- BOC - 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

- 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**



FILE NO:

TZ-9069

MV

MAP PREPARED:

2019/08/09

DM

1:1,500

0 5 10 20 30 40
 Meters

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

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 24, 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

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

TZ-8917: October 29, 2018 – Report to Planning and Environment Committee: request to extend the temporary zone for 3 years