

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: 9398562 Canada Inc.
2498, 2500, 2510 Main Street**

Public Participation Meeting on: November 18, 2019 at 4:00 PM

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of 9398562 Canada Inc. relating to the property located at 2498, 2500, 2510 Main Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 26, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Business District Commercial (BDC) Zone, **TO** a Business District Commercial Special Provision (BDC (*)H10*D60) Zone.

Executive Summary

Summary of Request

The requested amendment is to rezone the lands from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC (*)H10*D60) Zone to permit a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business district with a special provision to include townhouse units with a maximum height of 3 storeys (10m), a maximum mixed use density of 60 units per hectare, and a minimum of 61 parking spaces for all uses on the property.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to permit one (1) two-storey retail/office building and two (2) three-storey townhouse buildings consisting eight (8) dwelling units in each building for a total of sixteen (16) dwelling units

Rationale of Recommended Action

1. The requested amendment is consistent with the policies of the 2014 *Provincial Policy Statement* that encourage efficient development and land use patterns, the identification of appropriate locations for mixed use intensification and re-development, and facilitate compact forms of development.
2. The requested amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Business District Commercial policies as it directs the Commercial/Office uses along the Main Street frontage and townhouse uses to the rear yard.
3. The requested amendment conforms to the in-force policies of The London Plan, including but not limited to Main Street Place Type policies as it is a coordinated and comprehensive application for intensification.
4. The requested amendment is consistent with The London Plan, Main Street Place Type policies as it will permit intensification in a mix used form and discourages intensification in a low density residential form.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located on the south side of Main Street, east of Colonel Talbot Road.

Current Planning Information (see more detail in Appendix C)

- Official Plan Designation – Main Street Commercial Corridor
- The London Plan Place Type – Main Street
- Southwest Area Plan- Main Street- Lambeth North
- Existing Zoning –Business District Commercial (BDC)

1.2 Site Characteristics

- Current Land Use – 3 single detached dwellings
- Frontage – 51 metres
- Depth – 105 metres
- Area – 4.8 hectares
- Shape – rectangular

1.3 Surrounding Land Uses

- North – Commercial
- West – Commercial
- East – Commercial
- South –Single detached dwellings

1.4 Location Map



Figure 1- Location Map

2.0 Description of Proposal

2.1 Development Proposal

The proposed concept plan for the site illustrates one (1), two-storey retail/office building and two (2), three-storey townhouse buildings consisting of eight (8) dwelling units in each building for a total of sixteen (16) dwelling units.

The proposed site concept plan (included in Figure 2) and preliminary building concept and elevations incorporate the following elements:

- Mixed use commercial and office building located along Main Street.
- Townhouse uses are located in the rear yard.
- The parking is situated in the rear yard,

3.0 Relevant Background

3.1 Proposed Site Concept Plan

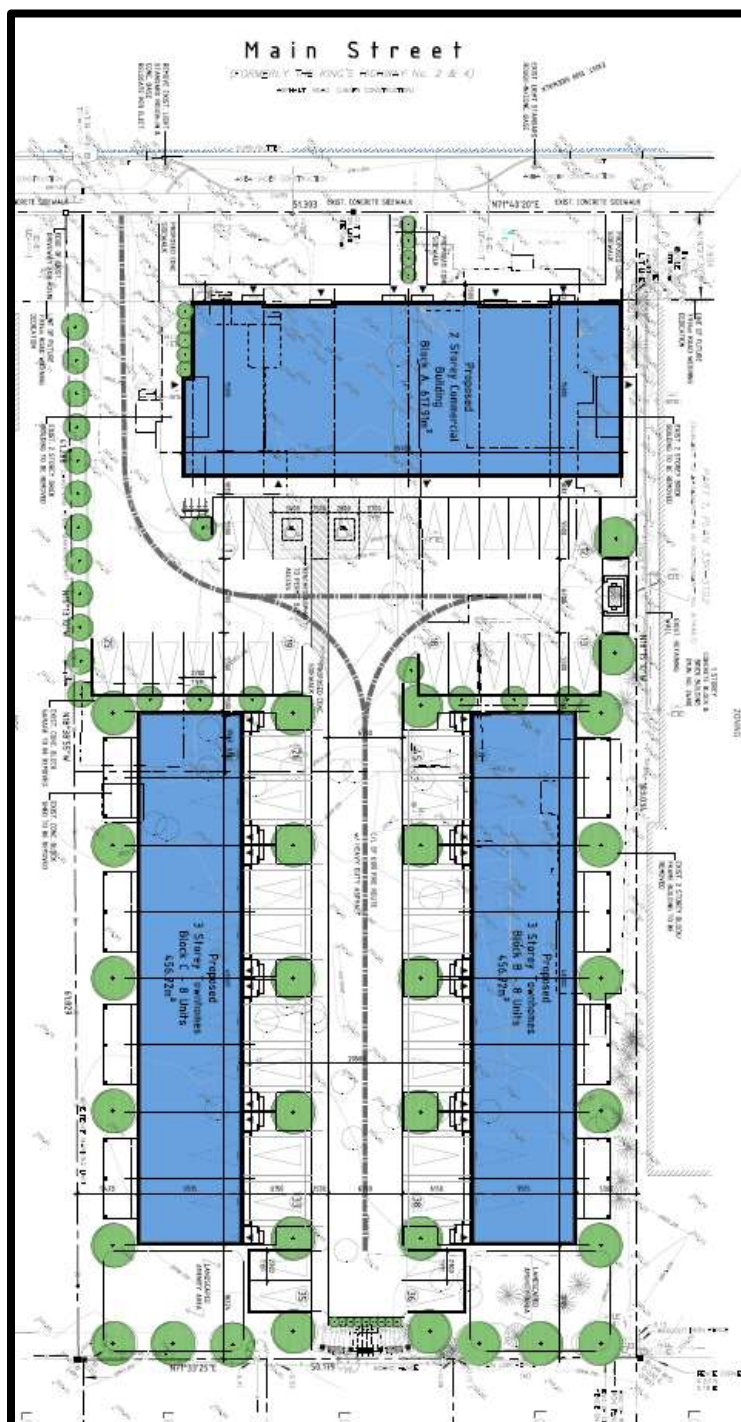


Figure 2- Proposed Site Plan

Proposed Elevations

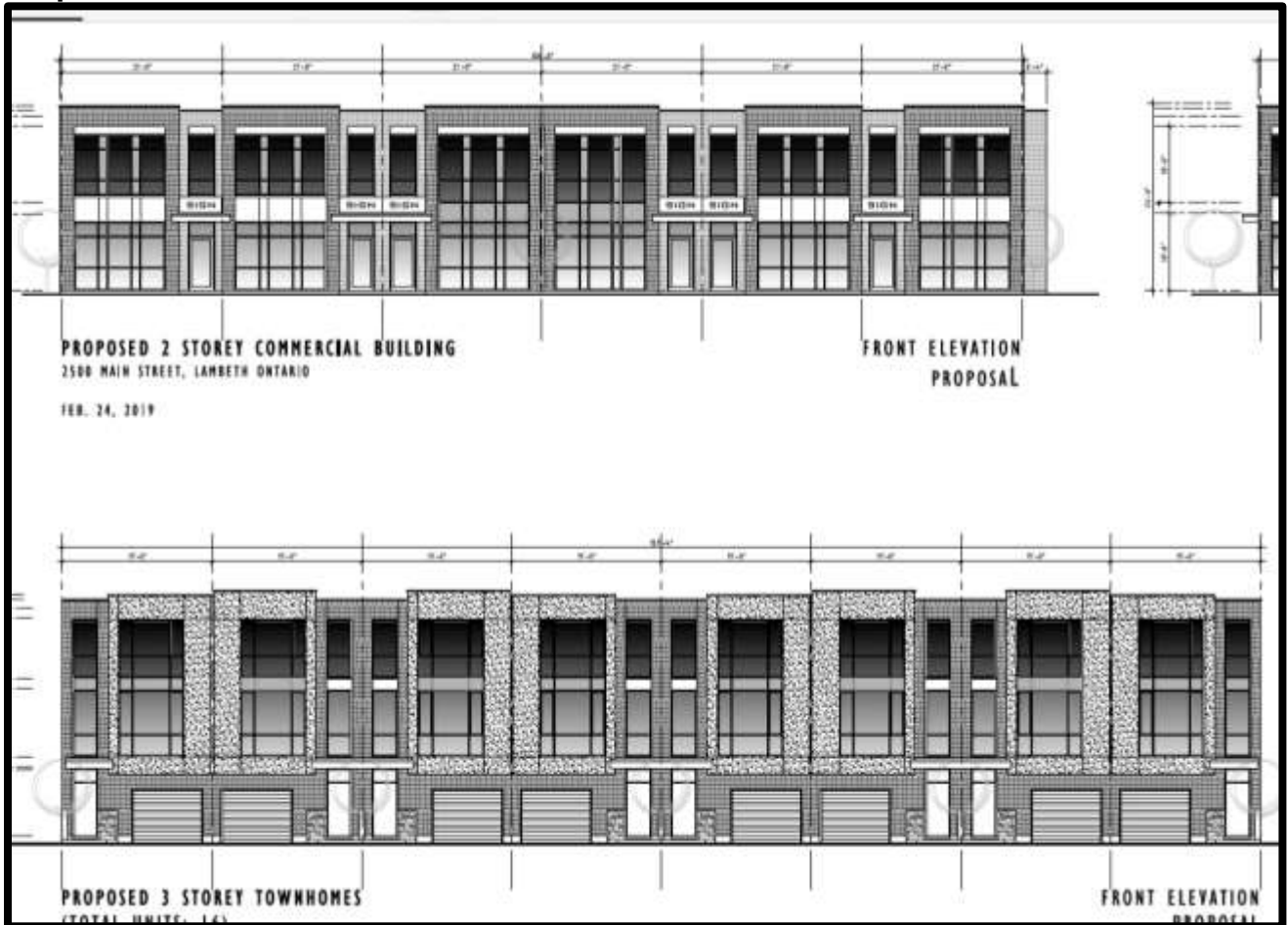


Figure 3- Office Commercial and Townhouse frontages

Rendering – Commercial/Office Building Frontage on Main Street



Figure 4- Commercial/Office frontage

Rendering- Townhouse Building in Rear of Property



Figure 5- townhouse frontage

3.2 Requested Amendment

The Applicant has requested to amend Zoning By-law Z.-1 from a Business District Commercial (BDC) Zone **TO** a Business District Commercial Special Provision (BDC (*)H10*D60) Zone to permit a mix of retail, restaurant, neighbourhood facility, office and residential uses located along the pedestrian-oriented Main Street in the business district with a special provisions to include townhouse units with a maximum height of 3 storeys (10m) a maximum mixed use density of 60 units per hectare, and a minimum of 61 parking spaces for all uses on the property.

3.3 Community Engagement (see more detail in Appendix A)

One written response was received by the public.

3.4 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2014

The *Provincial Policy Statement, 2014* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.3.1. Planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

The PPS supports infill, intensification, and a mixed use development. The City of London has fulfilled the guidelines of the PPS by identifying and encouraging opportunities for

mixed use intensification in appropriate forms and in appropriate locations. The proposed intensification at this location meets the intent of the policies of the PPs.

Southwest Area Plan

Development in the Lambeth Village Core shall be designed in a form that is to be compact, pedestrian oriented and transit friendly. Mixed-use development will be encouraged.

This designation is intended to allow for the continuation of the existing “mainstreet” development pattern, while allowing for a transition from the Main Street to the internal portions of the community. Mixed-use buildings will be encouraged while stand-alone residential uses will be permitted. (20.5.8.1.i))

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 and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and 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.

Visions, Key Directions

58_7 Practice and promote sustainable forms of development

62_3 Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.

62_9 Ensure new development is a good fit within the context of an existing neighbourhood.

131_ Main Streets are some of London’s most cherished historical business areas and the focal points of new neighbourhoods that contain a mix of residential and commercial uses that are established to serve surrounding neighbourhoods. These Main Streets will support measured infill and intensification. Historic Main Streets will be protected from development that may undermine the character and cultural heritage value of these corridors. Urban regeneration efforts will be directed to historic Main Streets as appropriate to sustain and enhance them.

An excerpt from The London Plan *Map 1 – Place Types is found at Appendix D.

1989 Official Plan

Section 1.2 of the Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the 1989 Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The Official Plan provides for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development. The policies encourage development which maintains the scale, setback and character of the existing uses. Additionally, the policies encourage common parking areas instead of individual access points and individual parking areas and encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

Section 4.4.1.2 of the City of London Official Plan (89) states the urban design objectives for Main Street Commercial Corridors are;

- i) Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;
- ii) Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;
- iii) Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;
- iv) Design development to support public transit;
- v) Create high quality public places;
- vi) Maintain and create a strong organizing structure.

More information and detail on applicable planning policy is available in Appendix B of this report.

4.0 Key Issues and Considerations

4.1 Use

The applicant is proposing to construct a 1,235m² two storey commercial and office building and two, eight (8) unit three storey residential townhouse buildings. The proposed uses meet the intent of the following policies.

Provincial Policy Statement

Healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. (Section 1.1.1)

London Plan

58_7 Practice and promote sustainable forms of development

908_ The following uses may be permitted in the Main Street Place Type:

1. A broad range of residential, retail, service and office uses may be permitted within the Main Street Place Type.
2. Mixed-use buildings will be encouraged.
3. Retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors.

1989 Official Plan

Section 4.4.1.4 of the 1989 Official Plan permits the following uses in Main Street Commercial Corridors include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings.

Southwest Area Plan

Permitted uses within the Main Street Lambeth North designation, shall permit those uses in the Main Street Commercial Corridor designation of the Official Plan, and the residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan. (20.5.8.1 ii)

The recommended zoning by-law amendment will allow for commercial and office uses in the proposed building fronting onto Main Street. The residential uses will be restricted to the rear portion of the lot. The proposed mixed-use development promotes an

appropriate range and mix of uses that allows for sustainable development of the site. The recommended zoning by-law amendment would allow for uses consistent with the Provincial Policy Statement, The London Plan, the Official Plan and the Southwest Area Plan.

4.2 Intensity

The applicant is proposing a 1,235m² commercial and office building and two, eight (8) unit townhouse buildings. The lot size is approximately 0.5 ha in size. The development of the commercial/office building and 16 townhouse dwellings results in an overall density of 60 units per hectare. The lands are currently zoned Business District Commercial (BDC) which allows for a maximum density of 75 units per hectare. The proposed intensity meet the intent of the following policies.

London Plan

910_ The following intensity policies will apply within the Main Street Place Type:

1. Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment.
2. Buildings in the Main Street Place Types that are in new neighbourhoods will fit in with the planned vision, scale, and character of the area.
3. Large floor plate commercial buildings will not be permitted.
4. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.

1989 Official Plan

Section 4.4.1.7. Redevelopment or infilling of commercial uses within a Main Street Commercial Corridor designation shall form a continuous, pedestrian oriented shopping area and shall maintain a setback and storefront orientation that is consistent with adjacent uses.

The height and scale of office buildings in a Main Street Commercial Corridor designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses. Residential densities within mixed-use buildings in a Main Street Commercial Corridor designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3 of this Plan.

Southwest Area Plan

New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood (20.5.8.1 iv).

The recommended zoning by-law amendment would allow for the development of a two-storey commercial/office building with a height of 7.5m fronting Main Street and two, three-storey townhouses with a height of 10m in the rear yard. The proposed buildings meet all the Business District Commercial (BDC) zoning requirements for setbacks, lot coverage, open space and height at a density of 60 units per hectare.

The proposed mixed-use development is anticipating that 61 parking spaces will be provided whereas 90 spaces would be required by zoning. The proposed commercial/office building is located along Main Street which will create a pedestrian oriented development. On-street parking exists on Main Street. The proposed residential uses will have 2 parking spaces per unit (one in the garage and one on the driveway) which is consistent with the requirements of the Zoning By-law. All parking is provided in the rear of the commercial/office building. The proposed parking is sufficient for the use and encourages pedestrian use.

The recommended zoning by-law amendment would allow for heights, density and lot and open space coverage that is consistent with The London Plan, the Official Plan and the Southwest Area Plan.

4.3 Form

The applicant is proposing a two storey office building fronting on to Main Street. Two, eight unit townhouse buildings are proposed to be located in the rear yard of the property. The proposed form meet the intent of the following policies.

London Plan

58_ 5 Manage growth in ways that support green and active forms of mobility.

911_Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.

Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street

1989 Official Plan

Section 4.4.1.7 iv) of the 1989 Official Plan states that Main Street Commercial Corridors are pedestrian-oriented and the Zoning By-law may allow new structures to be developed with zero front and side yards to promote a pedestrian streetscape.

Southwest Area Plan

The Village Core Neighbourhood is to be a walkable urban mixed-use “mainstreet” with a pedestrian scale. Structures along Main Street and Colonel Talbot Road will be street oriented and of a low to mid-rise height. Public rights-of-way in the Village Core Area will be of a traditional village character, primarily designed to support walking and street oriented retail. Boulevards will consist primarily of hard surface treatment and provide opportunities for landscaping, such as street trees and furniture, to create a vibrant village main street context. (20.8.5 ii))

The recommended zoning by-law amendment would permit a mixed use development with a commercial/office building fronting Main Street and residential townhouses in the rear of the property.

The proposed commercial/office building promotes a walkable mainstreet at a pedestrian scale that supports green and active mobility. The proposed townhouses located in the rear provide a residential form that transition from the commercial/office use to the single detached neighbourhood to the south. The proposed maximum height of 10m and density of 60 units per hectare for the site permits a form of development that meets the intent of the Main Street Place Type, Main Street Commercial Corridor policies, and provides for an appropriate transition into the abutting neighbourhood.

The recommended zoning by-law amendment would allow for a form of mixed use development that is consistent with The London Plan, the Official Plan and the Southwest Area Plan.

4.4 Public Response

One written comment was received by the public concerning a three story height along Main Street, impact to the traffic on Main Street and construction impact on Main Street.

Height

The proposed maximum height for all buildings on the property will be 10 metres maximum. The commercial/office building will be 2 storeys in height and the townhouse units are proposed to be three storeys in height to a maximum of 10 metres. The

proposed 10 metre maximum height will permit buildings that are consistent with the abutting uses.

Traffic

The property is located on Main Street is classified as a Main Street in the London Plan. Main Street has approximately 14,000 vehicle trips a day. The proposed development will not have any impacts on the existing condition.

Construction

All proposed construction will occur on the site. Any impacts that could/may occur will be fully mitigated through the Site Plan Approval process.

5.0 Conclusion

The requested amendment is consistent with the policies of the 2014 *Provincial Policy Statement* that encourages efficient development and land use patterns, the identification of appropriate locations for intensification and redevelopment, and facilitates compact forms of development

The requested amendment is consistent with the Main Street Commercial Corridor policies of The London Plan and the '89 Official Plan which direct intensification to ensure that character and compatibility with the surrounding neighbourhood is maintained.

The requested amendment is consistent with Southwest Area Plan policies pertaining to Lambeth Village Core which encourage mixed use intensification in medium density residential forms, and encourages street-oriented commercial/office uses.

Prepared by:	C. Smith, MCIP, RPP Senior Planner, 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	

CS/

CC: Michael Tomazincic, Manager, Current Planning

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to rezone
an area of land located at 2498, 2500, and
2510 Main Street

WHEREAS 9398562 Canada Inc. has applied to rezone the lands located at 2498, 2500 and 2510 Main Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 2498, 2500 and 2510 Main Street, as shown on the attached map, from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC (*)*H10*D60) Zone.

2) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:

___) BDC (*)

a) Additional Permitted Use

i. Townhouses, restricted to the rear yard only.

b) Regulation[s]

i.) Parking 61 Spaces
for all uses
(minimum)

3) 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. P.13*, 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 26, 2019




Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 26, 2019
Second Reading – November 26, 2019
Third Reading – November 26, 2019

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



<p>File Number: Z-9105 Planner: CS Date Prepared: 2019/10/02 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,250</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Appendix B – Public Engagement

Community Engagement

Public liaison: On September 12, 2019, Notice of Application was sent to all property owners with 120 m of the property. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 2019. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit, One (1), two (2) storey retail/office building and Two (2), three (3) storey townhouse buildings consisting of eight (8) dwelling units each for a total of sixteen (16) dwelling units. Possible change to Zoning By-law Z.-1 **FROM** Business District Commercial (BDC) Zone **TO** a Business District Commercial Special Provision (BDC (*)H10*D60) Zone to permit a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts which includes townhouse units with a maximum height of 3 storeys (10m) a maximum mixed use density of 60 units per hectare, to permit townhouse uses and a minimum of 61 parking spaces for all uses on the property.

Responses: One

To whom it may concern;

I'm a resident at 2518 Main St in Lambeth, renting an apartment above the Lambeth Animal Hospital. I am also a small business owner, and I often work in Lambeth and walk or drive along Main St. I've reviewed the Notice of Planning Application for 2498, 2500, and 2510 Main St and wish to submit my comments for consideration.

Though I'm generally not opposed to the further development of this land and would welcome the destruction of the structures currently occupying 2498 and 2500 Main St, I have some concerns about the building plans proposed by the landowner. The sheer volume of construction that would need to take place to build these structures - after a year and a half of street construction on Main St that was meant to take six months - is not welcome. I understand the desire to revitalize the neighbourhood and to draw more people to Main St but exactly how long would this take and how disruptive would it be to those of us living next door? I would request that this be taken into consideration when approving any plans for development.

Additionally, I am also concerned that three story buildings are not in keeping with the character of Lambeth/Main St and are not likely to be welcomed - I have found since moving to the area three years ago that there is quite a bit of pride for the town here, and a strong desire to maintain its unique appeal. Larger buildings are likely to face strong opposition from the community. This also makes me wonder how likely people are going to be to rent the spaces that are planned within the buildings, both commercially and in terms of the planned condo rentals. There are already multiple commercial spaces available on Main St and on Col Talbot that are not being rented, and many businesses that have failed since I moved here - again, only three years ago. I question the wisdom of adding more commercial space to an area that is struggling, let alone three floors of it.

Finally - a parking lot with 60 spaces sounds both unnecessary and potentially problematic. As I'm sure you are aware, Main St is extremely busy and often congested at peak hours. Adding a large business space and large parking lot will only add to these issues. More traffic congestion and cars right next door to an animal hospital is also not ideal, in terms of safety. I understand that parking would be required for any buildings that go up but 60 spaces, in addition to the buildings themselves, will be an extremely tight fit.

As previously stated I am not opposed to the further development of this land; with the exception of the house at 2510 Main St, which has recently been cleaned up, the buildings and land itself have been a trash-strewn eyesore attracting rodents and various safety concerns since soon after I moved in three years ago. It would be a nice thing to not have those worries going forward! However I do hope that the concerns outlined here and submitted by other community members will be taken into consideration as we are the ones who will have to live with the final result. Thank you very much for your work on behalf of our city.

Sincerely,

Melissa Harris
Barks and Recreation London

Agency/Departmental Comments Engineering

Transportation:

- Road widening dedication of 18.0m from centre line required along Main Street
- Provide a Traffic Management Plan for any servicing, access construction, etc. in the City ROW

Water:

- Water is available for the subject site via the municipal 600mm PVC watermain on Main Street.

Wastewater:

- The municipal sanitary sewer available for the subject lands is the 200mm sanitary sewer on Main Street. As the Commercial Building and the Residential Townhomes are of dissimilar uses the two 150mm sanitary PDC's in front of the subject lands are to be used independently.

Stormwater:

- According to T18-11-04, the site at C=0.70 is tributary to the existing municipal 1200mm storm sewer along Main St. Changes in the C value required to accommodate the proposed development will trigger the need for on-site SWM controls which may include LID solutions.
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Heritage

This e-mail is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment conditions for the above ZBA and site plan application (Z-9105 & SPC19-069):

- *Stage 1-2 Archaeological Assessment of 2500-2510 Main Street, London, Ontario* (P344-0308-2019), May 2019.

An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been submitted, dated June 13, 2019 (MTCS File # 0010827).

City of London Urban Design

Urban design staff have worked closely with the applicant through the rezoning process to address the majority of the design concerns that have been raised by the community, the Urban Design Peer Review Panel, and City staff. The applicant is commended for

incorporating the following into the design; Providing for a continuous active street wall along the Main Street frontage, with ground floor commercial uses oriented to the street and office spaces above; Providing for appropriate scale/ rhythm/ materials/ fenestration; Incorporating all of the on-site parking internal to the site, away from the street frontages; Providing for an appropriate setbacks of proposed townhouse units from the residential directly south of the site, and locating an on-site amenity area for residents.

The following comments are related to site and building design that would be further refined through the Site Plan process:

- Ensure that the design of the space between the building and the curb implements the vision of an urban main street, by including wide sidewalks, trees in planters, street furniture, etc... the design of this space will be finalized through the site plan process and will be in keeping with the design created through the 2018 Infrastructure Renewal Project along Main Street.
- Explore opportunities to consider enlarging the pedestrian canopies along the Main Street façade of the building and to revisit the location of proposed signage.
- Explore opportunities to provide more prominence to the double bay of windows to act as a feature or signature element along the streetscape.
- Explore alternative designs for the blank wall (side elevation) of the townhouse building visible from Main Street in order to enhance the elevation with upper storey windows, building articulation and/or landscaping features.
- Provide for a direct walkway to the common amenity area.

Explore opportunities to provide secure bike parking in a location that is highly visible, including some spaces along Main Street.

Urban Design Peer Review Panel

RE: Zoning By-law Amendment and Site Plan Applications: 2498, 2500, 2510 Main Street

Presentation & Review, October 16, 2019

The Panel provides the following feedback on the submission to be addressed through the Zoning By-law Amendment application and considered in the Site Plan application:

- The Panel acknowledged a comment made in the applicant's presentation and indicated support for the applicant's intent to pursue a yellow/buff brick colour to better relate to the development and character of buildings along Main Street.
- The Panel supports the vertical rhythm of the building along Main Street.
- The Panel encouraged the applicant to consider enlarging the pedestrian canopies along the Main Street façade of the building and to revisit the location of the signage.
- The Panel supports the differentiation of the centre double bay of windows on the front elevation and encourages the applicant to giving it more prominence as a feature or signature element along the streetscape.
- The Panel expressed concerns with the blank wall side elevation of the townhouse building visible from Main Street and suggested the applicant consider enhancing the elevation with upper storey windows, building articulation and/or a landscaping feature.
- The Panel expressed concerns with the lack of green space/amenity and the usability of the spaces provided. Further consideration is needed about the usability of the rear yard common amenity space having regard for the retention of mature trees in this area.
- The Panel expressed concerns about the semi-public realm between the facing townhouse buildings and encouraged the applicant to bring life and activity to this area to make it more liveable. The Panel suggested several options, including

changing the surface material of the driveway to a pedestrian-friendly tactile option, and reorientation of the balconies from the rear of the buildings to the front facades overlooking this space.

- The Panel suggested design measures to differentiate between the two uses, including signage for the commercial parking spaces, and utilizing different material palette for the commercial building and the residential buildings.
- The Panel encouraged the applicant to consider the usability of the rear yards of the townhouses with rear yard balcony/deck projections and encouraged the applicant to give consideration to space for landscaping and tree planting in these yards.
- The Panel encouraged the applicant to provide a direct walkway to the common amenity area to communicate that the space is a safe place to play and is intended for shared use by all townhouse occupants.
- The Panel encouraged the applicant to provide secure bike parking in a location that is highly visible, including some spaces along Main Street.
- The Panel expressed concerns with the 2.5 metre high fence height shown in the section drawings of the submission and identified that this height should be reduced.

Concluding comments:

The Panel generally supports the mix of uses and orientation of the commercial building along Main Street. The Panel supports the siting of commercial uses along Main Street and the frequency of openings and rhythm along this front elevation. Suggestions were provided for consideration at the Site Plan stage in the refinement of the commercial building design. The Panel raised some concerns with the interface and relationship of the townhouse buildings to one another and the commercial building and provided suggestions to create a more liveable environment internal to the Site and better differentiate residential space from commercial space. Further suggestions were provided with respect to landscape design, including consideration of bicycle parking, the use of and access to the common amenity space, as well as the design of the rear yards of the townhouses.

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:

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

Provincial Policy Statement, 2014

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The policies of the PPS promote healthy, liveable and safe communities by encouraging efficient development and land use patterns which sustain the financial well-being of the municipality, accommodating an appropriate range and mix of land uses and promoting cost-effective development standards to minimize land consumption and servicing costs.

The policies of the PPS require municipalities to “*identify and promote*” opportunities for intensification and redevelopment, taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The PPS requires that municipalities promote appropriate development standards which facilitate intensification, redevelopment, and compact form while maintaining appropriate

levels of public health and safety. The Official Plan fulfills this requirement through its intensification policies which outline development standards to facilitate appropriate intensification, redevelopment and compact form by establishing criteria which ensure that the form, intensity, and character of proposals are compatible with the surrounding established neighbourhood (see The London Plan and Official Plan Policies sections below).

The London Plan

The Our Strategy, Our City, City Building and Design, Rapid Transit Corridor Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed Zoning By-law Amendment contributes to achieving those policy objectives, including the following specific policies:

59_ Direction #5 Build a mixed-use compact city

1. Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.

62_ Direction #8 Make wise planning decision

3. Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.

9. Ensure new development is a good fit within the context of an existing neighbourhood.

* 83_ As directed by the policies of this Plan, intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit. Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms of intensification. A guideline document may be prepared to provide further detailed direction to ensure appropriate forms of intensification.

193_ In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

- A well-designed built form throughout the city.
- Development that is designed to be a good fit and compatible within its context.

131_ Main Streets are some of London’s most cherished historical business areas and the focal points of new neighbourhoods that contain a mix of residential and commercial uses that are established to serve surrounding neighbourhoods. These Main Streets will support measured infill and intensification. Historic Main Streets will be protected from development that may undermine the character and cultural heritage value of these corridors. Urban regeneration efforts will be directed to historic Main Streets as appropriate to sustain and enhance them.

284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

908_ The following uses may be permitted in the Main Street Place Type: 1. A broad range of residential, retail, service and office uses may be permitted within the Main Street Place Type. 2. Mixed-use buildings will be encouraged. 3. Retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors.

910_ The following intensity policies will apply within the Main Street Place Type: 1. Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment. 2. Buildings in the Main Street Place Types that are in new neighbourhoods will fit in with the planned vision, scale, and character of the area. 3. Large floor plate commercial buildings will not be permitted. 4. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan. 5. Individual buildings will not contain any more than 2,000m² of office space. 6. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.

911_ The following form policies will apply within the Main Street Place Type: 1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the Ontario Heritage Act, and any other applicable guidelines. 2. All new development will be designed to be well integrated with the character and design of the associated Main Street. 3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street. 4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street. 5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety. 6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets. 7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment. 8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area. 9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

The City of London Official Plan OPA 88.

Main Street Commercial Corridor

- Provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development;
- Encourage development which maintains the scale, setback and character of the existing uses;
- Encourage common parking areas instead of individual access points and individual parking areas; and
- Encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

4.4.1.2. Urban Design Objectives

- Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;
- Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;
- Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;
- Design development to support public transit;
- Create high quality public places;
- Maintain and create a strong organizing structure;

Southwest Area Plan

Main Street Lambeth North

- i) Intent This designation is intended to allow for the continuation of the existing “mainstreet” development pattern, while allowing for a transition from Main Street and part of Colonel Talbot Road to the internal portions of the community. Mixed-use buildings will be encouraged, but stand-alone residential uses will be permitted. A street-oriented building form will be required to support the Village Core Neighbourhood. This designation applies to lands that have frontage on Main Street or Colonel Talbot Road within the Neighbourhood. It is not the intent that new “mainstreet” development extend significantly beyond the existing commercial boundaries, regardless of the existing depth of the development lands. Lands designated Low Density Residential and Medium Density Residential on either side of the Main Street Lambeth North and South designations, will be subject to the relevant policies of the Lambeth and North Lambeth Residential Neighbourhoods.
- ii) Permitted Uses Permitted uses within the Main Street Lambeth North designation, shall permit those uses in the Main Street Commercial Corridor designation of the Official Plan, and the residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan, with the exception of single-detached, semi-detached and duplex dwellings.
- iii) Non- residential uses to be established on previously undeveloped sites shall be restricted to the ground floor of a residential mixed-use building. Stand-alone non-residential uses shall not be permitted on previously undeveloped lands. Stand-alone residential uses will be permitted.
- iv) Built Form and Intensity
 - a) New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
 - b) New residential developments shall have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade.
 - c) The built form shall have a setback and roof line consistent with the “village” streetscape character of the Lambeth Village Core.
- v) Transportation
 - a) It is intended that the primary mode of transportation within the Community will be by walking or cycling. Residential parking will not be allowed within the front yard of any buildings within the Main Street designation. A limited amount of residential parking should be provided in the rear yard of mixed-use developments for the associated residential component of these uses. Business parking will be directed to on-street locations.

3.7 Planning Impact Analysis

A Planning Impact Analysis is used to evaluate applications for an Official Plan amendment and/or zone change, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. The criteria to be evaluated include:

- *Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area*

The proposed land use is a different housing type than the single detached dwellings on Broadway Road, but is compatible. The recommended amendment is proposing a form of mixed use development able to mitigate impacts on adjacent properties (maximum heights and rear yard setback) in manner that is compatible with the surrounding land use.

- *The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use*

The amendment proposes 60 units per hectare. The Official Plan would permit densities

up to a maximum of 75 units per hectare. The residential uses will have 2 parking spaces per unit and there is on street parking on Main Street to accommodate the commercial/office building. The proposed mixed use development can be accommodated on site.

- *The supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses*

The lands to the north, east and west are designated Main Street Place Type. The proposed development is in conformity with the abutting uses.

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

The requested amendment is not anticipated to create any additional impacts on City streets, pedestrian and vehicular Main Street.

- *Impacts of the proposed change on the transportation system including transit*

There are no impacts anticipated on the transportation system.

- *the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses*

The proposed meets all the proposed requirements for height, setbacks and coverage's as per the Business District Commercial (BDC) Zone. The location of the commercial/office building along Main Street and the townhouse buildings in the rear provide sufficient setbacks from the abutting residential uses to the south.

Zoning By-law

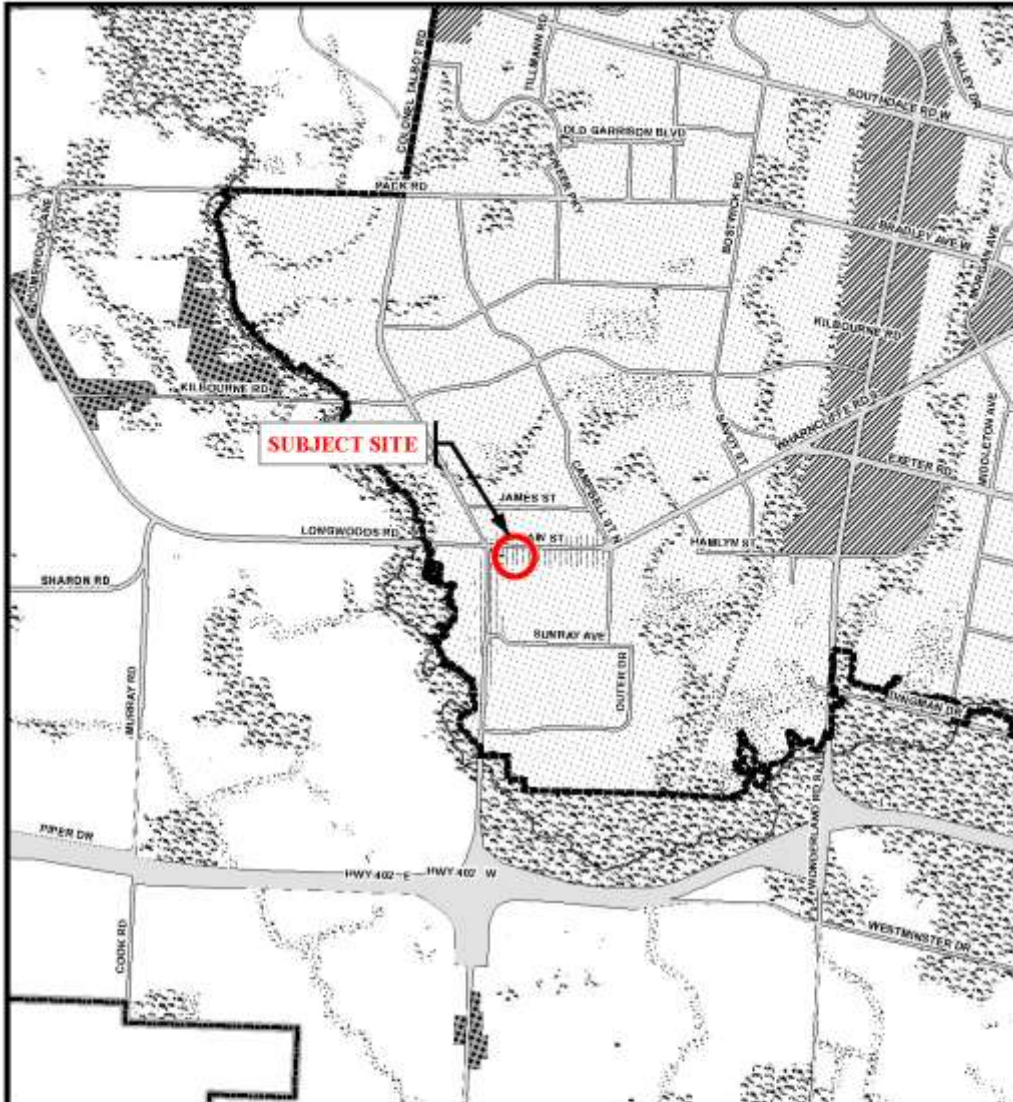
The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal. It is important to note that all three criteria of use, intensity, and form must be considered and deemed to be appropriate prior to the approval of any development proposal.

It is recognized that intensification is possible for this site, and that infill and intensification polices in the Main Street Place Type can be introduced for this development at this location. The proposed Business District Commercial Special Provision BDC (*) Zone would permit for the specific development proposal as submitted with this application (figure 2) with a maximum height of 10 metres and maximum density of 60 units per hectare. The Business District Commercial Special Provision BDC (*) will ensure that the development as shown today is entrenched within a development agreement through the public site plan meeting process. The proposed Business District Commercial Special Provision zone ensure that the use intensity and form as shown in the submitted site plan (figure 2) will be built. Any substantive changes to the proposed Business District Commercial Special Provision Zone would require an amendment to the special provisions and therefore would go through a public process (zoning by-law amendment) and re-evaluation of whether the changed proposal is appropriate.

Appendix C – Relevant Background

Additional Maps

London Plan Designation



Legend

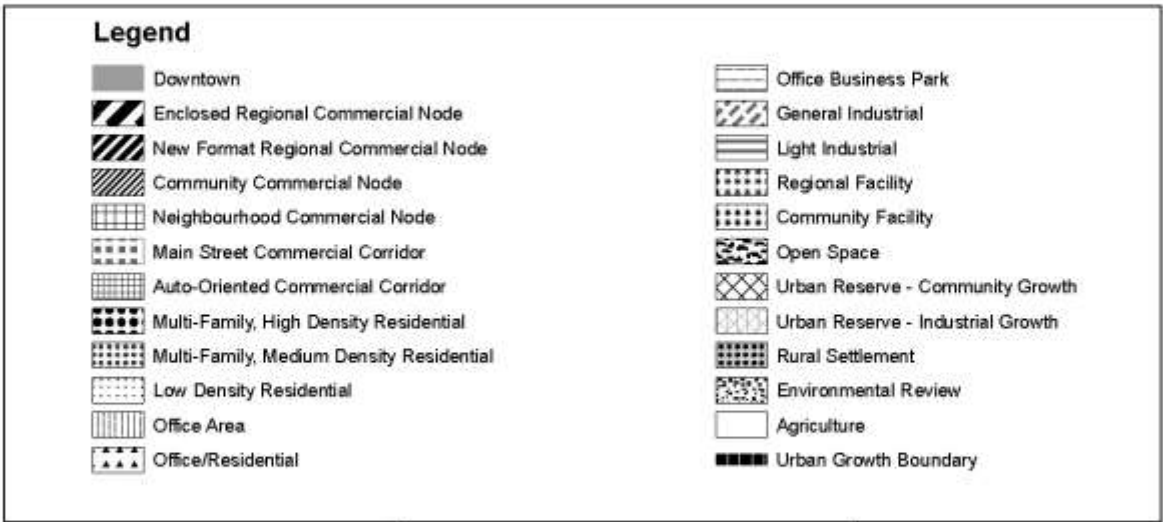
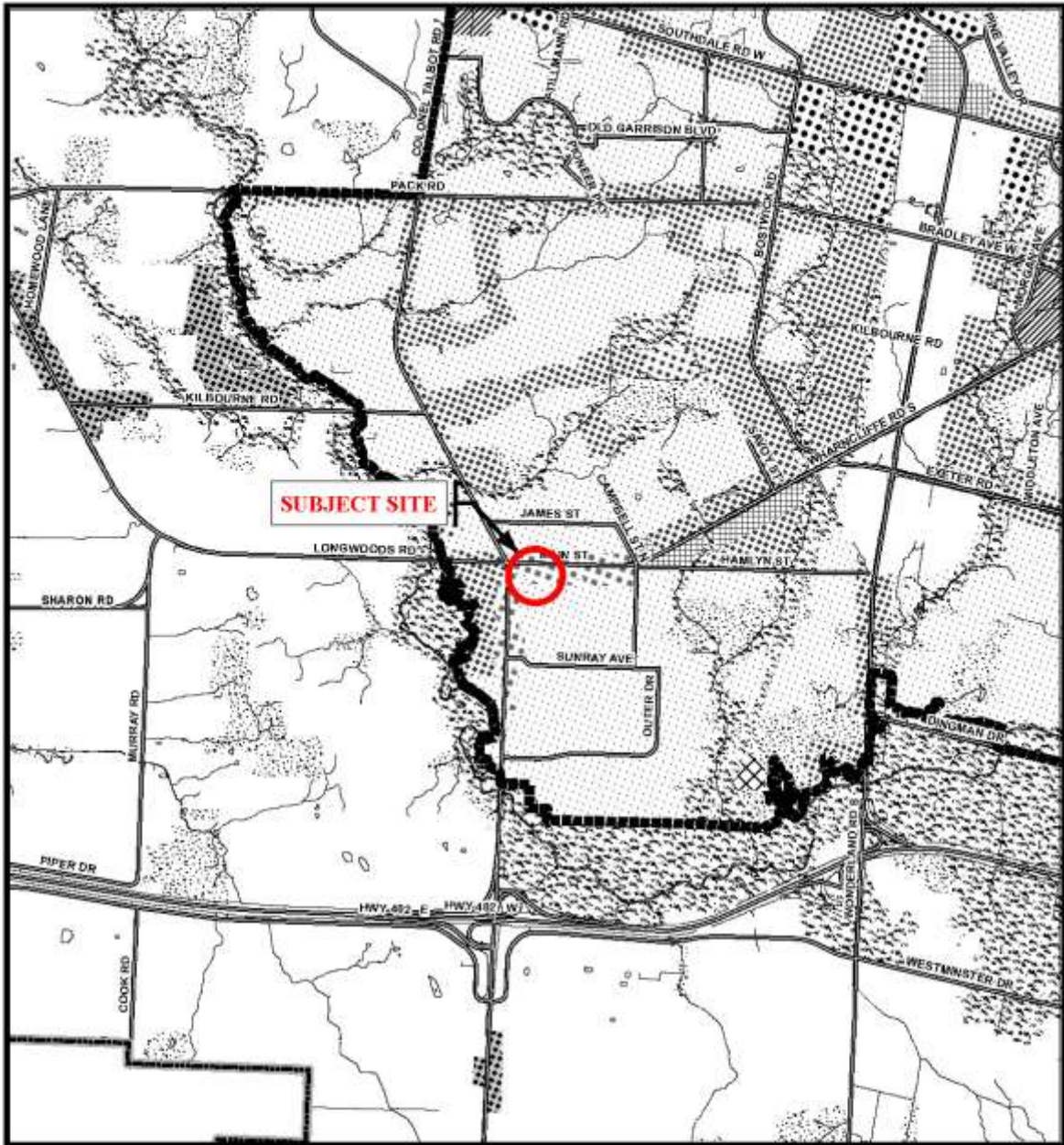
Downtown	Future Community Growth	Environmental Review
Transit Villages	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

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

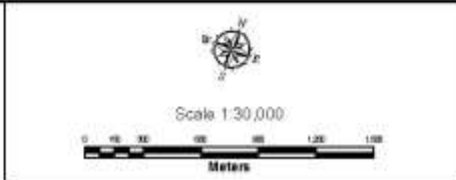
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

<p>CITY OF LONDON Planning Services / Development Services</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: Z-9105</p> <p>Planner: CS</p> <p>Technician: RC</p> <p>Date: September 23, 2019</p>
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Official Plan Designation



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



FILE NUMBER: Z-9105
 PLANNER: CS
 TECHNICIAN: RC
 DATE: 2019/09/23

Existing Zoning



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "N" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
 Z-9105 CS

MAP PREPARED:
 2019/09/23 RC

1:1,500

0 5 10 20 30 40
 Meters

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