

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: Ian B. Johnstone Professional Corporation
464-466 Dufferin Avenue and 499 Maitland Street

Public Participation Meeting on: February 3, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Ian B. Johnstone Professional Corporation relating to the property located at 464-466 Dufferin Avenue and 499 Maitland Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 11, 2020 to amend the Official Plan by **ADDING** a policy to section 10.1.3. – Policies for Specific Areas;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on February 11, 2020 by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type **AND AMENDING** Map 7 – Specific Policy Areas – of The London Plan by adding the subject site to Specific Policy Area 82;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on February 11, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) and (b) above, to change the zoning of the subject property **FROM** a Residential R3/Convenience Commercial (R3-2/CC) Zone, **TO** a Residential R3/Convenience Commercial Special Provision (R3-2/CC(_)) Zone.

Executive Summary

Summary of Request

The requested amendment will permit an eat-in restaurant in the existing building, together with at least four dwelling units.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action of the requested (1989) Official Plan Amendment and The London Plan Amendment is to add a new policy to both Chapter 10 – Policies for Specific Areas and to the Specific Policies for the Neighbourhoods Place Type to add the eat-in restaurant use to the subject property.

The purpose and effect of the recommended action of the requested Zoning By-law Amendment is to allow for an eat-in restaurant use, to a maximum size of 230 square metres, together with four dwelling units in the existing building. The recommended action will also allow a total of two on-site parking spaces, a maximum lot coverage of 74%, a reduced landscape open space and parking area setback as well as to recognize all other site conditions, including setbacks, lot area, lot frontage, and lot depth as existing on the date of the passing of the by-law.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2014;
2. The recommended amendment conforms to the applicable in-force policies of The London Plan, including but not limited to the Specific Policies for the Near Campus Neighbourhood and the Woodfield Neighbourhood, and will facilitate the adaptive re-use of the existing heritage building;
3. The recommended amendment conforms to the applicable in-force policies of the (1989) Official Plan which list the necessary condition(s) for approval of Policies for Specific Areas to enable the adaptive re-use of the existing heritage building for uses that are consistent with the relevant review criteria for the Near-Campus Neighbourhoods and the Woodfield Neighbourhood;
4. The recommended amendment is consistent with the East Woodfield Heritage Conservation District Guidelines.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject property is located at the northwest corner of the intersection of Dufferin Avenue and Maitland Street, in Central London and within the Woodfield Neighbourhood. The site is currently occupied by an existing building with vacant commercial space along Dufferin Avenue and five residential dwelling units, it being noted that the commercial space has been vacant for an extended period of time. The subject property contains two on-site parking spaces at the rear of the property with access off of Maitland Street. The subject property is located in the East Woodfield Heritage Conservation District and is designated under Part V of the *Ontario Heritage Act*.



Figure 1: Subject site, two properties with store frontages (view from Dufferin Avenue)



Figure 2: Subject site (view from Maitland Street)

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

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R3/Convenience Commercial (R3-2/CC) Zone

1.3 Site Characteristics

- Current Land Use – Vacant commercial space and residential units
- Frontage – 10.66 metres (34.97 feet)
- Depth – 28.45 metres (93.33 feet)
- Area – 303.43 square metres (3266.09 square feet)
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Residential (various forms)/Public School
- East – Residential (various forms)
- South – Residential/Recreational Organization/High School
- West – Residential (various forms)

1.5 Intensification (identify proposed number of units)

- The subject property is located within the Primary Transit Area where the removal of one dwelling unit, and the maintaining of four dwelling units are proposed.

1.6 LOCATION MAP



2.0 Description of Proposal

2.1 Development Proposal

Ian B. Johnstone Professional Corporation has requested to rezone their property at 464-466 Dufferin Avenue and 499 Maitland Street to add the use of an eat-in restaurant within the existing building, to a maximum size of 230 square metres of gross floor area. The existing building currently contains five residential dwelling units where four residential dwelling units are proposed to remain, by way of a special provision to ensure the added use maintains the residential component. Additional special provisions are requested to recognize the existing number of on-site parking spaces, landscaped open space, the lot coverage, the parking area setback, as well as recognizing site conditions as existing prior to the passing of the by-law.

To facilitate the added use of an eat-in restaurant, the applicant has requested to amend the (1989) Official Plan by adding a policy to Chapter 10 – Policies for Specific Areas and The London Plan by adding a Specific Policy Areas within the Neighbourhoods Place Type. The specific policy applied to the subject property will limit the restaurant use to a maximum gross floor area of 230 square metres and to ensure four (4) residential dwelling units are maintained.

The subject property is located within the East Woodfield Heritage Conservation District and designated under Part V of the *Ontario Heritage Act* in 2009. It being noted that no external works are proposed as part of this application.

3.0 Relevant Background

3.1 Planning History

There have been no recent planning applications with respect to the subject property. The site has historically been utilized as a mixed-use building with commercial uses on the main floor, fronting Dufferin Avenue, and residential units throughout.

3.2 Requested Amendment

The applicant is requesting to amend the (1989) Official Plan to add a policy to Chapter 10 – Policies for Specific Areas to permit an eat-in restaurant use within the ground floor of the existing building. The applicant is also requesting to amend The London Plan to add a Specific Policy Area to the Neighbourhoods Place Type to permit an eat-in restaurant use within the ground floor of the existing building, to a maximum gross floor area of 230 square metres.

The applicant is requesting to rezone the subject property from a Residential R3/Convenience Commercial (R3-2/CC) Zone to a Residential R3/Convenience Commercial Special Provision (R3-2/CC(_)) Zone to permit an eat-in restaurant within the existing building through a special provision as an additional permitted use. Additional special provisions include a reduction in parking, landscaped open space, a reduced parking area setback, an increase in lot coverage as well as recognizing all existing setbacks to be maintained as existing on the day of the passing of the by-law.

3.3 Community Engagement (see more detail in Appendix B)

Staff received seven (7) written responses from members of the public. One member of the public was not in support of the application due to traffic, parking, and noise issues. One member of the public expressed concerns regarding parking and how the surrounding neighbourhood would be impacted by the proposed restaurant use. One member requested further information regarding the subject application. All other members of the public, including the Woodfield Ratepayers Association, expressed support for the application. Comments received by the public are addressed in Appendix "B" of this report.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2014 (PPS)

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest relating to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 of the PPS, *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* encourages healthy, liveable and safe communities which are sustained by accommodating an appropriate range and mix of residential and employment uses to meet long-term needs (1.1.1.b)). The PPS also directs planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (1.3.1.a)). Furthermore, the PPS encourages healthy, liveable and safe communities by promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1.e)). The PPS also provides policy direction in terms of the *Wise Use and Management of Resources*, specifically, in this case, being Cultural Heritage and Archaeology where significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1).

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 property is located within the Neighbourhoods Place Type, in accordance with *Map 1, located at the intersection of two Neighbourhood Streets, in accordance with *Map 3. One component of the City’s key directions is to celebrate and support London as a culturally rich, creative, and diverse city by revitalizing London’s downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London’s cultural community (57_9). One of the key elements to the Place Type’s vision is to provide easy access to daily goods and services within walking distances to the surrounding neighbourhood as well as providing employment opportunities within close proximity to where people live (*916_6 and *916_7). In realizing the vision for the Neighbourhoods Place Type, mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents (*918_5). The subject property in its current location, at the intersection of two Neighbourhood Streets, does not permit mixed-use buildings as such, a Specific Policy Area to the Neighbourhoods Place Type has been requested to permit the use of an eat-in restaurant.

1989 Official Plan

The subject property is located within the Low Density Residential designation, in accordance with Schedule A. The Low Density Residential designation applies to lands primarily developed or planned for low-rise, low density housing forms including detached, semi-detached and duplex dwellings (3.2.). The Low Density Residential designation also permits certain secondary uses of non-residential nature which are integral to, and compatible with, a neighbourhood environment (3.2.). The Low Density Residential designation further contemplates convenience commercial uses and service station uses which should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public (3.6.5.i)). Such uses are to be located on arterial or primary collector roads where it can be demonstrated that such uses are compatible with surrounding land uses (3.6.5.iii)). Furthermore, convenience commercial uses permitted within the residential

designations allow for sites with a gross floor area in excess of 500 square metres permit eat-in restaurants. The subject property in its current location, not located on an arterial or primary collector road, or in keeping with a gross floor area in excess of 500 square metres for eat-in restaurants, as such, an added policy to Chapter 10 – Policies for Specific Areas is requested to permit the use of an eat-in restaurant with a maximum of 230 square metres of gross floor area to the subject property.

The subject property is located within the Woodfield Neighbourhood, a Specific Residential Area within the (1989) Official Plan. The Woodfield Neighbourhood is bound by Richmond Street to the west, Dufferin Avenue and Queens Avenue to the south, Adelaide Street to the east and the Canadian Pacific Railway tracks to the north. The Woodfield Neighbourhood is predominately characterized by low density residential development, with a mix of higher density residential and office conversions (3.5.4.).

The subject property is also located within the Near-Campus Neighbourhood, a Special Policy Area. Minor revisions were made to these policies in 2016 following a review of the effectiveness of the former Near-Campus policies. There are no specific policies related to applications for existing convenience commercial uses and adding uses to the existing convenience commercial uses.

East Woodfield Heritage Conservation District

The subject property is located within the East Woodfield Heritage Conservation District which focuses on protecting and enhancing existing heritage residential buildings (2.1.). The East Woodfield Heritage Conservation District's intent is to ensure the wise management of physical change and development in order to conserve the unique character of the district, its buildings and spaces (1.1.). Overall, the East Woodfield Heritage Conservation District Goals and Objectives seek to maintain the residential character of the district and protect and enhance existing heritage residential buildings (2.1.).

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Recommended Specific Policy Area

Provincial Policy Statement, 2014(PPS)

The PPS identifies ways of managing and directing land uses to achieve efficient and resilient development and land use patterns through healthy, liveable and safe communities, which are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, parks and open space, and other uses to meet long term needs (1.1.1.b)). The PPS also directs planning authorities to promote densities and a mix of land use patterns which efficiently use land and resources within settlement areas (1.1.3.2.a)1.). Furthermore, the PPS directs planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (1.3.1.c)). As such, the recommended added specific policy area for both the (1989) Official Plan and The London Plan seeks to add an eat-in restaurant as a permitted use within an existing building with at least four (4) residential dwelling units, providing for a mixed-use development and employment opportunities within an existing residential neighbourhood.

The London Plan

The subject property is located in the Neighbourhoods Place Type, at the intersection of two Neighbourhood Streets, in accordance with *Map 1 and *Map 3, in The London Plan. Given the location of the subject property, mixed-use buildings and service uses are not a permitted use within the Place Type. As such, a policy is proposed to be added to the Neighbourhoods Place Type through Specific Policy Areas in accordance with *Map 7 to add an eat-in restaurant as a permitted use. While The London Plan does not set out explicit criteria for the evaluation of adding Specific Policy Areas to *Map 7, the Plan provides several key strategies and overall review criteria for adding

Specific Policy Areas to all Place Types. One of the key strategies of The London Plan includes building a mixed-use compact city with a mix of stores, restaurants, a clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods while enhancing walkability and generating pedestrian activity (*59_6). In part of the set out key strategies, the Plan seeks to build strong, healthy and attractive neighbourhoods for everyone by creating social gathering places where neighbours can come together with uses such as cafes, restaurants and other small convenience commercial services, integrated within neighbourhoods (61_4). Based on the above analysis, the proposed added use of an eat-in restaurant at the subject property would facilitate for a mixed-use development, within an existing neighbourhood to promote walkability and pedestrian activity throughout the neighbourhood.

The London Plan provides evaluation criteria for all planning and development applications which include analyzing the potential impacts on adjacent and nearby properties. The evaluation criteria also examines how the proposal fits within the context of the existing properties in the area which may include such things as neighbourhood character, garbage generated by the use, parking on streets or adjacent properties, traffic and access management, and streetscape character (*1578_6 & *1578_7). Criteria identified above such as garbage, parking and traffic are all concerns raised by members of the public throughout the circulation process. Concerns regarding traffic and parking will be evaluated in section 4.2 Issue and Consideration #2: Intensity. The concern for garbage in association with the proposed eat-in restaurant use will be addressed through the site plan process. Notwithstanding the above, the addition of an eat-in restaurant use at the subject property maintains the neighbourhood and streetscape character as the use is proposed to be within an existing heritage designated building. No modifications or alterations are proposed to the exterior of the building, maintaining the existing streetscape while occupying an existing building with a store front that has been vacant for an extended period of time. The proposed eat-in restaurant use is compatible with the existing neighbourhood.

1989 Official Plan

The subject property is located within the Low Density Residential designation which permits certain secondary uses of a non-residential nature which are integral to, and compatible with, a neighbourhood environment (3.2.). Primary permitted uses within the Low Density Residential designation include single detached, semi-detached and duplex dwellings (3.2.1.). The residential designations provide general provisions for convenience commercial uses, where they should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and to the travelling public (3.6.5.i)). Convenience commercial uses allow for sites with a gross floor area in excess of 500 square metres that are located on arterial or primary collector roads to avail of additional uses including eat-in restaurants where it can be demonstrated that such uses are compatible with surrounding land uses (3.6.5.ii)(a) & 3.6.5.iii)). The requested added eat-in restaurant use proposed to occupy the subject site with a maximum gross floor area of 230 square metres is not located along an arterial or primary collector road, nor in a mixed-use building. Therefore, the existing building on the lands requires an added policy to Chapter 10 – Policies for Specific Areas to add an eat-in restaurant use at the subject property.

The proposed eat-in restaurant use to be added to the subject property is site specific and will be applied to the property municipally known as of 464-466 Dufferin Avenue and 499 Maitland Street. Within Chapter 10 – Policies for Specific Areas, Council may consider policies for specific areas when it is in the interest of Council to maintain the existing land use designation while allowing for a site specific change in land use designations, while allowing for a site specific use (10.1.1.ii)).

To assist in evaluating the appropriateness of policies for specific areas relative to surrounding land uses, a Planning Impact Analysis will be undertaken, in accordance with Policy 10.1.2. Throughout the review of the submitted application, all criteria were evaluated however, as the building and layout of the site are existing, the most applicable criteria are as follows:

- i) *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*

In the past, the subject property has been utilized for convenience commercial uses, such as a convenience store and laundromat, with residential units. The proposed addition of an eat-in restaurant as a permitted use is considered to be a convenience commercial use within the (1989) Official Plan. Although a more intensive use than the previous commercial uses, an eat-in restaurant at this location is considered to be compatible with the existing surrounding land uses as it is located within an existing heritage building and at the entrance way of a residential street. Furthermore, the proposed eat-in restaurant use will occupy the existing heritage building that was purpose-built for commercial uses which has been sitting empty for a number of years, providing a more beneficial use to the surrounding community.

- ii) *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 existing parcel has the ability to accommodate the additional use of an eat-in restaurant within the ground floor of the existing building, to a maximum size of 230 square metres. Although a reduction in parking is requested, the parking situation on site is existing and there are current uses, such as a personal service establishment, which are permitted by the Zoning that have the same parking requirement as the requested use. It can be reasonably anticipated that persons attending the eat-in restaurant will be in walking distance to the subject property or utilize public transit methods due to the site's close proximity to the downtown. Therefore, the size and shape of the existing parcel has the ability to accommodate the intensity of the proposed eat-in restaurant.

Based on the above analysis, and all applicable review criteria, the proposed eat-in restaurant use within the existing building with a maximum gross area of 230 square metres, together with at least four residential units is compatible within the existing neighbourhood.

4.2 Issue and Consideration # 2: Intensity

Provincial Policy Statement, 2014 (PPS)

The PPS identifies ways of managing and directing land uses to achieve efficient and resilient development and land use patterns through healthy, liveable and safe communities, which are sustained by accommodating an appropriate range and mix of residential and employment uses to meet long-term needs (1.1.1.b)). The PPS also directs planning authorities to promote cost-effective development patterns and standards to minimize land consumption and servicing costs as well as promoting densities and a mix of land uses which efficiently use land and resources [(1.1.1.e) and 1.1.3.2.a)1.)]. The subject property, and its associated building, have historically been utilized for both residential and convenience commercial purposes, providing the opportunity for employment uses to be conducted on the subject property, while maintaining the residential component. The PPS also directs planning authorities to promote densities and a mix of land uses which support active transportation and are transit-supportive (1.1.3.2.a) 4. and 1.1.3.2.a) 5.). As part of the requested amendment, the proponent is seeking a reduction of on-site parking to two (2) spaces which provides further opportunities for both active and public transit methods. Furthermore, the PPS directs planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (1.3.1.c)). The proposed added use of an eat-in restaurant on the subject property continues the historical use of the building as mixed-use while providing employment opportunities within walking distance to the surrounding neighbourhood.

The London Plan and 1989 Official Plan

Located within the Neighbourhoods Place Type, in accordance with *Map 1 of The London Plan, mixed-use and commercial uses are permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents (*918_5). Although the subject property is a corner lot, it is at the intersection of two Neighbourhood Streets, in accordance with *Map 3, and therefore requires an amendment to the Official Plan to permit the additional restaurant use. The existing parcel has historically been used as an appropriate location for a commercial use and the proposed use provides an additional service to the neighbourhood. Both The London Plan and (1989) Official Plan limit the size of retail, service, office and convenience commercial uses. Within The London Plan, *Table 12 does not regulate the maximum floor area at such a location as the property is located at the corner of two Neighbourhood Streets. Similarly, the (1989) Official Plan identifies that convenience commercial uses are permitted within residential designations where additional uses, although eat-in restaurants are only permitted on sites with a gross floor area in excess of 500 square metres. Through the requested amendments to The London Plan and the (1989) Official Plan, as previously analyzed, the applicant is proposing to add an eat-in restaurant as a permitted use to a maximum size of 230 square metres of gross floor area. Although a more intensive use than previously existed on site, there are no external changes proposed to the building. The purpose-built commercial building itself is existing and compatible with the existing neighbourhood and the proposed added use further preserves a heritage building which has been sitting vacant for a number of years.

The Neighbourhoods Place Type also permits non-residential uses when demonstrated that the proposed form of development can fit well within the context of the residential neighbourhood (*936_3). Similarly, the (1989) Official Plan contemplates convenience commercial uses which are designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public (3.6.5.i)). In this situation, the proposed added use of an eat-in restaurant at the subject property within an existing neighbourhood provides the opportunity for people of the community to utilize a service within close proximity.

One of the issues raised by members of the public relates to parking and traffic for the proposed eat-in restaurant as the use is considered more intensive than the previous convenience commercial use that occupied the building in the past. However, it should be noted that parking on-site is an existing situation and the existing zoning currently permits a use (personal service establishment) that shares the same parking standards as the requested eat-in restaurant use. As the proponent is proposing a reduction in parking to recognize two (2) on-site parking spaces for the proposed eat-in restaurant use, having the proposed use located within the existing community allows for, and promotes, persons in the community to travel to the site using alternative methods such as active or public transit. The subject property is within close proximity to the downtown providing both public and active transit alternatives as the downtown contains multiple bus routes. Given the subject properties close proximity to the downtown where there are a variety of parking lots, it further provides opportunities for people to park in a central location and walk to the restaurant. Furthermore, Maitland Street provides parking for a maximum time period of two (2) hours between the hours of 8am and 6pm on both the street segment abutting the property and the street segment to the south of the subject property. It can be reasonably anticipated that the proposed eat-in restaurant use will increase traffic flow throughout the existing neighbourhood, especially with a proposed parking reduction. However, the increased traffic flow will be predominately during breakfast, lunch or dinner hours, dependent on the type and hours of operation of the proposed eat-in restaurant. Furthermore, as the proposed eat-in restaurant is proposed to be located within an existing building, in an existing neighbourhood, and in close proximity to the downtown, it is anticipated many customers will be travelling to the site using alternative methods such as active or public transit.

The subject property is also located within the Primary Transit Area, the focus of

residential intensification and transit investment within the City (*90_). Primary Transit Area policies direct intensification to the appropriate place types with locations developed to be sensitive to, and a good fit, within existing neighbourhoods (*90_). The policies also direct the Primary Transit Area to have a heightened level of pedestrian and cycling infrastructure to service and support active mobility (*90_). Based on the above analysis, the reduction of on-site parking to two (2) vehicle parking spaces is consistent with the objectives of the Primary Transit Area policies as the site is accessible through both active and public transportation.

The subject property is located in the Near-Campus Neighbourhoods, in accordance with *Map 7. The vision of the Near-Campus Neighbourhoods is to enhance the neighbourhoods liveability, diversity, vibrancy, culture, sense of place and quality of housing options (*964_). Near-Campus Neighbourhoods are intended to be occupied by a balance mix of long-term and short-term residents (3.5.19.3.ii)). As part of the requested amendment, the existing residential units will be maintained by way of a special provision and no additional residential units are being sought.

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

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the in-force policies of The London Plan and the 1989 Official Plan. The recommended amendment to The London Plan and the 1989 Official Plan, through a Specific Policy Area to the Neighbourhoods Place Type and a Chapter 10 – Policies for Specific Areas, will add an eat-in restaurant as a permitted use on the subject property. The recommended amendment is also consistent with the East Woodfield Heritage Conservation District Plan. The recommended amendment will also further facilitate the use of an existing heritage building that is complementary to the existing neighbourhood and provides a commercial component for the surrounding community within walking distance.

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.	

January 27, 2020

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 464-466 Dufferin Avenue and 499 Maitland Street.

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

1. Amendment No. # to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on February 11, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 11, 2020
Second Reading – February 11, 2020
Third Reading – February 11, 2020

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit an eat-in restaurant use within the Low Density Residential designation.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 464-466 Dufferin Avenue and 499 Maitland Street in the City of London.

C. BASIS OF THE AMENDMENT

The amendment is consistent with the policies of the Provincial Policy Statement, 2014 and is consistent with the criteria of The London Plan

D. THE AMENDMENT

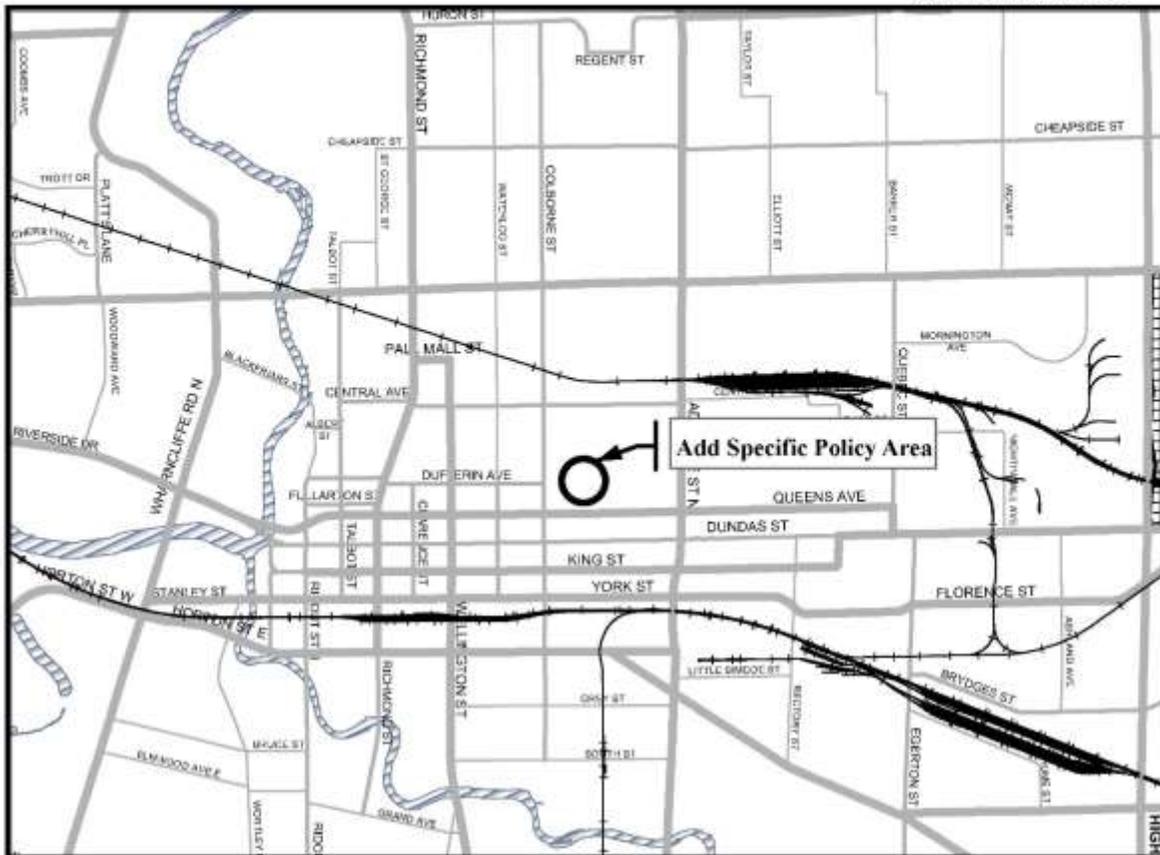
The Official Plan for the City of London is hereby amended as follows:

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

In the Low Density Residential designation at 464-466 Dufferin Avenue and 499 Maitland Street, an eat-in restaurant may also be permitted to a maximum gross floor area of 230 square metres (2475.7 square feet) within the existing building.

SCHEDULE 1

AMENDMENT NO: _____



Legend

- Planning Areas
- Planning Area Name
- Secondary Plans
- Extensions to Existing Communities
- Urban Growth Boundary

Base Map Features

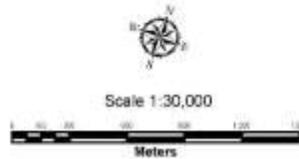
- Streets (refer to Schedule C)
- Secondary Collectors
 - Primary Collectors
 - Arterials
 - Freeways/Expressways
 - Railways
 - Rivers/Streams

This is an excerpt from the Planning Division's working consolidation of Schedule D to the City of London Official Plan, with added notations.

**SCHEDULE 1
 TO
 OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9130

PLANNER: MV

TECHNICIAN: RC

DATE: 2019/12/24

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-XXXX-____

A by-law to amend The London Plan for the City of London, 2016 relating to 464-466 Dufferin Avenue and 499 Maitland Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on February 11, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 11, 2020
Second Reading – February 11, 2020
Third Reading – February 11, 2020

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and adding the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit an eat-in restaurant use within the Neighbourhoods Place Type.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 464-466 Dufferin Avenue and 499 Maitland Street in the City of London.

C. BASIS OF THE AMENDMENT

The amendment is consistent with the policies of the Provincial Policy Statement, 2014 and is consistent with the criteria of the 1989 Official Plan. The recommended amendment will allow for the adaptive re-use of the existing heritage building in conformity with the East Woodfield Heritage Conservation District Guidelines.

D. THE AMENDMENT

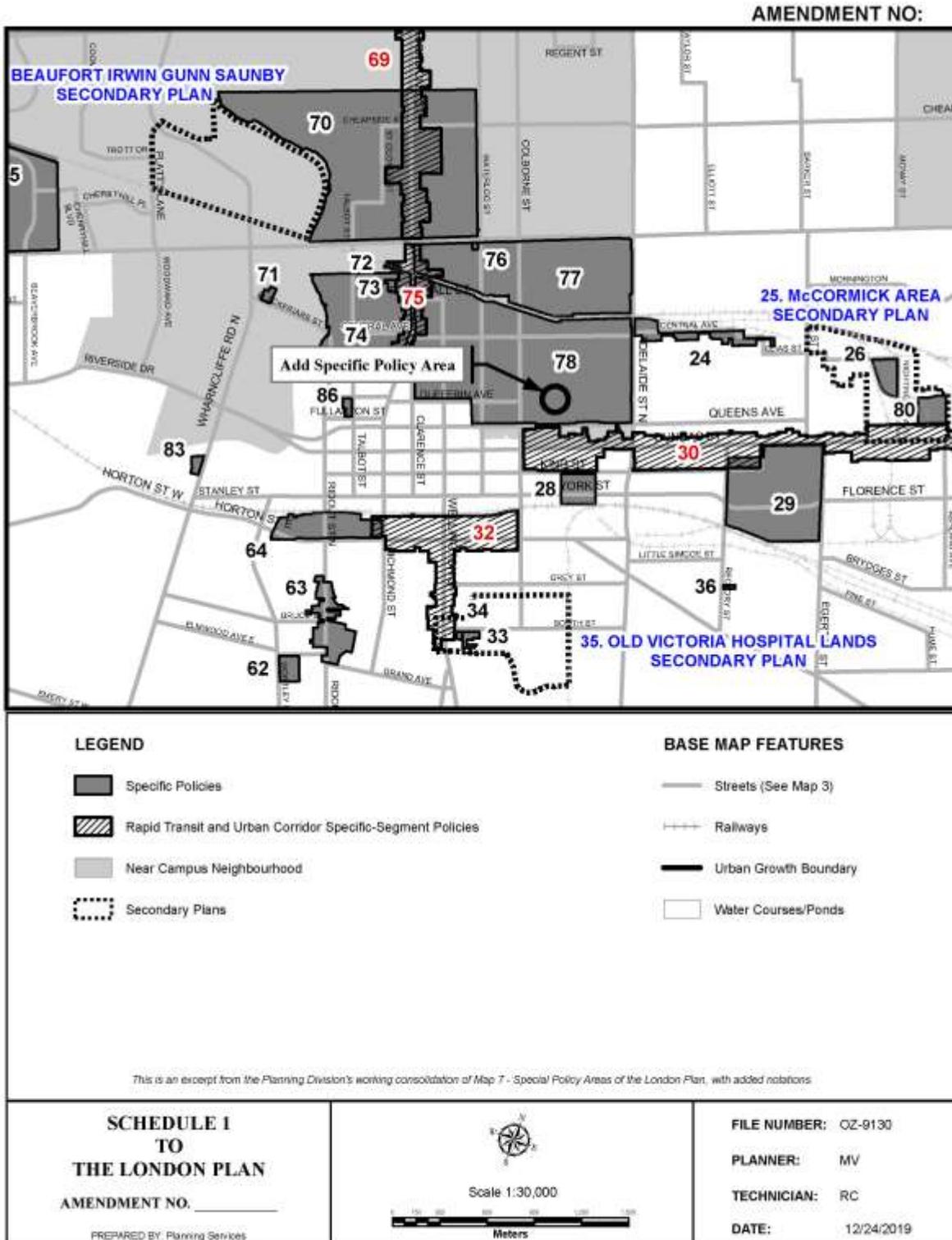
The London Plan for the City of London is hereby amended as follows:

The London Plan is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

(_) In the Neighbourhoods Place Type at 464-466 Dufferin Avenue and 499 Maitland Street, an eat-in restaurant may also be permitted to a maximum gross floor area of 230 square metres (2475.7 square feet) within the existing building.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 464-466 Dufferin Avenue and 499 Maitland Street in the City of London, as indicated on “Schedule 1” attached hereto.

SCHEDULE 1



Appendix C

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 464-466 Dufferin Avenue and 499 Maitland Street.

WHEREAS Ian B. Johnstone Professional Corporation has applied to rezone an area of land located at 464-466 Dufferin Avenue and 499 Maitland Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 464-466 Dufferin Avenue and 499 Maitland Street as shown on the attached map comprising part of Key Map No. 107, from a Residential R3/Convenience Commercial (R3-2/CC) Zone to a Residential R3/Convenience Commercial Special Provision (R3-2/CC(_)) Zone.
- 2) Section Number 29.2 of the Convenience Commercial (CC) Zone is amended by adding the following Special Provision:
 -) CC() 464-466 Dufferin Avenue and 499 Maitland Street
 - a) Additional Permitted Use[s]
 - i) Restaurant, eat-in, within the ground floor of the existing building, together with at least four (4) dwelling units
 - b) Regulation[s]
 - i) Gross floor area for all commercial uses (Maximum) 230m²
 - ii) Parking Spaces (Minimum) 2
 - iii) Lot Coverage (Maximum) 74%
 - iv) Landscape Open Space (Minimum) 0%
 - v) Parking Area Setback (Minimum) 0m
 - vi) All existing setbacks will be maintained for 464-466 Dufferin Avenue and 499 Maitland Street as existing on the day of the passing of the by-law.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy

between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on February 11, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 11, 2020
Second Reading – February 11, 2020
Third Reading – February 11, 2020

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



Appendix D – Public Engagement

Community Engagement

Public liaison: On November 6, 2019, Notice of Application was sent to 107 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 7, 2019. A “Planning Application” sign was also posted on the site.

8 replies were received

Nature of Liaison:

464-466 Dufferin Ave & 499 Maitland St – The purpose and effect of this Official Plan and zoning change is to permit the use of an eat-in restaurant, maintain four (4) residential units and recognize existing site conditions.

Possible amendment to the 1989 Official Plan to **ADD** a Special Policy Area to permit an eat-in restaurant within the ground floor of the existing building within the Low Density Residential designation. Possible amendment to The London Plan to **ADD** a Special Policy Area to permit an eat-in restaurant within the ground floor of the existing building within the Neighbourhoods Place Type, located along a Neighbourhood Street. Possible change to Zoning By-law Z.-1 **FROM** a Residential R3/Convenience Commercial (R3-2/CC) Zone **TO** a Residential R3/Convenience Commercial Special Provision (R3-2/CC(_)) Zone to permit an eat-in restaurant use, maintain four (4) residential units and to recognize existing site conditions.

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

In total, nine responses were received from the public regarding the proposed application. Five responses received provided support for the application and had no concerns. One email sought further clarification and two phone calls were received expressing concerns. One response received from the public address concerns for the proposal, as outlined below.

Concern for:

Tenant, customer and staff parking:

Concerns for parking on the subject property and the surrounding area were raised due to the lack of on-site parking proposed for both the eat-in restaurant’s customers and staff members, and the residential units. Concerns regarding the potential of on-street parking and the overall impact to the neighbourhood.

Noise and garbage from the proposed use:

Concerns for increased noise in the neighbourhood due to the eat-in restaurant and the potential for an outdoor patio. Concerns of inadequate areas to properly place garbage bins.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Walter Raithby 505 Maitland Street London, ON N6B 2Z5	Ryan Craven
Mark Raithby 1744 Sunningdale Road West London, ON N6H 5J7	Mark Hryniw 484 Maitland Street London, ON N6B 2Z3

Telephone	Written
	Burton Moon 485 Dufferin Avenue London, ON N6B 2A1
	Jason Minshull 462 Dufferin Avenue London, ON N6B 1Z7
	Alison Pedlar & Lawrence Haworth 476 Dufferin Avenue London, ON N6B 1Z9
	Linda Halligan
	Woodfield Ratepayers Association 507 Colborne Street

From: Craven, Ryan
Sent: Wednesday, November 6, 2019 11:39 AM
To: Vivian, Melanie <mvivian@london.ca>
Subject: File: OZ-9130

Hi Melanie,

Wondering if it is possible to know any details of the type of eat-in restaurant? What about the potential hours of operation? Will they be applying for a liquor licence? Any details like this?

I am also wondering what "Recognize existing site conditions" means?

Thanks,

PS I will be sharing this with the Woodfield Neighbourhood Association and I happen to live in the area so am curious.

From: Mark Hryniw
Sent: Friday, November 8, 2019 2:09 PM
To: Vivian, Melanie <mvivian@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] 484-466 Dufferin Ave & 499 Maitland St

I just received the Notice of Planning Application for file OZ-9130. I think putting a restaurant there is a wonderful idea and I see zero downside to it. I hope that it gets accepted without any issues.

Mark Hryniw
484 Maitland St

From:
Sent: Saturday, November 9, 2019 8:41 AM
To: Vivian, Melanie <mvivian@london.ca>
Subject: [EXTERNAL] OZ-9130

Hello Melanie, My wife and I live at 485 Dufferin Ave. We are in favour of this application for an amendment. We wish to see this building used. Sincerely, Burton Moon

From:
Sent: Sunday, November 10, 2019 3:32 PM
To: Vivian, Melanie <mvivian@london.ca>
Subject: [EXTERNAL] 464-466 Dufferin Ave and 499 Maitland St

Hello Melanie Vivian,

My name is Jason Minshull and I am the owner of 462 Dufferin Ave, the building that is attached to 464 and 466 Dufferin. I'm writing as a result of receiving notice about the change of zoning. While I do not object to the change I would ask that my concerns with regard to the outgoing plumbing be addressed at this time. It would seem that part or all of the outgoing water leaving 464-466 Dufferin Ave and 499 Maitland St enters our basement and joins our plumbing before exiting out toward the street. This was confirmed when plumbing issues the previous business had were solved by snaking pipe from an access point on our porch. My concern has always been how problems will be dealt with in this situation and with the increasing use of water that would inherently happen with restaurant I was hoping to understand the process for addressing maintenance and repairs in this scenario. Not sure if this is a zoning issue however I feel that it's something that can be answered at this time. I've included a photo of the plumbing in my basement and the pipe coming from their building.



Thanks
Jason Minshull

From: Alison Pedlar
Sent: Sunday, November 10, 2019 9:16 PM
To: Vivian, Melanie <mvivian@london.ca>
Subject: [EXTERNAL] 464-466 Dufferin Ave. & 499 Maitland St.

Planner: Melanie Vivian
File: OZ-9130

Hello:

Thank you for the notice of Planning Application for the above property.

We live at 476 Dufferin Ave., London, N6B1Z9.

We are happy to see this application and will be especially happy to see the premises developed and occupied [in contrast to sitting empty, as has been the case for a number of years].

It seems to us that the proposed use in this space - a restaurant - is entirely suitable.

Thank you for this opportunity to provide feedback.

Alison Pedlar and Lawrence Haworth

From: LM Hall
Sent: Thursday, November 14, 2019 8:31 PM
To: Vivian, Melanie <mvivian@london.ca>
Subject: [EXTERNAL] OZ-9130, Dufferin and Maitland

Dear Ms Vivian

I live very nearby to this site and would very much like to speak to you about it.

It's a lovely old building to be left sitting empty, everyone would like to see something done with it. But my feeling is that this proposal is not a good choice for this location.

This plan leaves four remaining rental units without parking, no staff parking, and zero customer parking. This would be disastrous for this little street. If you look on a map you'll notice Lord Roberts Public school at the top of this short block, a busy neighbourhood school. The 'on street' parking is used up daily by parents fetching children back and forth. To be clear, they are forbidden from using the block of Maitland between Princess and Central, there are numerous posted signs. They are also unable to use Princess as that is where the school buses drop/pick up. If the street parking is taken up, those families will be dropping kids in the street. There isn't anywhere else for them, they won't have a choice.

Also, on this short block are five multiplexes. Each with a small, unmanned lot with assigned parking for tenants. This is where the cars are most likely to end up, causing much conflict and added costs for property owners to thwart.

There is an obvious intention to put in a patio, which comes with broadcast music, of course. This is very close to numerous residential homes, and is again going to cause a lot of conflict, in my opinion.

Restaurants often see arrivals/departures in cabs/ubers. And in the age of Uber eats and other such services, without a dedicated parking area, those cars will all be stopping in the street. At an already wonky intersection. On Dufferin Ave, a significant artery of the downtown. The same will be true for delivery vehicles for restaurant suppliers, no where to go but in the street, In this plan.

This neighbourhood, not that long ago, was tired and in need of care. The people who bought here poured themselves into renovating and rehabbing the area. And they've done well, attracting development is a sure sign. They've attracted businesses such as 'Locomotion, (coffee shop)', 'The Bag Lady, (diner)', and 'Bungalow, (restaurant)'. Businesses that are now thriving and have fit perfectly into the community. The community is happy to support them as they have been great neighbours, from the start.

That's because they HAVE parking. Which ensures, a location for the required stinky dumpster (NOT against a neighbours fence!), and for recycling wrangling, parking for staff, parking for customers, room for delivery vehicles to pull off the street, and room for cabs and Uber eats to stop without blocking traffic. THIS is what makes them great neighbours.

To consider a 2000 sq ft restaurant, with zero parking, for this location seems very ill advised. It will create noise issues, garbage issues, parking issues, street and intersection obstruction and has the potential to cause lots of conflict.

It is my sincere hope that you could be confident that exactly what attracts this business, a thriving and ever improving district, to this site will also appeal to another business. Something more suited and less likely to disrupt the quiet, peaceful place the

homeowners have cultivated and cherish. This development punishes them for their success effectively.

We have worked hard to make this community into the now attractive business location it has become. Please do not accept 'development at any cost', and instead hold out for something better suited and more likely to be a great neighborhood addition. This planned restaurant seems a set up for nothing but conflict and problems, to be honest.

My greatest wish is that you would bring to this decision, the same critical eye and discretion that very wisely approved Bungalow, Locomotion, and Bag Lady. And pass on things that will cause conflict, disruption, noise, garbage, parking and street obstruction issues.

Thank you for your time and attention and for hearing our concerns.

Linda Halligan

Sent from my iPad

Agency/Departmental Comments

November 11, 2019 – Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION

Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has no objections to this application and a Section 28 permit will not be required. Thank you for the opportunity to comment.

November 26, 2019 – London Hydro

The site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building / renovations. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above-grade transformation is required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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.

December 6, 2019 – Engineering

Engineering has no further comments for the re-zoning application.

Appendix E – 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

1.1.1 Healthy, liveable and safe communities are sustained by:

- b) 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;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

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;
 - 4. support *active transportation*;
 - 5. are *transit-supportive*, where transit is planned, exists or may be developed

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The London Plan

57_9 Revitalize London's downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London's cultural community

59_6 Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity

61_4 Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods

*90_ The Primary Transit Area will be the focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods

*916_6 In 2035 our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for neighbourhoods include easy access to

daily goods and services within walking distance

*916_7 In 2035 our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for neighbourhoods include employment opportunities close to where we live

*918_5 Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents

*936_3 The following form policies will apply within the Neighbourhoods Place Type: Non-residential uses may be permitted only when it is demonstrated that the proposed form of development can fit well within the context of the residential neighbourhood

*964_ Near-Campus Neighbourhoods will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all residents

*1578_6 All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed. The following criteria will be used to evaluate all planning and development applications: Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as: traffic and access management, noise, parking on streets or adjacent properties, emissions generated by the use such as odour, dust or other airborne emissions, lighting, garbage generated by the use, loss of privacy, shadowing, visual impact, loss of views, loss of trees and canopy cover, impact on cultural heritage resources, impact on natural heritage features and areas, impact on natural resources. The above list is not exhaustive.

*1578_7 Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as: The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as: policy goals and objectives for the place type, policy goals and objectives expressed in the City Design chapter of this Plan, neighbourhood character, streetscape character, street wall, height, density, massing, placement of building, setback and step-back, proposed architectural attributes such as windows, doors, and rooflines, relationship to cultural heritage resources on the site and adjacent to it, landscaping and trees, coordination of access points and connections. The above list is not exhaustive.

(1989) Official Plan

3.2 The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings. Where appropriate, some multiple-attached dwellings at densities similar to neighbouring detached units may be permitted. Policies in this Plan promote development which shall enhance the character of the residential area. Certain secondary uses of a non-residential nature which are integral to, and compatible with, a neighbourhood environment, are also permitted.

3.2.1. The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of this Plan and provided they do not exceed the maximum density of development

permitted under policy 3.2.2. Residential Intensification may be permitted subject to the provisions of policy 3.2.3. Zoning on individual sites would not normally allow for the full range of permitted uses.

3.5.4. The Woodfield Neighbourhood, which is approximately bounded by Richmond Street on the west, Dufferin Avenue and Queens Avenue on the south, Adelaide Street on the east and the C.P.R. tracks on the north, is characterized by predominantly low density residential development, with a mix of higher density residential and office conversions. It is a policy of this Plan to maintain the Woodfield Neighbourhood as a low density residential area. In keeping with this policy new office conversions would not be permitted except in the commercial designations along Richmond Street, Adelaide Street, in the Downtown Area, and in areas identified in policy 3.6.9. New office conversions on the east side of Waterloo Street, between Central Avenue and Princess Avenue, and on Central Avenue, between Waterloo and Wellington Streets, may be permitted provided there is little alteration to the external residential character of the structure and provided also that there is at least one residential dwelling unit retained in the building being converted. New office conversions may be permitted on Waterloo Street, both sides between Pall Mall Street and Central Avenue, provided at least one above-grade residential dwelling unit is retained in the building being converted. Existing office conversions are recognized as legal uses in this Official Plan and will be zoned to permit the continuation of these uses. The low density residential neighbourhood within the area bounded by Wellington Street, Pall Mall Street, Waterloo Street and Princess Avenue shall only provide for infill and intensification where such development is clearly compatible with the character, scale and intensity of the low density residential neighbourhood in this area. Area-specific zoning regulations such as, but not limited to, maximum floor area ratio, maximum dwelling size and on-site parking limitations may be applied to ensure that future development meets this objective. (OPA No. 396) Properties fronting the north side of Princess Avenue, west of Waterloo Street are located on the edge of the downtown at a point of transition between high density residential and institutional uses to the south and low density residential neighbourhood to the north. Several buildings have undergone restoration and intensification in a manner which has preserved the character of the neighbourhood and kept the original streetscape intact. Recognizing this, these properties may be exempt from area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations noted above. (OPA 434- approved January 21, 2008) The lands designated Multi-Family Medium Density Residential within the block bounded by Richmond Street, Central Avenue, Wellington Street and Hyman Street may be developed for a greater density and range of uses consistent with the form of development that has already occurred within this area. The density limit for residential development within this area shall be 100 units per hectare. Exceptions to the density limit may be made without amendment to the Plan for developments which qualify for density bonusing under the provisions of policy 19.4.4. Offices will be a main permitted use in this area in the form of office conversions, free-standing office buildings and office-apartment buildings. A type of development which is similar in scale and design features to that existing in the area and the retention of existing structures including their heritage features shall be encouraged. In addition to the uses permitted in the Low Density Residential designation, new office uses may be permitted within the existing building at 470 Colborne Street, provided there is little alteration to the external residential character of the original residential structure and at least one above-grade residential dwelling unit is provided and maintained within the building. These new office uses may be established with other permitted uses in a mixed-use format. Residential intensification and conversions to non-residential uses shall be permitted only where it is compatible with the character, scale and intensity of the surrounding low-rise residential neighbourhood and where the intent of the Near-Campus Neighbourhoods policies is met. Site-specific zoning regulations such as, but not limited to, maximum number of converted dwelling units, maximum number of parking spaces, minimum landscaped open space and limiting the range and mix of uses within the building such that they do not exceed the available parking may be applied to ensure that the future re-use of the existing structure meets this objective.

3.5.19.3.ii) Near-Campus Neighbourhoods provide an extremely valuable asset to the

City of London. They are important attributes in the City of London to attract and retain the brightest and best faculty and students. They are desirable and unique neighbourhoods, some of which offer an outstanding stock of heritage buildings and streetscapes. In addition, they provide close proximity to employment, culture and entertainment resources that their neighbouring educational institutions offer. Through the policies of this Plan and projects and programs undertaken by the municipality, the following vision for near-campus neighbourhoods shall be pursued. Near-Campus Neighbourhoods will: be occupied by a balanced mix of long-term and short-term residents

3.6.5.i) Convenience commercial uses and service stations should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public

3.6.5.ii)a) Convenience commercial and service station uses permitted within the Residential designations include the following: Convenience Commercial (a) Variety stores; video rental outlets; film processing depots; financial institutions; medical/dental offices; small take-out restaurants, small food stores; and gasoline sales associated with a variety store. For convenience commercial sites with a gross floor area in excess of 500m², additional uses including offices, studios, commercial schools, day care centres, bake and florist shops, pharmacies, restaurants eat-in and convenience business service establishments may be permitted. In special circumstances, Council may permit low impact uses such as small commercial schools and day care centres in convenience commercial sites smaller than 500m² in size through a Zoning Bylaw Amendment. A variety store, or personal service establishment located on the ground floor of an apartment building may be permitted provided it is oriented towards serving the needs of the residents of the building and the immediate surrounding area. The exact range of permitted uses will be specified in the Zoning By-law.

3.6.5.iii) Convenience commercial uses and service stations will be located on arterial or primary collector roads where it can be demonstrated that such uses are compatible with surrounding land uses and will not have a serious adverse impact on the traffic-carrying capacity of roads in the area. The preferred locations for convenience commercial uses and service stations are at the intersections of major roads.

3.7.2. Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public in accordance with the provisions for Official Plan amendment and/or zone change applications as specified in Section 19.12. Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. Where an Official Plan amendment and/or zone change application is being considered the following criteria may be considered: (a) 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. (b) 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;

10.1.1.ii) Notwithstanding the other land use policies contained in Section II of this Plan, policies for Specific Areas may be applied where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the land. The adoption of policies for Specific Areas may be considered where one or more of the following conditions apply: i) The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding area. ii) The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.

10.1.2. Planning Impact Analysis will be required on all applications for policies for Specific Areas. The appropriate criteria to be applied will be determined from potential impacts on surrounding land use designations.

East Woodfield Heritage Conservation District Plan

1.0 Conservation Goals, Objectives and Principles

1.1 – The intention of the East Woodfield Heritage Conservation District Plan is to ensure the wise management of physical change and development in order to conserve the unique character of the district and its component buildings and spaces.

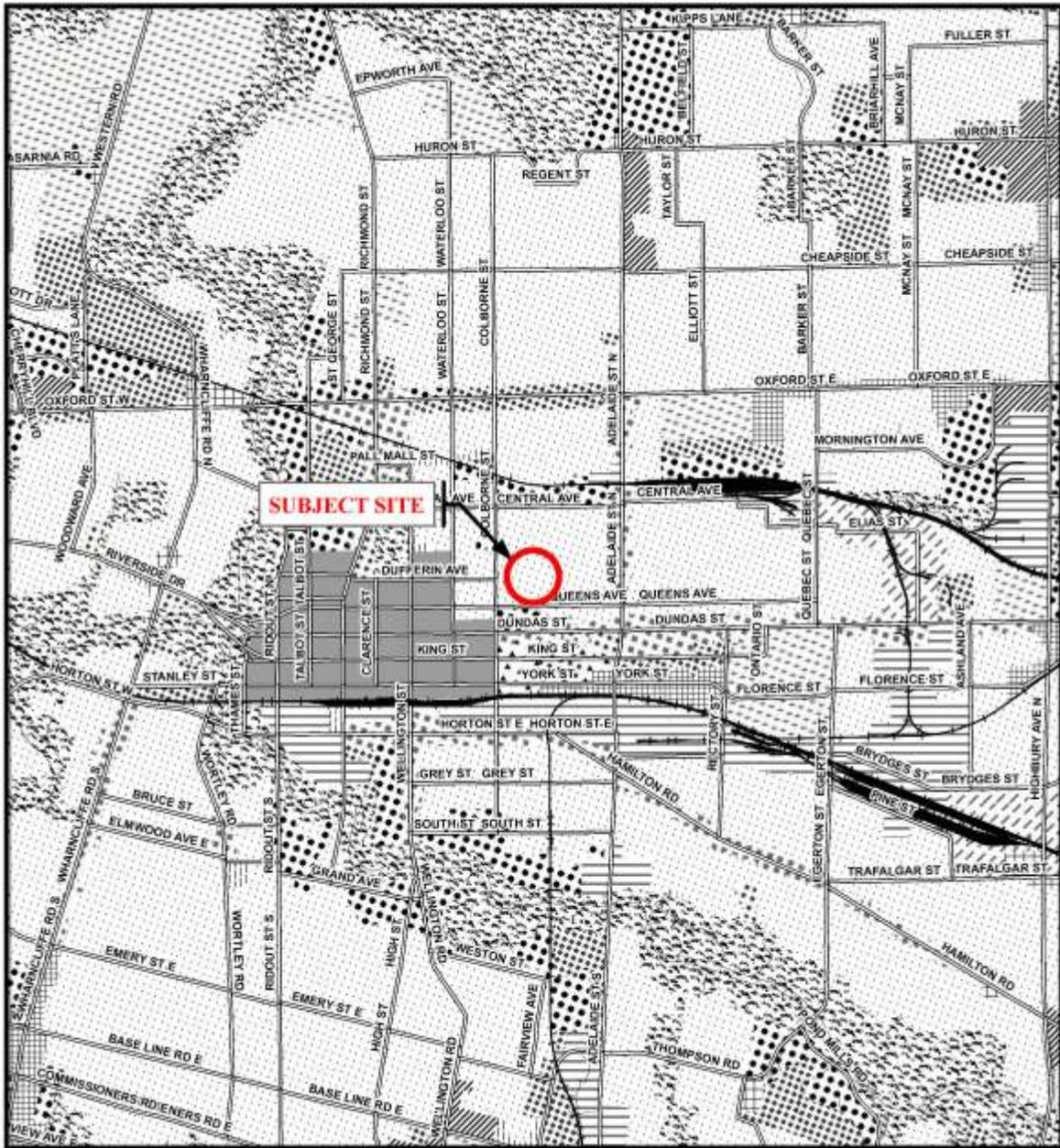
2.0 East Woodfield District Conservation Goals and Objectives

2.1. – To maintain the residential character of East Woodfield heritage conservation district

2.1. – To protected and enhance existing heritage residential buildings

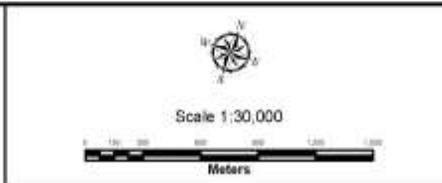
Appendix F – Relevant Background

Additional Maps

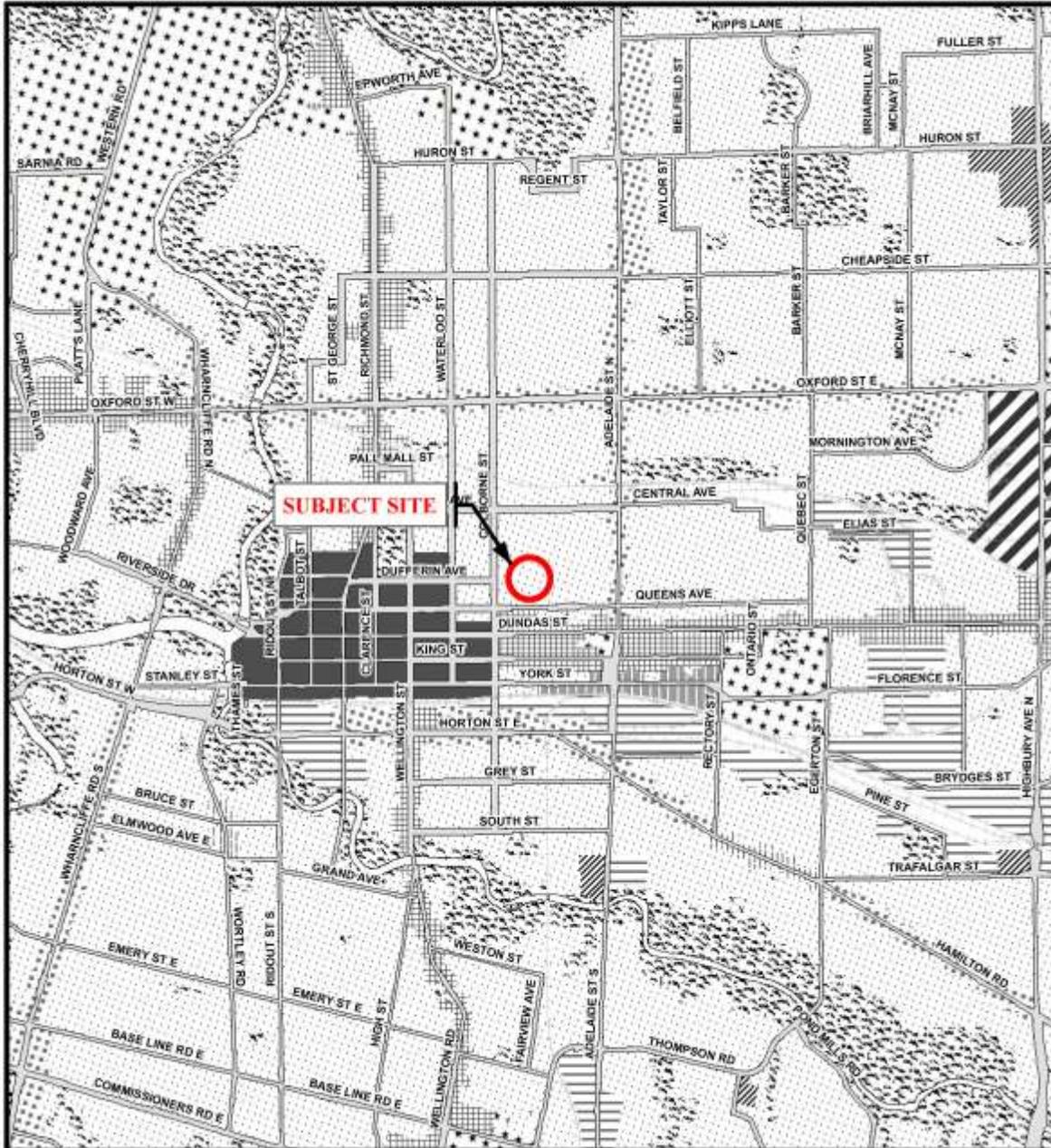


Legend	
	Downtown
	Enterprise
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

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



FILE NUMBER: OZ-9130
PLANNER: MV
TECHNICIAN: RC
DATE: 2019/12/23



Legend

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

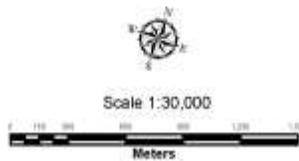
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

CITY OF LONDON
 Planning Services /
 Development Services

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

PREPARED BY: Planning Services



File Number: OZ-9130
Planner: MV
Technician: RC
Date: December 23, 2019



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 | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | |
| SS - AUTOMOBILE SERVICE STATION | "Y" - HOLDING SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "D" - DENSITY SYMBOL |
| OR - OFFICE/RESIDENTIAL | "H" - HEIGHT SYMBOL |
| OC - OFFICE CONVERSION | "B" - BONUS SYMBOL |
| RO - RESTRICTED OFFICE | "T" - TEMPORARY USE SYMBOL |
| OF - OFFICE | |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
 OZ-9130 MV

MAP PREPARED:
 2019/12/23 RC

1:600
 0 3.75 7.5 15 22.5 30 Meters

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

Additional Reports

No additional reports.