

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: 1616958 Ontario Inc.
335-385 and 340-390 Saskatoon Street
Public Participation Meeting on: June 18, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 1616958 Ontario Inc. relating to the properties located at 335-385 and 340-390 Saskatoon Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 26, 2018 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 a future Council meeting, to amend The London Plan by **ADDING** a policy to Specific Policies for the Neighbourhoods Place Type; by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of The London Plan **AND** that three readings of the by-law enacting The London Plan amendments **BE WITHHELD** until such time as The London Plan is in force and effect.
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on June 26, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R2/Light Industrial (R2-3/LI8) Zone, **TO** a Holding Residential R2/Restricted Office Special Provision (h-_*R2-3/RO(*)) Zone and a Holding Residential R2/Restricted Office Special Provision (h-_*R2-3/RO(**))Zone;

Executive Summary

Summary of Request

The applicant requested an Official Plan Amendment (“OPA”) to the 1989 Official Plan (“1989 OP”) to add a policy to Chapter 10 (Policies for Specific Areas), and a Zoning By-law Amendment (“ZBA”) to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Residential R2 Special Provision/Restricted Office Special Provision (R2-3()/RO()) Zone.

The requested amendments would permit existing non-residential uses in the existing buildings, limit the maximum gross floor area of existing non-residential uses to their existing size, permit existing site conditions which do not meet the standard requirements of the requested zones nor the standard parking requirements in the Zoning By-law. The requested amendments would permit the existing lot area and lot frontage of each parcel as the minimum lot area and minimum lot frontage for residential uses to prevent the fragmentation of the subject lands for future multi-residential uses and to address compatibility issues between the existing industrial uses and new residential uses.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended OPA and ZBA is to permit the existing non-residential uses in the existing buildings and permit existing site conditions. The recommended OPA would add a policy to Chapter 10 (Policies for Specific Area) to the 1989 OP, and a policy to Specific Policies for the Neighbourhoods Place Type to The

London Plan ("The LP") to permit automotive repair garages, support offices and charitable organization offices in the existing building at 335-385 Saskatoon Street; and studios, warehouse establishments, and support offices in the existing building at 340-390 Saskatoon Street.

The recommended ZBA would change the zoning of the subject lands from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Holding Residential R2/Restricted Office Special Provision (h-__•R2-3/RO(*)) Zone and a Holding Residential R2/Restricted Office Special Provision (h-__•R2-3/RO(**)) Zone. The recommended Restricted Office Special Provision (RO(*)) Zone would permit automotive repair garages up to a maximum gross floor area of 477 m², and support offices and charitable organization offices up to a maximum gross floor area of 2,824 m² in the existing building, a minimum parking requirement of 60 parking spaces for permitted non-residential uses and other existing site conditions such as minimum yard depths, maximum lot coverage, minimum landscaped open space, minimum parking area setback to required road allowances and minimum driveway and parking aisle widths at 335-385 Saskatoon Street.

The recommended Restricted Office Special Provision (RO(**)) Zone would permit studios up to a maximum gross floor areas of 479 m², warehouse establishments up to a maximum gross floor areas of 940 m², and support offices up to a maximum gross floor areas of 3,238 m² in the existing building, a minimum parking requirement of 45 parking spaces for permitted non-residential uses and other existing site conditions such as minimum yard depths, maximum lot coverage, minimum landscaped open space, minimum parking area setbacks to required road allowances and minimum driveway and parking aisle widths at 340-390 Saskatoon Street.

The recommended (h-__) holding provision would ensure there is no land use conflict between the existing industrial uses and future residential uses should the site be developed for residential uses at a later date.

Rationale of Recommended Action

1. The recommended amendments are consistent with the 2014 Provincial Policy Statement ("PPS") which directs municipalities to maintain suitable sites for employment uses and consider the needs of existing and future businesses. The recommended amendments are consistent with the PPS which promotes appropriate development standards to facilitate compact development in settlement areas.
2. The recommended amendment conforms to the 1989 OP policies which list the necessary condition(s) for approval of Policies for Specific Areas, and would augment the general policies of the Low Density Residential ("LDR") designation to allow the continued use of the existing non-residential buildings on the subject lands for existing non-residential uses until the subject lands can redevelop for residential uses in accordance with the LDR designation.
3. The recommended amendment conforms to The LP policies which list the necessary condition(s) for approval of Specific Area Policies, and would augment the general policies of the Neighbourhoods Place Type to allow the continued use of the existing non-residential buildings on the subject lands for existing non-residential uses until the subject lands can redevelop for residential uses in accordance with the Neighbourhoods Place Type.
4. The recommended amendment to Zoning By-law Z.-1 will conform to the Official Plan and The LP as recommended to be amended. The recommended amendment to the Zoning By-law will permit the existing non-residential uses in the existing buildings; and limit the non-residential uses to their existing size to maintain an acceptable level of compatibility with the surrounding residential uses. The recommended amendment to the Zoning By-law will regularize and permit existing site conditions which do not meet the standard requirements of the requested zones, nor the standard parking requirements in the Zoning By-law. The existing site conditions can accommodate the existing non-residential use without serious adverse impacts for surrounding residential land uses.

5. The recommended holding provisions will ensure compatibility between existing industrial uses on the subject lands and new residential uses.

1.0 Site at a Glance

1.1 Property Description

The subject lands are located south of the intersection of Saskatoon Street and Dundas Street and are known municipally as 335-385 and 340-390 Saskatoon Street. 335-385 Saskatoon Street is located on the west side of Saskatoon Street and consists of an irregular shaped parcel approximately 0.64 hectare (1.58 acres) in size. This westerly parcel also abuts Borden Street to the south. 340-390 Saskatoon Street is located on the east side of Saskatoon Street and consists of an irregular shaped parcel approximately 0.55 hectares (1.36 acres) in size. The easterly parcel also abuts Whitney Street to the north and Borden Street to the south.

The existing buildings located at 335-385 and 340-390 Saskatoon Street are rectangular brick buildings that have been purpose-built for non-residential uses (See Figure 1 and 2). The existing building located at 335-385 Saskatoon Street is 1-storey in height. The existing building located at 340-390 Saskatoon Street is predominately 1-storey in height, with a 2-storey component located towards the northerly end of the parcel. The long building masses along Saskatoon Street are broken-up by a series of building recesses and projections and the interior of the buildings can be divided into several smaller units. There are several windows and man-doors along the front of the existing buildings that provide views and direct pedestrian access to Saskatoon Street and several man-doors and larger loading doors along the rear of the existing buildings to facilitate loading and service functions. In particular, there are two (2) elevated loading doors and one (1) elevated loading dock along the rear of the existing building at 340-390 Saskatoon Street.

The on-site surface parking area associated with the building at 335-385 Saskatoon Street is located at the northerly and southerly ends of the site and runs continuously around the rear of the building (See Figure 3). There are 60 existing on-site parking spaces as well as two (2) driveways on Saskatoon Street and one (1) driveway on Borden Street that provide vehicular access to the site. Landscaped open space on the westerly parcel is limited to a small grassed area at the northerly end of the site and between the building and Saskatoon Street.

The on-site surface parking area associated with the building at 340-390 Saskatoon Street is located at the northerly and southerly ends of the site and at the rear of the building, but the surface parking area does not run continuously around the rear of the existing building (See Figure 4). There are 45 existing on-site parking spaces and two (2) driveways, one from Saskatoon Street the other from Borden Street, which provide vehicular access to the site. There is a 3 metre (10 foot) wide City-owned lane located immediately east of 340-390 Saskatoon Street that runs north-south between Whitney Street and Borden Street and a corresponding 3 metre (10 foot) wide private right-of-way easement located along the rear of 340-390 Saskatoon Street and the side of 1680 Borden Street that runs parallel to, and immediately west of the City-owned lane. 340-390 Saskatoon Street and 1680 Borden Street have shared rights of access over the private right-of-way. The parking located along the rear of the building at 340-390 Saskatoon Street is accessed from the City-owned lane and the private right-of-way easement.

The location of the on-site surface parking area on both the westerly and easterly parcels do not meet the standard setback required between parking areas and road allowances nor do the on-site surface parking areas provide standard drive aisle widths.

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

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential R2/Light Industrial (R2-3/LI8) Zone

1.3 Site Characteristics

- Current Land Use – Automotive Repair Garage, Support Offices (335-385 Saskatoon Street), and Support Offices, Studios, Warehouse Establishments (340-390 Saskatoon Street)
- Frontage – 20 m (66 ft.) along Borden Street (335-385 Saskatoon Street); and 25 m (82 ft.) along Borden Street (340-390 Saskatoon Street)
- Depth – Irregular (335-385 Saskatoon Street); and Irregular (340-390 Saskatoon Street)
- Area – 0.64 hectare (1.58 acres) (335-385 Saskatoon Street); and 0.55 hectares (1.36 acres) (340-390 Saskatoon Street)
- Shape – Irregular (335-385 Saskatoon Street); and Irregular (340-390 Saskatoon Street)

1.4 Surrounding Land Uses

- North – Commercial
- East – City-owned Lane and Single Detached Dwellings
- South – Single Detached and Semi-Detached Dwellings
- West – Hydro One Substation and Corridor and Single Detached Dwellings



Figure 1: 335-385 Saskatoon Street (West Side) Looking North



Figure 2: 340-390 Saskatoon Street (East Side) Looking North to Whitney Street

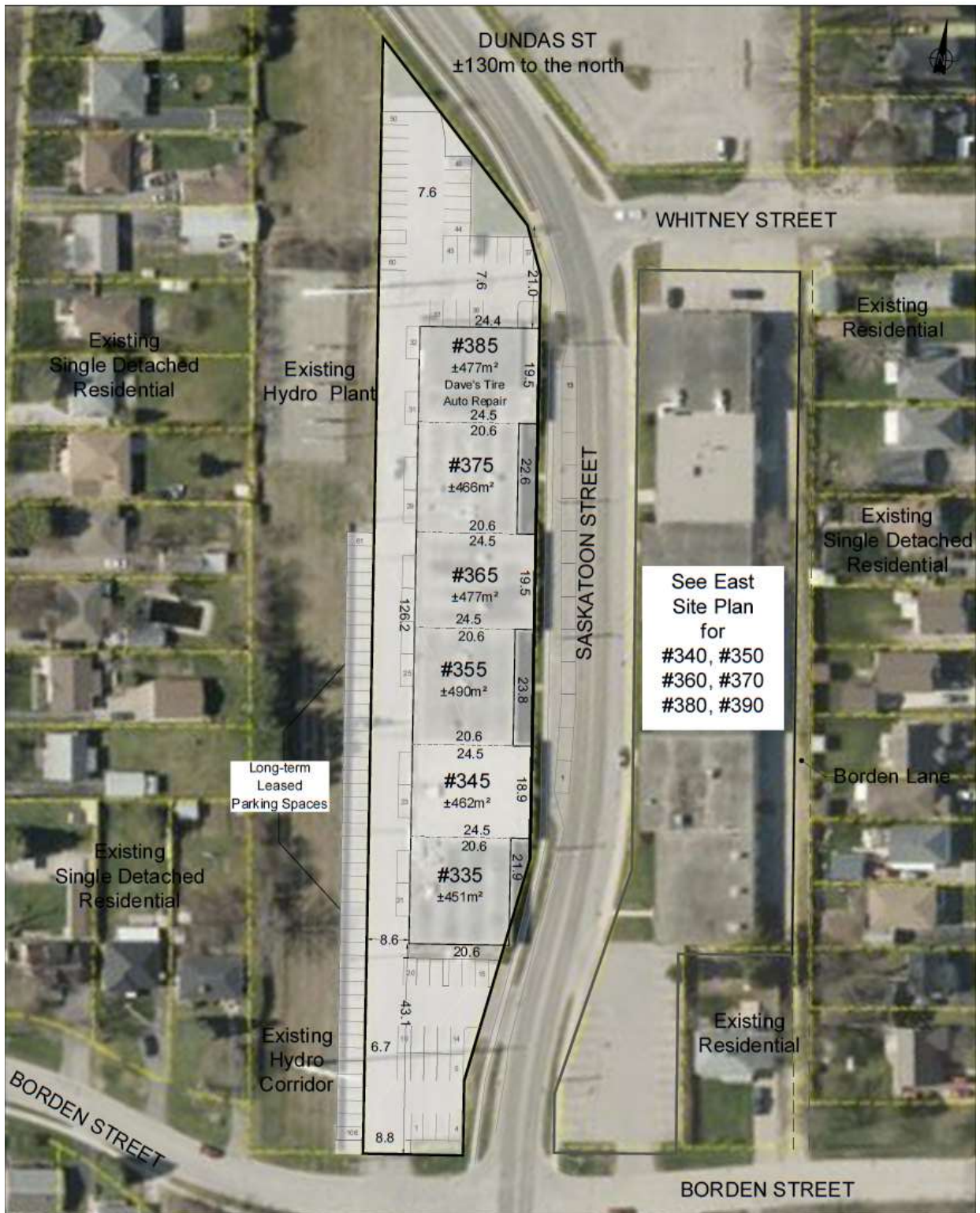


Figure 3: 335-385 Saskatoon Street (West Side) – Site Plan Existing Conditions

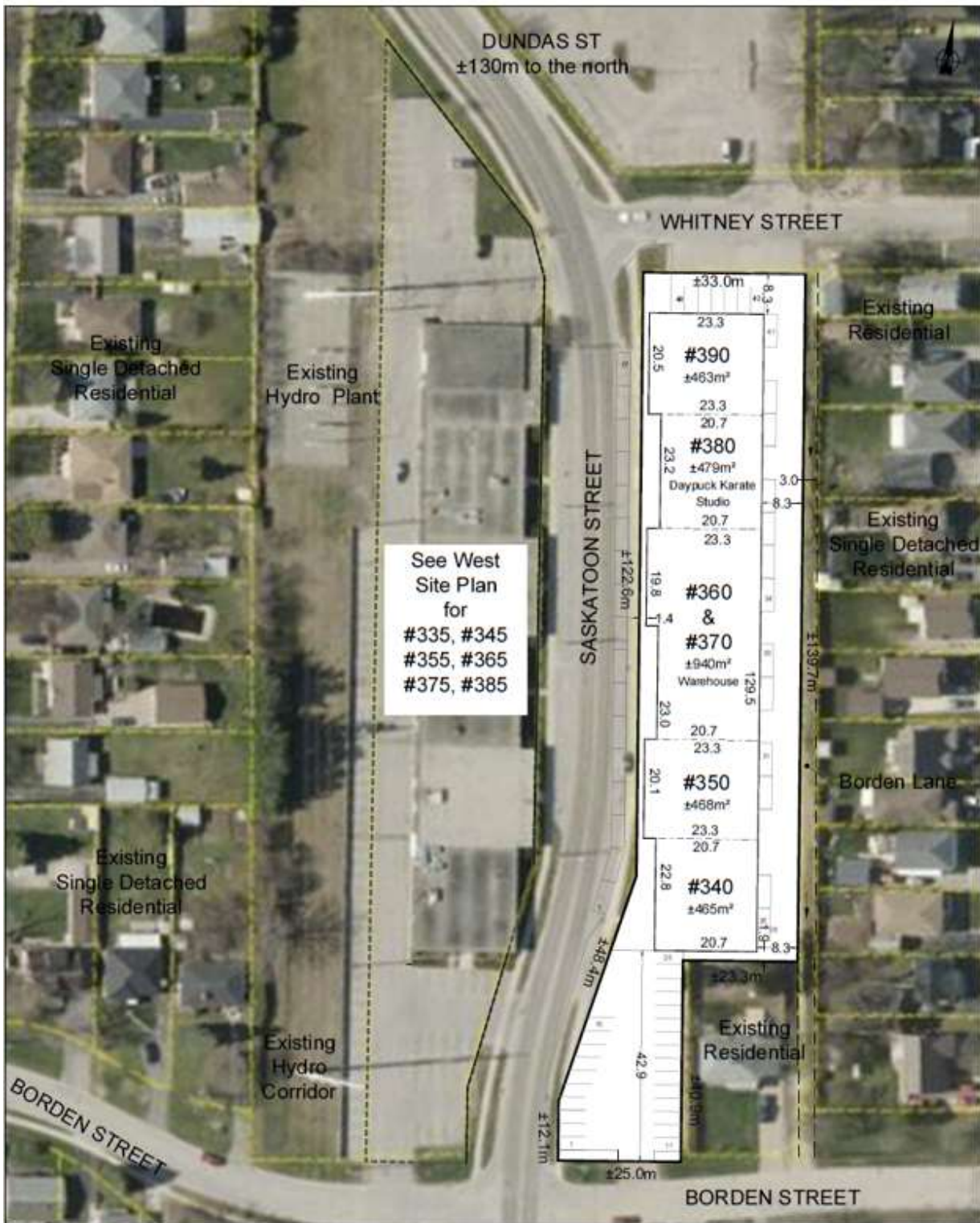
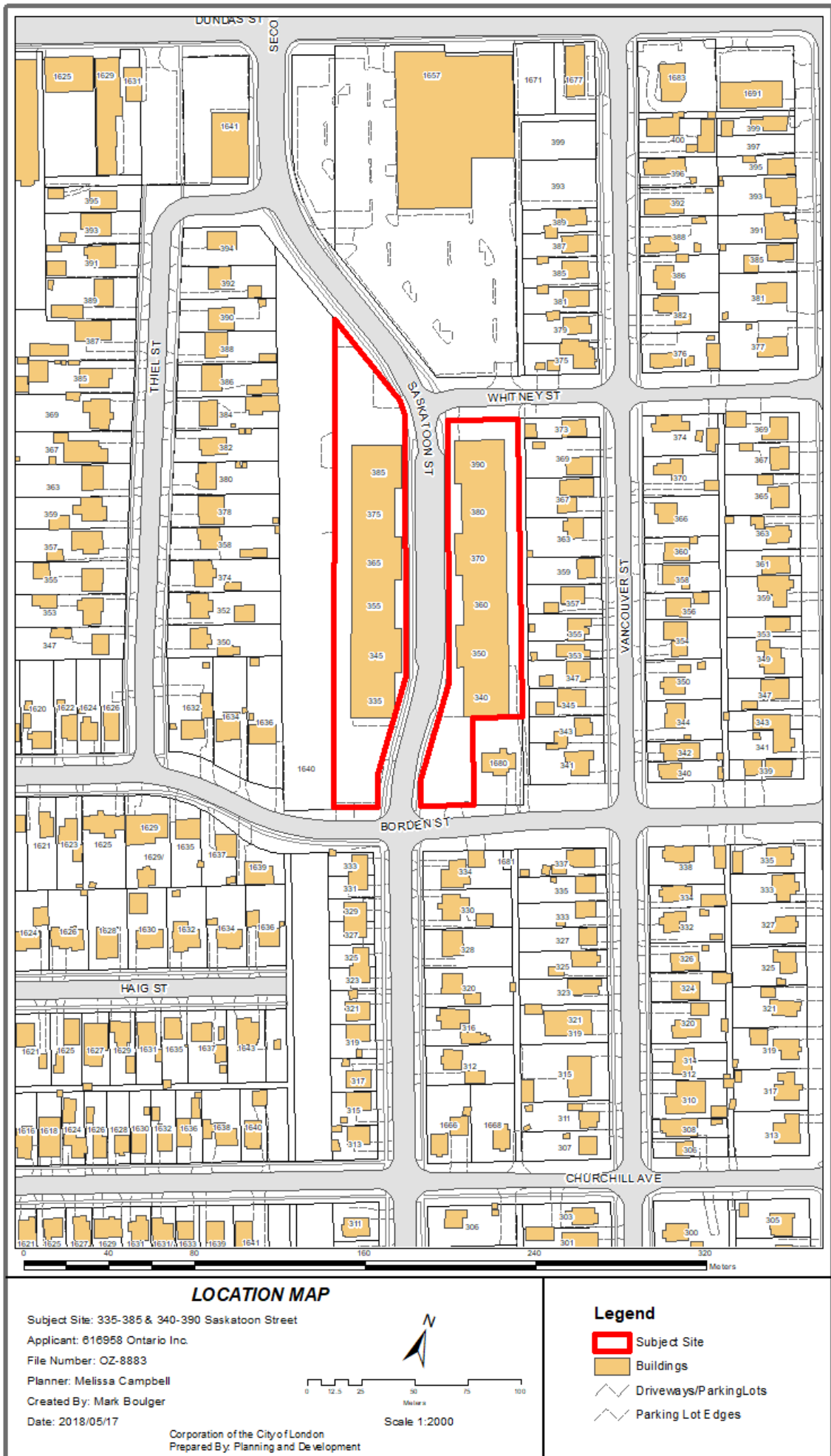


Figure 4: 340-390 Saskatoon Street (East Side) – Site Plan Existing Conditions

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The requested amendments are intended to recognize and permit existing non-residential uses in the existing buildings and existing site conditions such as exterior side yard, lot coverage, landscaped open space, gross floor areas for specific uses and parking provisions which do not meet standard requirements of the Zoning By-law. The requested amendments do not contemplate expansions or alterations to the existing buildings or changes in the existing site conditions at 335-385 and 340-390 Saskatoon Street. Site Plan Approval is not required.

3.0 Relevant Background

3.1 Planning History

A minor variance (File No. A05/120) was granted by the Committee of Adjustment in 2006 that permitted the lands at 1640 Borden Street, owned by Hydro One, to be used as an accessory parking area comprised of 46 parking spaces for 335-385 Saskatoon Street. In addition to the minor variance, there is also a 5-year renewable lease Hydro One has entered into with owner of 335-385 Saskatoon Street. As discussed in Section 4.3 of this report the accessory parking area cannot be counted towards the on-site parking supply for 335-385 Saskatoon Street, but was a factor when considering the appropriateness of the request to recognize the 60 existing on-site parking spaces at 335-385 Saskatoon Street as the minimum parking space requirement for all permitted non-residential uses.

3.2 Requested Amendment

The applicant requested an OPA to the 1989 OP to add a policy to Chapter 10 (Policies for Specific Areas), to allow the existing non-residential uses in the existing buildings until such time as the subject lands can be redeveloped for residential land uses in accordance with the LDR designation. The specific policy area would permit at 335-385 Saskatoon Street automotive repair garages, support offices and charitable organization offices in the existing building; and at 340-390 Saskatoon Street studios, warehouse establishments, and support offices in the existing building.

The applicant also requested a ZBA to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Residential R2 Special Provision/Restricted Office Special Provision (R2-3(_)/RO(_)) Zone. The requested Residential R2 Special Provision (R2-3(_)) Zone would permit the existing lot area and lot frontage of each parcel as the minimum lot area and minimum lot frontage for residential uses to prevent the fragmented redevelopment of the subject lands for residential uses and to address compatibility between the existing industrial uses and new residential uses.

The requested Restricted Office Special Provision (RO(*)) Zone would permit at 335-385 Saskatoon Street automotive repair garages up to a maximum gross floor area of 477 m², support offices and charitable organization offices, each up to a maximum gross floor area of 2,824 m² in the existing building, a minimum parking requirement of 60 parking spaces for permitted uses and other existing site conditions such as minimum yard depths, maximum lot coverage, minimum landscaped open space, minimum parking area setbacks to required road allowances and minimum drive aisle widths.

The requested Restricted Office Special Provision (RO(**)) Zone would permit at 340-390 Saskatoon Street studios up to a maximum gross floor areas of 479 m², warehouse establishments up to a maximum gross floor areas of 940 m², and support offices up to a maximum gross floor areas of 3,238 m² in the existing building, a minimum parking requirement of 45 parking spaces for permitted uses and other existing site conditions such as minimum yard depths, maximum lot coverage, minimum landscaped open space, minimum parking area setbacks to required road allowances, and minimum drive aisle widths.

3.3 Community Engagement (see more detail in Appendix D)

Notice of Application was published in the Public Notices and Bidding Opportunities section of The Londoner on April 5, 2018, and sent to property owners in the surrounding area on April 11, 2018. The notice advised of a possible amendment to the 1989 OP to add a Specific Policy to Chapter 10 (Policies for Specific Areas) and a possible amendment to The LP to add a Specific Policy to the Neighbourhoods Place Type to permit the existing non-residential uses in the existing buildings. The notice also advised of a possible amendment to Zoning By-law Z.-1 to change the zoning from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Residential R2 Special Provision/Restricted Office Special Provision (R2-3()/RO()) Zone. The notice advised of the requested Residential R2 Special Provision (R2-3()) Zone to permit the existing lot area and lot frontage of each parcel as the minimum lot area and minimum lot frontage for residential land uses. The notice also advised of the requested Restricted Office Special Provision (RO()) Zone to permit the existing non-residential uses in the existing buildings, limit the maximum gross floor area of the permitted non-residential uses to their existing sizes, permit existing site conditions which do not meet the standard requirements of the requested zone nor the standing parking provisions in the Zoning By-law.

Three (3) replies were received from the public as part of the community engagement process. A landowner west of 335-385 Saskatoon Street expressed concern about the automotive repair garage proposed to be permitted on the westerly parcel and potential emissions such as noise, odour, particulates, and vibration. The landowner was concerned that future automotive repair garages would be more intense than the existing automotive repair garage known as Dave's Tire and Auto Repair. The recommended amendments however, are intended to permit only the existing uses in the existing buildings and would not allow for the automotive use on the westerly parcel to expand beyond the scope of the business activities, or the physical size, that currently exists.

A landowner east of 340-390 Saskatoon Street expressed concern about snow storage and stormwater management practices creating off-site impacts that periodically block access to the City-owned lane. The landowner also expressed concern about picnic benches encroaching onto the City-owned lane which sometimes results in inappropriate language or lewd behaviour during employee breaks and/or lunch hours affecting the privacy of the residential properties located to the east. Truck traffic associated with warehouse establishments on the easterly parcel was also a concern. Snow storage and stormwater management are site plan control and/or property standards matters, and personal behaviour resulting in the misuse of the City-owned lane is an enforcement matter. With regards to concerns about permitting warehouse establishments on the easterly parcel, the location of the subject lands, the constrained access to loading facilities at the rear of the existing building, and the quality of the loading facilities are expected to limit the intensity of warehouse establishments. Similar to the automotive use on the westerly parcel, the recommended amendments to permit warehouse establishments on the easterly parcel, would not allow for the warehouse use to expand beyond the scope of business activities, or the physical size, that currently exists, and the associated truck traffic is not expected to intensify.

Concern was also expressed by a landowner about the use of on-street parking immediately in front of the existing buildings at 335-385 and 340-390 Saskatoon Street by employees of the former support office use (AutoData); the difficulties of having to navigate around vehicles parked on the street; and vehicle speeds along Saskatoon Street. As discussed in Section 4.3 of this report the former support office use (AutoData) likely generated a parking demand at the high-end of the standard parking rate requirement for support offices, and any future support offices would likely generate a lower parking demand. Speeding vehicles is an enforcement issue.

3.4 Policy Context (see more detail in Appendix E)

3.4.1 Provincial Policy Statement, 2014 (PPS)

The PPS provides broad policy direction on matters of Provincial interest related to land use planning and development. The PPS does not assign land use designations to properties. The PPS provides policies on key issues such as the efficient use of land and infrastructure and ensuring appropriate opportunities for employment and residential development, including support for a mix of land uses.

3.4.2 1989 Official Plan

The 1989 OP contains policies that guide the use and development of land within the City of London and is consistent with the policy direction set out in the PPS. The 1989 OP assigns land use designations to properties, and the policies associated with those land use designations provide for a general range of uses, and form and intensity of development that may be permitted.

The subject lands are designated LDR on Schedule “A” – Land Use to the 1989 OP. The LDR designation is intended for low-rise, low-density housing forms including single-detached, semi-detached and duplex dwellings. A limited range of non-residential uses are contemplated in the LDR designation including secondary uses that are considered to be integral to, or compatible with, residential neighbourhoods and/or convenience commercial uses. The existing non-residential uses on the subject lands are not contemplated in the LDR designation.

3.4.3 The London Plan

The LP is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications and partially in force and effect). The subject lands are located within the “Neighbourhoods” Place Type on Map 1 – Place Types in The LP, with frontage on a “Neighbourhood Connector” (Saskatoon Street) on Map 3 – Street Classifications. The broadest range of use and intensity contemplated for the subject lands in The LP are single-detached, semi-detached, duplex and converted dwellings, townhouses, secondary suites, group homes and home occupations, triplexes, and small-scale community facilities; a minimum height of 1-storey and a maximum height of 2.5-storeys. The existing non-residential uses on the subject lands are not contemplated within the Neighbourhoods Place Type. At the time of writing this report the Neighbourhoods Place Type policies were not in force and effect due to appeals to the Ontario Municipal Board.

4.0 Key Issues and Considerations

4.1 Specific Policy Areas

As noted above, within the LDR designation and the Neighbourhoods Place Type certain non-residential uses are contemplated as permitted secondary or convenience commercial uses that are compatible with a neighbourhood environment (Policy 3.2 and Policy 3.2.1). However, the existing non-residential uses on the subject lands are not contemplated in the LDR designation nor the Neighbourhoods Place Type necessitating the need for specific area policies. The applicant has requested specific area policies be added to the 1989 OP to augment the general policies of the LDR designation that would otherwise apply. Planning Services staff have considered the appropriateness of this request.

1989 Official Plan (1989 OP)

Chapter 10 – “Policies for Specific Areas” in the 1989 OP allows Council to 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 (Policy 10.1.1 ii)). In the near-term, the recommended amendment would permit the continued use of the existing non-residential buildings on the subject lands for existing non-residential uses, while not affecting the long-term ability of the subject lands to redevelop in accordance with the LDR designation once market conditions warrant redevelopment for residential uses.

To assist in evaluating the appropriateness of policies for specific areas relative to surrounding land uses, a Planning Impact Analysis will be undertaken (Policy 10.1.2.). The existing non-residential uses recommended to be permitted on the subject lands have been reviewed through a Planning Impact Analysis according to the relevant criteria of Section 3.7, and the relevant criteria have been met based on the analysis provided through-out in this report and summarized in Appendix F.

The London Plan (The LP)

The LP includes Specific Policies to the Neighbourhoods Place Type that serve to augment the general policies for Neighbourhoods Place Type with more specific policies. In The LP, Specific Area Policies may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (Policy 1729_).

Specific Area Policies may only be considered in limited circumstances where the following conditions apply (Policy 1730_ 1.-5.):

1. *“The proposal meets all other policies of the Plan beyond those that the specific policy identifies.”* With the exception of the general policies for the Neighbourhoods Place Type, the proposal by the applicant generally conforms to the policies of The LP.
2. *“The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.”* Since the specific area policy will limit the non-residential uses to the existing buildings and their existing size, the specific area policy will discourage the non-residential uses from establishing any further, or intensifying, on the subject lands.
3. *“The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.”* The existing buildings located on the subject lands were purpose-built for non-residential uses. The continued use of existing buildings on the subject lands will not create a precedent for the recommended specific area policies elsewhere.
4. *“The proposed use cannot be reasonably altered to conform to the policies of the place type.”* As noted above, the existing buildings on the subject land were purpose-built for non-residential uses and cannot readily be used for low-rise, low-density housing forms as intended by the place type policies.
5. *“The proposed policy is in the public interest, and represents good planning”.* In the near-term, permitting the existing non-residential uses in the existing non-residential buildings would avoid potential hardships or vacancies when trying to re-tenant the space and contribute to the vitality of the neighbourhood.

4.2 Land Use Compatibility

Planning Staff considered the appropriateness and compatibility of permitting the existing non-residential uses on the subject lands within the receiving neighbourhood.

Provincial Policy Statement, 2014 (PPS)

The PPS directs that municipalities shall support economic development and competitiveness by “...maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary use, and take in to account the needs of existing and future businesses” and by “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities” (Policy 1.3.1 b) and c)).

Consistent with the PPS, permitting the existing non-residential uses on the subject lands would allow the subject lands to continue to be used for employment uses that contribute to economic activity and employment options within the neighbourhood.

1989 Official Plan (1989 OP)

An objective for all residential designations in the 1989 OP is to minimize the potential for land use compatibility issues which may result from an inappropriate mix of low, medium and high residential densities or residential and non-residential uses (Policy 3.1.1 vii). The use of the existing non-residential buildings on the subject lands for non-residential uses has not caused serious adverse impacts on near-by residential uses historically, and has achieved a reasonable level of acceptance within the neighbourhood.

The London Plan

For all planning and development The LP tries to achieve good fit and compatibility with the surrounding context (Policy 193_). For all planning and development applications potential impacts on adjacent near-by properties will be considered along with the degree to which impacts can be managed and/or mitigated. (Policy 1578_ 5.) As noted above, the use of the existing non-residential buildings on the subject lands for non-residential uses has not caused serious adverse impacts on near-by residential uses historically, and has achieved a reasonable level of acceptance within the neighbourhood.

The current Light Industrial (LI8) zone that applies to the subject land permits “*existing industrial uses*”. The recommended amendments would provide greater clarity than the current LI8 zone in terms of the types of industrial uses to be permitted on the subject lands. The recommended amendments would identify specific, individual, existing non-residential uses to be permitted on the subject lands. Many of those uses can be found as permitted secondary or complementary uses to primary industrial uses in various Light Industrial (LI) zone variations; however, in an effort to move towards conformity with the LDR designation and Neighbourhoods Place Type, it is recommended that the existing non-residential uses be permitted and regulated by the Restricted Office (RO) zone.

D-6 Guidelines: Compatibility between Industrial Facilities and Sensitive Land Uses were released by the Ministry of the Environment and Climate Change (formerly the Ministry of the Environment) in 1995 in accordance with the Environmental Protection Act. These guidelines are intended to be applied in the land use planning process to prevent or minimize land use conflict due to the encroachment of sensitive land uses and/or industrial uses on one another. The residential uses that surround the subject lands are considered to be sensitive land uses. Through the community engagement process a concern was expressed that automotive repair garages have the potential to cause emissions such as noise, odour, particulates, and vibration that may impact the enjoyment of surrounding residential properties. The recommended amendments would however, not allow automotive repair garages to expand beyond the scope of business activities or the physical size of the existing automotive use on the site, known as Dave’s Tire and Auto Repair. Subsequently, no new impacts on surrounding residential properties are expected to result from recognizing and permitting the existing automotive repair garage on the westerly parcel. The distance between the westerly parcel and surrounding residential properties would also exceed the minimum separation distance recommended between automotive uses as Class I industrial facilities and sensitive land uses.

Through the community engagement process, a concern was also expressed about the compatibility of warehouse establishments proposed to be permitted on the easterly parcel and the potential for truck traffic associated with warehouse establishments negatively impacting residential properties with rear yards facing the existing loading facilities. As discussed in Section 1.1 in this report, the proximity of loading facilities to the residential properties is an existing site condition. Although, warehouse establishments on the easterly parcel does not meet the minimum separation distances between industrial facilities and sensitive land uses that is recommended by the D-series guidelines, it is anticipated that the location of the subject lands, the constrained access to the loading facilities, and the quality of the loading facilities will limit the intensity of warehouse establishments on the subject lands. Similar to the automotive

repair garages on the westerly parcel, the recommended amendments would not allow warehouse establishments to expand beyond the scope of business activities or the physical size that currently exists, and the associated truck traffic is not expected to intensify. Given the low number of community responses received through the community engagement process (a total of 3) which expressed concern about the existing uses to be permitted on the subject lands, it would appear the existing non-residential uses on the subject lands have achieved an acceptable level of compatibility with the surrounding residential properties.

The applicant has requested a special provision be added to the Residential R2 (R2-3) Zone to recognize the existing lot area and lot frontage of each parcel as the minimum lot area and minimum lot frontage for residential uses to prevent the fragmentation of the subject lands for future residential uses, and to address the potential issue of compatibility between the existing industrial uses and future residential uses on the subject lands. Since recognizing the existing lot area and/or the existing lot frontage as minimum requirements would restrict the number of dwelling units to a maximum of two (2) dwelling units per lot as permitted by the R2-3 Zone, as an alternative to the requested special provision, a holding provision is recommended by Planning Staff. The recommended holding provision would require a compatibility study to demonstrate that the D-6 Guidelines can be met, or mitigation measures provided, to the satisfaction of the City of London prior to redevelopment for residential uses.

4.3 Parking

The applicant has requested special provisions for both the easterly and westerly parcels to permit the existing on-site parking spaces as the minimum parking requirement for all uses to be permitted by the Restricted Office Special Provision Zone. Planning Staff have evaluated whether permitting reductions to the minimum parking space requirement for both parcels is appropriate and have considered the concern raised through the community engagement process about on-street parking.

The applicant has requested a special provision to recognize and permit the existing 60 parking spaces on the westerly parcel as the minimum parking requirement for all uses to be permitted by the Restricted Office Special Provision Zone. The most onerous minimum parking requirement for the requested range of uses on the westerly parcel would be 106 parking spaces resulting in a deficiency of 46 spaces. The applicant has also requested a special provision to recognize and permit the existing 45 parking spaces on the easterly parcel as the minimum parking requirement for all uses to be permitted by the Restricted Office Special Provision Zone. The most onerous minimum parking requirement for the requested range of uses on the easterly parcel would be 72 parking spaces resulting in a deficiency of 27 spaces.

Provincial Policy Statement, 2014 (PPS)

The PPS promotes appropriate development standards to facilitate compact development in settlement areas (Policy 1.1.3.4). Consistent with the PPS the recommended special provisions will permit the existing on-site parking supply as the minimum parking requirement for all existing non-residential uses. The existing parking supply is anticipated to provide reasonable parking levels to maintain existing business activities. The relief from the standard parking rate requirements in the Zoning By-law provided by the recommended special provisions is will be aided by the restrictions on the intensity of the permitted uses (i.e. gross floor area maximums) and the requirement that all uses occur within the existing buildings.

1989 Official Plan (1989 OP)

The 1989 OP supports the provision of parking that is adequate for the land uses which are to be supported, and at a standard that promotes compatibility with adjacent land uses (Policy 18.2.12). In conformity with the 1989 OP, the recommended special provisions are anticipated to provide reasonable parking levels to maintain existing business activities.

The London Plan (LP)

The LP directs that the Zoning By-law establish parking standards that don't require excessive amounts of parking, and recognizes that in areas well served by transit, reduced parking rates may be appropriate (Policy 271_). The LP provides for accessory parking lots in utility corridors where acceptable to the relevant utility, compatible with surrounding land uses, and permitted in the applicable place type (Policy 463_). Within the Neighbourhoods Place Type, The LP directs that on-street parking may be permitted to address parking requirements (Policy 936_4.).

The support office use (AutoData) that formerly occupied significant portions of the existing buildings on both the east and west side of Saskatoon Street generated a parking demand at the high-end of the standard parking rate requirement for a support office, and any future support office would in all likelihood generate a lower parking demand. To provide greater flexibility in terms of the types of office uses that could re-tenant the existing buildings, the recommended amendments would also permit an office of a charitable organization which has a slightly higher standard parking rate requirement (1 space/40 m²) than a support office (1 space/45 m²). Notwithstanding the difference in the standard parking rate requirements, Planning Staff do not anticipate that an office of a charitable organization at this location will actually generate greater demand for parking than the previous support office use. Transportation Planning and Design Division did not express any issues or concerns with the recommended reduction in required on-site parking. The subject lands are located within walking distance of existing bus transit routes along Dundas Street which provides an alternative to private automobiles as a mode of transportation to and from the subject lands.

The existing on-site parking supply is also supplemented by 46 existing parking spaces located on the Hydro One lands at 1640 Borden Street adjacent to the westerly parcel. As noted in Section 3.1 of this report, a Minor Variance was granted by the Committee of Adjustment in 2006 (File 05/120) permitting the accessory parking area at 1640 Borden Street for use by 335-385 Saskatoon Street. The accessory parking area cannot be included in the official on-site parking supply for 335-385 Saskatoon Street according to the provisions of the Zoning By-law, as the accessory parking area is located on a separate lot. However, Planning Staff have taken into account the existence of the additional 46 parking spaces when considering the appropriateness of the requested site-specific provision that would permit the existing on-site parking supply as the minimum parking requirement for all permitted non-residential uses. The 46 parking spaces located at 1640 Borden Street is equivalent to the on-site parking supply deficiency at 335-385 Saskatoon Street

In addition to the accessory parking area located at 1640 Borden Street there is on-street parallel parking permitted on both sides of Saskatoon Street immediately in front of the existing buildings at 335-385 and 340-390 Saskatoon Street which would allow for convenient, short-term parking for visitors. To manage long-term employee parking on public streets and any potential negative impacts on the movement of traffic along Saskatoon Street and on adjacent properties, on-street parking is prohibited along Saskatoon Street outside of the permitted areas immediately in front of the existing buildings on the subject lands, and on-street parking is restricted in duration during regular business hours (maximum 2 hours) on certain side-streets (e.g. Borden Street, west of Saskatoon Street) to make on-street parking less attractive for employees.

Since the purpose and intent of the recommended amendments is to recognize and permit a range of non-residential uses that have existed on the subject lands for some time, the demand for parking is not expected to be more intense than previously experienced, and any associated off-site impacts are not expected to be made worse by permitting the existing on-site parking supply as the minimum parking requirement.

5.0 Conclusion

The recommended amendments to permit the continued use of the existing non-residential buildings on the subject lands for existing non-residential uses is consistent with the PPS which directs municipalities to maintain suitable sites for employment uses

and consider the needs of existing businesses. Consistent with the PPS, which promotes appropriate development standards to facilitate compact development, recognizing and permitting the existing on-site parking supply as the minimum parking requirement for existing non-residential uses would avoid an unnecessary oversupply of parking. The existing non-residential uses currently operate on the subject lands with the existing site conditions without serious impacts to surrounding residential land uses.

The continued use of the existing non-residential buildings on the subject lands for non-residential uses within a residential area necessitates the need for amendments to the 1989 OP and The LP to add specific area policies. The recommended amendments meet the conditions in the 1989 OP and The LP for specific area policies. Since the specific area policy will limit the non-residential uses to the existing buildings, the specific area policy will discourage the non-residential uses from expanding further or intensifying on the subject lands. It is not expected that the specific area policies will affect the ability of the subject lands to redevelop for residential uses in the future.

Once the 1989 OP and The LP are amended to include specific area policies, the recommended amendment to the Zoning By-law would conform to the 1989 OP and The LP. The recommended amendment to the Zoning By-law will permit the existing non-residential uses in the existing buildings and limit the non-residential uses to their existing range of business activities and size to maintain an acceptable level of compatibility with the surrounding residential uses. The recommended holding provisions will ensure compatibility between existing industrial uses on the subject lands and new residential uses.

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

MC/mc

Appendix A

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 335-
385 and 340-390 Saskatoon 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 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. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 26, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

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 – “Policies for Specific Areas” to the Official Plan for the City of London to permit existing non-residential uses in existing buildings.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 335-385 and 340-390 Saskatoon Street in the City of London.

C. BASIS OF THE AMENDMENT

Chapter 10 – “Policies for Specific Areas” of the Official Plan allows Council to consider policies for specific areas where one of four criteria apply. One of these criteria is “the change in land use is site-specific and is located in an area where Council wishes to maintain the existing land use designation, while allowing for a site specific use” (Section 10.1.1 II).

The recommended amendment will recognize and permit the existing non-residential land uses in the existing buildings until such time as the subject lands can be redeveloped for residential land uses as intended in the Low Density Residential designation.

D. THE AMENDMENT

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

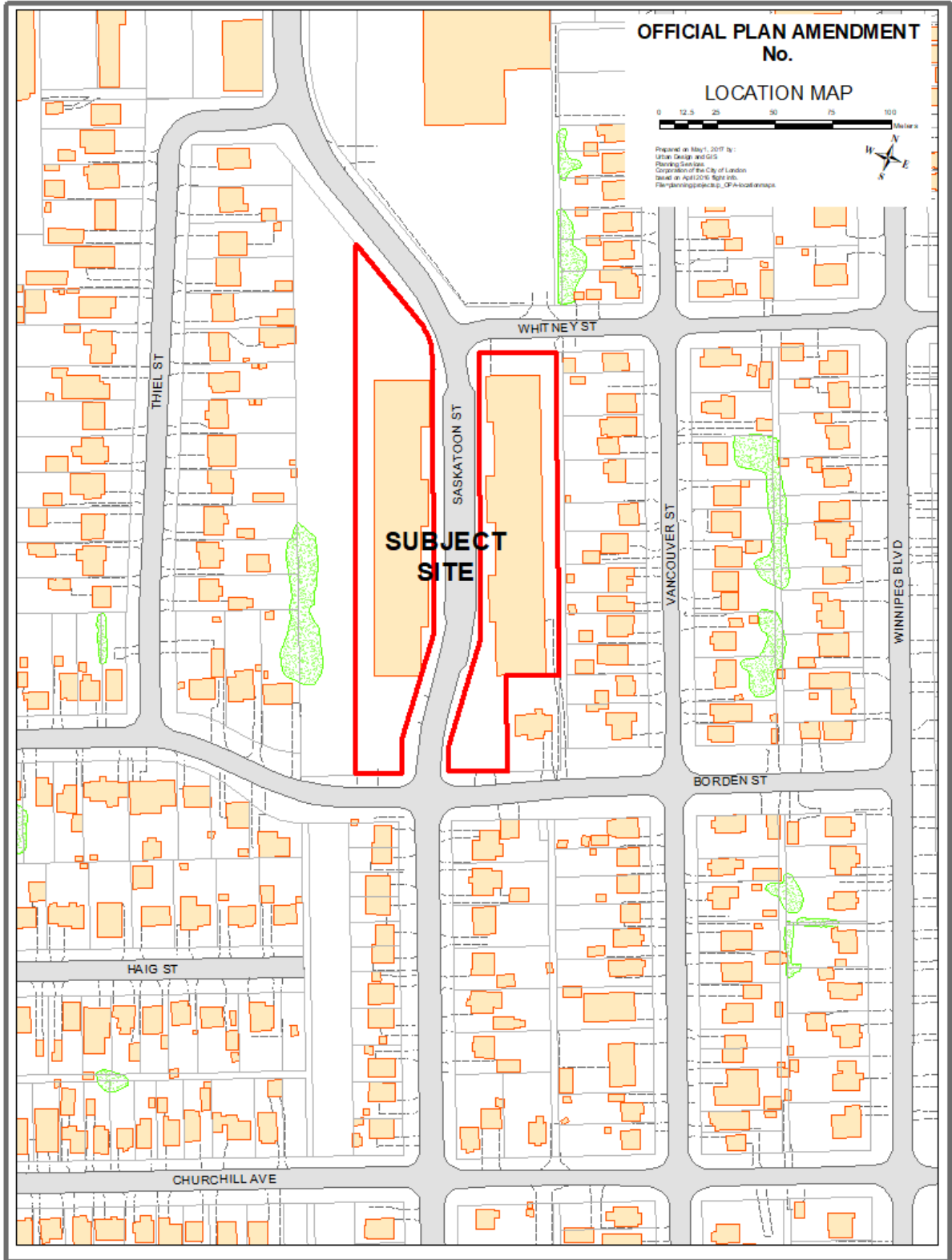
1. Section 10.1.3 – “Policies for Specific Areas” of the Official Plan for the City of London is amended by adding the following:

335-385 Saskatoon Street

In the Low Density Residential designation, automobile repair garages, charitable organization offices, and support offices may be permitted in the existing buildings.

340-390 Saskatoon Street

In the Low Density Residential designation, support offices, studios and warehouse establishments may be permitted in the existing buildings.



Appendix B

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

By-law No. C.P.- ____

A by-law to amend The London Plan for
the City of London, 2016 relating to 335-
385 and 340-390 Saskatoon 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 by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

**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 new policies to the Specific Policies for the Neighbourhoods Place Type and to add certain lands described herein to Map 7 – Specific Policy Areas, to The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 335-385 and 340-390 Saskatoon Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment will recognize and permit the existing non-residential land uses in the existing buildings until such time as the subject lands can be redeveloped for residential land uses as intended in the Neighbourhoods Place Type.

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 are amended by adding the following:

335-385 Saskatoon Street

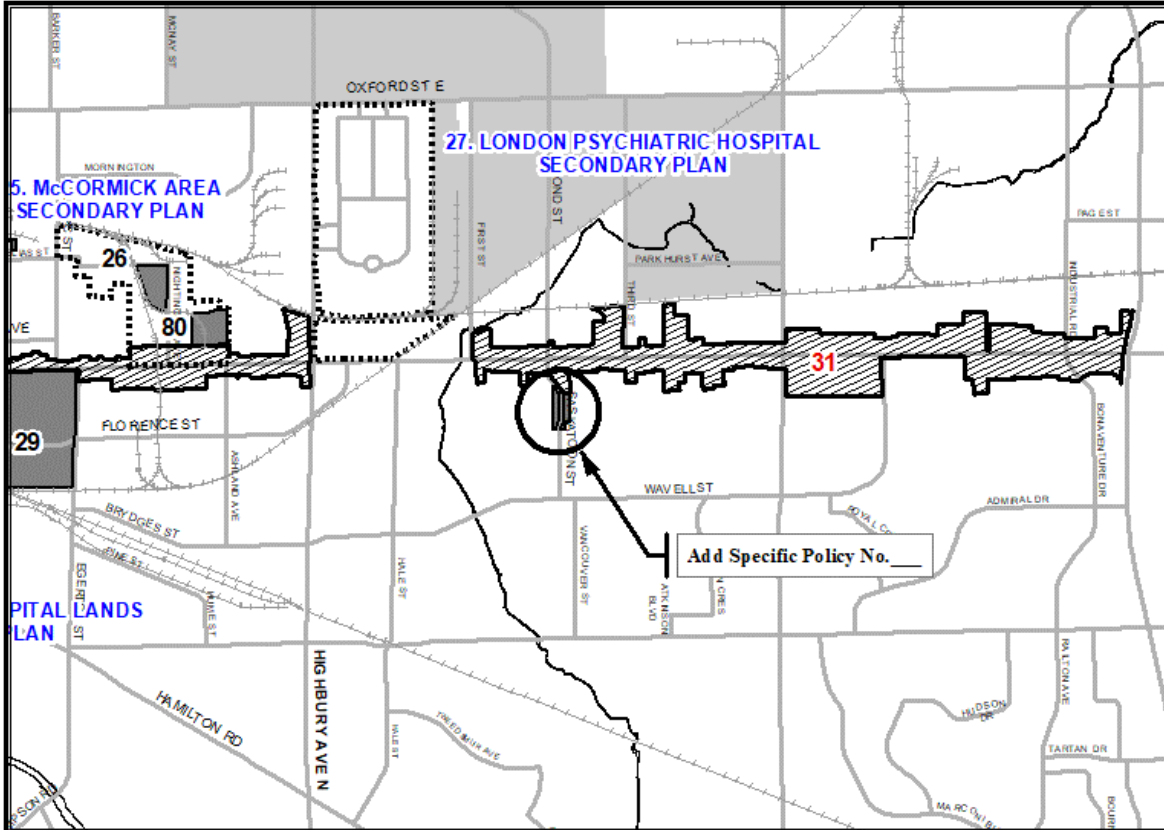
()_ In the Neighbourhoods Place Type at 335-385 Saskatoon Street, automobile repair garages, charitable organization offices, and support offices may be permitted in the existing buildings.

340-390 Saskatoon Street

()_ In the Neighbourhoods Place Type at 340-390 Saskatoon Street, support offices, studios, and warehouse establishments may be permitted in the existing buildings.

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 335-385 and 340-390 Saskatoon Street in the City of London, as indicated on “Schedule 1”

AMENDMENT NO: _____



<p>LEGEND</p> <ul style="list-style-type: none"> Specific Policies Rapid Transit and Urban Corridor Specific-Segment Policies Near Campus Neighbourhood Secondary Plans 	<p>BASE MAP FEATURES</p> <ul style="list-style-type: none"> Streets (See Map 3) Railways Urban Growth Boundary Water Courses/Ponds
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This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

<p>SCHEDULE 1 TO THE LONDON PLAN</p> <p>AMENDMENT NO. _____</p> <p style="font-size: x-small;">PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8883</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 5/23/2018</p>
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Appendix C

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

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

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 335-
385 and 340-390 Saskatoon Street.

WHEREAS 1616958 Ontario Inc. has applied to rezone an area of land located at 335-385 and 340-390 Saskatoon 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 335-385 Saskatoon Street, as shown on the attached map comprising part of Key Map No. A108, from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Holding Residential R2/Restricted Office Special Provision (h-_*R2-3/RO(*)) Zone.
- 2) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 340-390 Saskatoon Street, as shown on the attached map comprising part of Key Map No. A108, from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Holding Residential R2/Restricted Office Special Provision (h-_*R2-3/RO(**)) Zone.
- 3) Section Number 3.8 2) of the Holding (h) Zone is amended by adding the following Holding Provision:
 -) h-_* Purpose: To ensure that there is no land-use conflict between existing industrial and future residential uses on these lands, the "h-_*" symbol shall not be deleted and the lands shall not be developed for residential uses until a compatibility study has demonstrated that Ministry of the Environment and Climate Change D-6 Guidelines: Compatibility between Industrial Facilities and Sensitive Land Uses can be met, or mitigation measures provided, to the satisfaction of the City of London.

Permitted Interim Uses: any non-residential use permitted by the applicable zones.
- 4) Section Number 18.4 a) of the Restricted Office (RO) Zone is amended by adding the following Special Provision:
 -) RO(*) 335-385 Saskatoon Street
 - a) Permitted Uses
 - i) Automobile Repair Garages
 - ii) Offices, Charitable Organization
 - iii) Offices, Support
 - b) Regulations
 - i) Location of Permitted Uses

Permitted uses shall be restricted to the existing building.

- ii) Exterior Side Yard Setback (minimum) as existing
- iii) Lot Coverage (maximum) as existing
- iv) Landscape Open Space (minimum) as existing
- v) Gross Floor Area Office, Charitable Organization and Office, Support (maximum) 2,824 m² (30,397 ft²)
- vi) Gross Floor Area Automotive Repair Garage (maximum) 477 m² (5,134 ft²)
- vii) Parking (minimum) 60 spaces for all permitted uses.
- viii) Parking Areas Setback to Required Road Allowance (minimum) as existing
- ix) Driveways and Parking Aisles Widths (minimum) as existing

5) Section Number 18.4 a) of the Restricted Office (RO) Zone is amended by adding the following Special Provision:

-) RO(**) 340-390 Saskatoon Street
 - a) Permitted Uses
 - i) Offices, Support
 - ii) Studio
 - iii) Warehouse Establishment

- b) Regulations
 - i) Location of Permitted Uses

Permitted uses shall be restricted to the existing building.

- ii) Exterior Side Yard Setback (minimum) as existing
- iii) Lot Coverage (maximum) as existing
- iv) Landscape Open Space (minimum) as existing

v)	Gross Floor Area Office, Support (maximum)	3,238 m ² (34,854 ft ²)
vi)	Gross Floor Area Studio (maximum)	479 m ² (5,156 ft ²)
vii)	Gross Floor Area Warehouse Establishment (maximum)	940 m ² (10,118 ft ²)
viii)	Parking (minimum)	45 spaces for all permitted uses.
ix)	Parking Areas Setback to Required Road Allowance (minimum)	as existing
x)	Driveways and Parking Aisles Widths (minimum)	as existing

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.

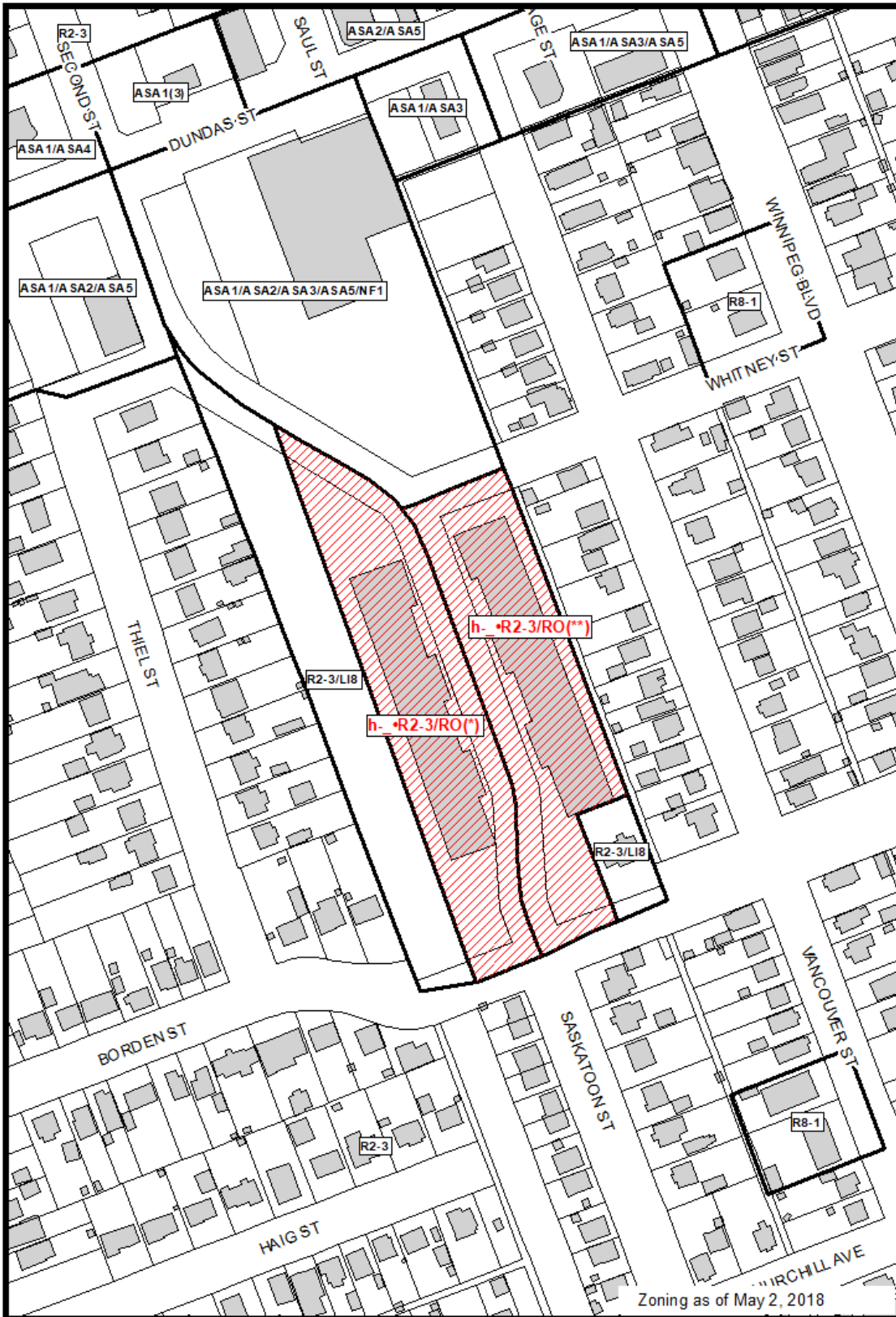
This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on June 26, 2018.

Matt Brown
Mayor


Catharine Saunders
City Clerk

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

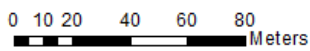


Zoning as of May 2, 2018

File Number: OZ-8883
Planner: MC
Date Prepared: 2018/05/17
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000



Appendix D – Public Engagement

Community Engagement

Public liaison: On April 5, 2018, Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner*. On April 11, 2018, Notice of Application was also sent to 139 property owners in the surrounding area. A “Planning Application” sign was also posted on the site.

3 replies were received

Nature of Liaison: The notice advised of a possible amendment to the 1989 OP to add a Specific Policy to Chapter 10 (Policies for Specific Areas) and a possible amendment to The LP to add a Specific Policy to the Neighbourhoods Place Type to permit the existing uses in the existing buildings. The notice also advised of a possible amendment to Zoning By-law Z.-1 to change the zoning from a Residential R2/Light Industrial (R2-3/LI8) Zone to a Residential R2 Special Provision/Restricted Office Special Provision (R2-3(_)/RO(_)) Zone. The notice advised of the requested special provision to the Residential R2 (R2-3) Zone to regularize and permit the existing lot area and lot frontage of each parcel as the minimum lot area and minimum lot frontage for residential land uses to prevent the fragmented redevelopment of the subject lands for residential uses and to address compatibility between existing industrial uses and new residential uses. The notice also advised of the requested special provision to the Restricted Office (RO) Zone to regularize and permit the existing non-residential uses in the existing buildings, limit the maximum gross floor area of the permitted non-residential uses to their existing sizes, permit existing site conditions which do not meet the standard requirements of the requested Restricted Office (RO) zone, nor the standard parking provisions in the General Provisions Section of the Zoning By-law.

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

Concern for: automotive repair garages proposed to be permitted on 335-385 Saskatoon Street (the westerly parcel) and the potential for emissions such as noise, odour, particulates, and vibration; and that automotive repair garages would be more intensive than the current automotive repair garage known as Dave’s Tire and Auto Repair.

Concern for: snow storage and stormwater management practices on 340-390 Saskatoon Street (the easterly parcel) creating off-site impacts impeding access along the City-owned lane; picnic benches encroaching into the City-owned lane which sometimes results in inappropriate language or lewd behaviour during employee breaks and/or lunch hours affecting the privacy of the residential properties located to the east; and truck traffic associated with permitted a warehouse establishment.

Concern for: the use of on-street parking immediately in front of the existing buildings at 335-385 and 340-390 Saskatoon Street by employees of the former support office use (AutoData); the difficulties of having to navigate around vehicles parking on the street; and vehicular speeds along Saskatoon Street.

Responses to Public Liaison Letter and Publication in "The Londoner"

From: Bryan Muzylowsky [REDACTED]
Sent: Friday, April 13, 2018 5:45 PM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Comment and Input on Saskatoon Street Businesses As Well As Parking

Dear Melissa Campbell,

First of all thank you for informing me about the Business Development and for providing us with the necessary information regarding the businesses going in on Saskatoon Street. First of all and foremost I would like to express the fact that I have no problem myself with businesses and growing employment in any part of the London area. The only problem we do want to address as a community is the fact that we have had major problems with Auto Data in the past allowing their staff to park in the 2 hour parking zones and with the staff parking on both sides of the road it has been very difficult trying to drive around these obstacles on the street every single day. Another issue I would like to address is people getting out of work and speeding down Borden Street as well as Saskatoon Street like drag racers. It seems anymore when bylaws come into play that nobody wants to follow the rules anymore and therefore we expect that if businesses are going to be going in on Saskatoon Street that these employees park in the parking lot that's given to them and not on the street where they want to. Anyone caught violating the bylaw should have their car towed to the impound yard. It's time we as a community are treated like these very same employees would like to be treated and that they respect our wishes too.

Sincerely,
Bryan Muzylowsky

From: Carol Stevens [REDACTED]
Sent: Thursday, May 3, 2018 8:11 AM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Fw: Notice of Planning Application

Ms Campbell,
Please see the attached email to our Ward Councillor; Bill Armstrong.
We would appreciate any attention you can give this concern. Thank you. Carol Stevens

From: [Carol Stevens](#)
Sent: Sunday, April 22, 2018 4:24 PM
To: barmstro@london.ca
Subject: Notice of Planning Application

Dear Mr. Armstrong,
We have received a notice of planning application, File:OZ-8883, Applicant 1616958 Ontario Inc

The property that they are proposing the changes in zoning (335 – 385 Saskatoon Street) is directly behind us. Most of the proposed changes are not too concerning because they have been existent for some time in the sense that office spaces were always used and at one time a small appliance parts business. Currently as far as we know there is only the Tire Repair shop in that complex now. Our concern is the proposal for the automotive garages – increased noise level, the possible use of isocyanates and other paint products increase the potential for harmful fumes and decrease in our property value.

We are not in support of changing the existing zoning to residential uses in future, the potential for that property to become low income rental units/town houses would decrease our property value. Again when that type of housing is part of the landscape of a residential neighbourhood it changes the entire climate of the area.

We are in support of support offices but would like a more defined definition of this, charitable offices, studios and warehouse use of the existing buildings.

Mr. Armstrong we chose our street to live on because both my husband and I are "east enders". We wanted to stay in the east end, we are supportive of all business located in the east end and try to frequent their businesses over trendy ones outside of the east end. We chose our street because it was a quiet street with well looked after properties. My husband and I believe any of the other proposed changes outside of the ones we have voiced our approval will diminish the serenity and visual appeal of our neighbourhood.

Thank you for giving our concerns your attention.

Carol Stevens
Jim Stevens

From: [REDACTED]
Sent: Sunday, May 6, 2018 9:41 AM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: RE: Notice of Planning Application

Ms. Campbell,
Thank you for taking the time to address our concerns. I appreciate the clarification of the proposals for zoning change. It would seem from your email that we do not have to be alarmed by any of the new zoning proposals.

We understand the owner's need to make this property appealing to a broader base of potential renters. It is not good business for the owner or neighbourhood to have long standing vacancies. If it is still the same owner as a few years ago we know him to be a reasonable man.

It is our hope that we are not left sitting on our deck listening to air ratchets and impact guns all day. Ms. Campbell it is not our intention to be difficult but one of the appealing aesthetics of our street is its serenity. One friend describes it as the prettiest street in London in the summer another says it reminds her of the street "Dick and Jane" lived on in her grade two reader! So you can appreciate why we want to preserve that as long as we can.

Thank you. Carol

Telephone	Written
Ruth-Anne McCutcheon 363 Vancouver Street London, ON N5W 4S7	Bryan Muzylowsky 1622 Borden Street London, ON N5W 2R2
	Carol & Jim Stevens 386 Thiel Street London, ON N5W 4P8

Agency/Departmental Comments

May 2, 2018: Development Services (Engineering)

Waste Water and Drainage Division

- No concerns for the official plan and/or re-zoning application.
- The following are to be considered when/if these lands coming for site plan approval:
 - The sewer available to the subject lands is the 200mm vitrified clay sewer on Saskatoon Street.

Transportation Division

- The following are to be considered when/if these lands coming for site plan approval:
 - Road widening dedication of 13.0m from centre line required on Saskatoon Street
 - Dedicated 6.0m x 6.0m daylight triangles required at:
 - NW corner of Borden Street & Saskatoon Street
 - NE corner of Borden Street & Saskatoon Street
 - SE corner of Whitney Street & Saskatoon Street
 - Detailed comments regarding access design and location will be made through the site plan process
 - Remove all parking spaces within dedicated lands

Water Division

No comments were received.

Additional comments may be provided upon future review of the site.

April 23, 2018: London Hydro

- No objection to the official plan and/or re-zoning application.

April 20, 2018: Upper Thames River Conservation Authority

- No objection to this 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

1.1.3.4 – *Settlement Areas*

1.3.1 b) and c) – *Employment*

1989 Official Plan

3.1.1 vii) – *General Objectives for all Residential Designations*

3.2 – *Low Density Residential*

3.2.1 – *Low Density Residential, Permitted Uses*

10.1.1 ii) – *Policies for Specific Areas, Criteria*

10.1.2. – *Policies for Specific Areas, Planning Impact Analysis*

18.2.12 – *Transportation Planning, Parking Policies*

The London Plan

Table 11 – *Range of Permitted Heights in Neighbourhoods Place Type*

Table 10 – *Range of Permitted Uses in Neighbourhoods Place Type*

193_ – *City Building Policies, City Design, What are we trying to achieve*

271_ – *City Building Policies, City Design, Parking*

463_ – *City Building Policies, Civic Infrastructure, Policies for all Infrastructure*

936_4. – *Place Type Policies, Urban Place Types, Neighbourhoods, Form*

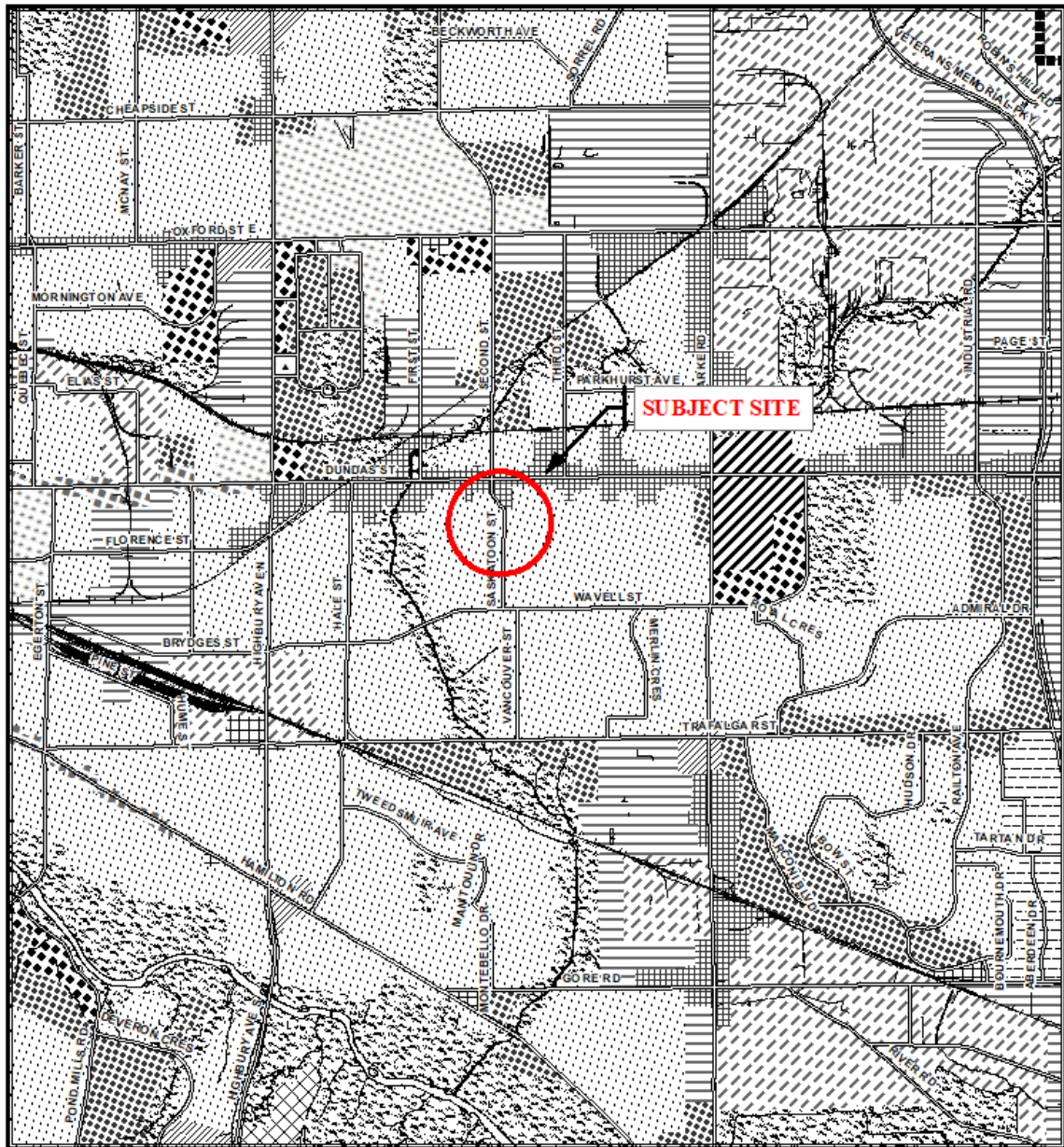
1578_5. – *Our Tools, Evaluation Criteria for Planning and Development Applications*

1729_ – *Our Tools, Specific Area Policies*

1730_1.-5. – *Our Tools, Specific Area Policies*

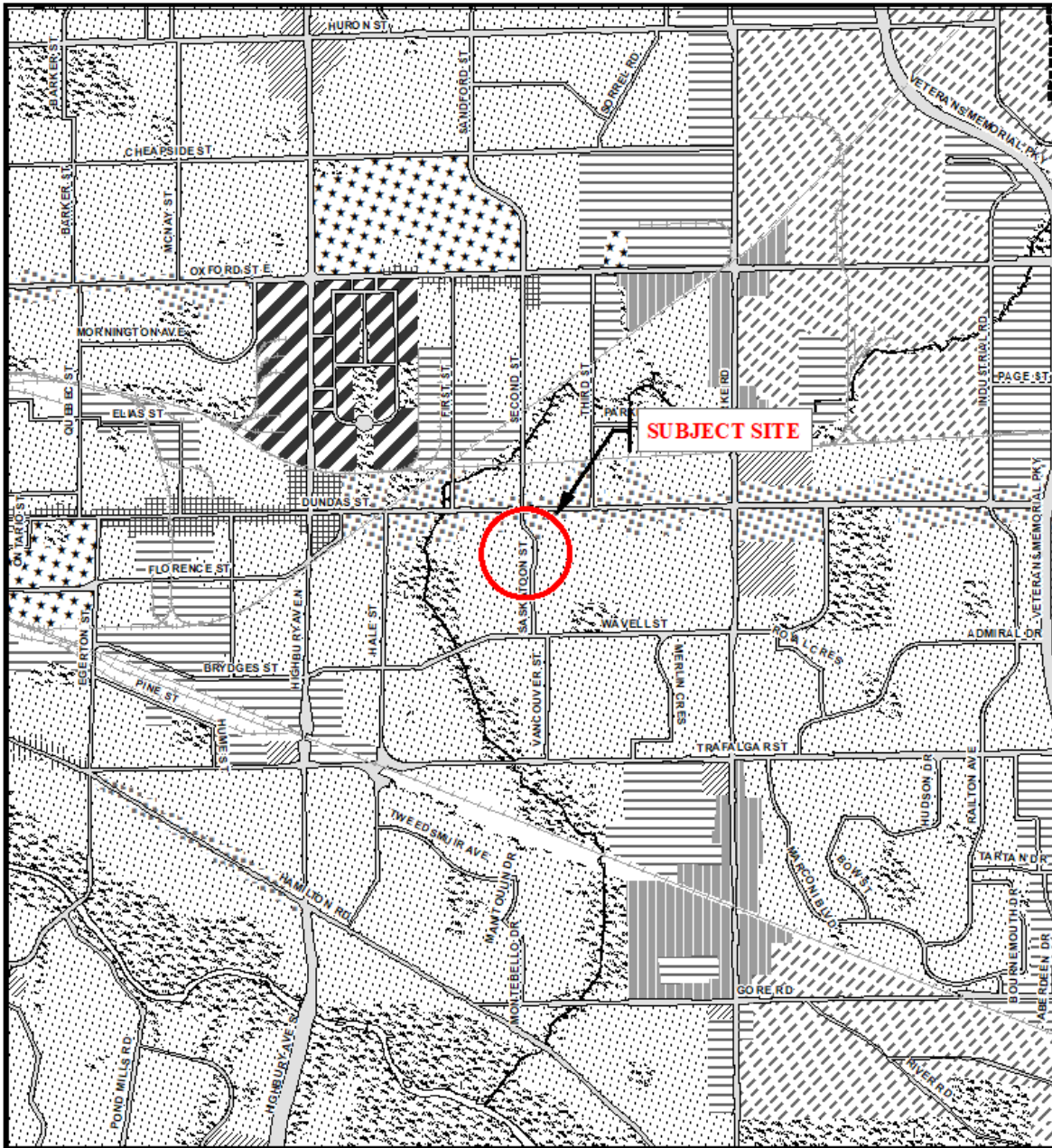
Appendix F – Relevant Background

Additional Maps



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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	FILE NUMBER: OZ-8803
		PLANNER: MC TECHNICIAN: MB DATE: 2018/05/17



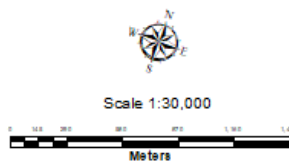
Legend

- | | | |
|------------------------|--------------------------|---|
| 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-8883
Planner: MC
Technician: MB
Date: May 17, 2018



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-3/LI8

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

R1 - SINGLE DETACHED DWELLINGS
 R2 - SINGLE AND TWO UNIT DWELLINGS
 R3 - SINGLE TO FOUR UNIT DWELLINGS
 R4 - STREET TOWNHOUSE
 R5 - CLUSTER TOWNHOUSE
 R6 - CLUSTER HOUSING ALL FORMS
 R7 - SENIOR'S HOUSING
 R8 - MEDIUM DENSITY/LOW RISE APTS.
 R9 - MEDIUM TO HIGH DENSITY APTS.
 R10 - HIGH DENSITY APARTMENTS
 R11 - LODGING HOUSE

DA - DOWNTOWN AREA
 RSA - REGIONAL SHOPPING AREA
 CSA - COMMUNITY SHOPPING AREA
 NSA - NEIGHBOURHOOD SHOPPING AREA
 BDC - BUSINESS DISTRICT COMMERCIAL
 AC - ARTERIAL COMMERCIAL
 HS - HIGHWAY SERVICE COMMERCIAL
 RSC - RESTRICTED SERVICE COMMERCIAL
 CC - CONVENIENCE COMMERCIAL
 SS - AUTOMOBILE SERVICE STATION
 ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
 OC - OFFICE CONVERSION
 RO - RESTRICTED OFFICE
 OF - OFFICE

RF - REGIONAL FACILITY
 CF - COMMUNITY FACILITY
 NF - NEIGHBOURHOOD FACILITY
 HER - HERITAGE
 DC - DAY CARE

OS - OPEN SPACE
 CR - COMMERCIAL RECREATION
 ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
 LI - LIGHT INDUSTRIAL
 GI - GENERAL INDUSTRIAL
 HI - HEAVY INDUSTRIAL
 EX - RESOURCE EXTRACTIVE
 UR - URBAN RESERVE

AG - AGRICULTURAL
 AGC - AGRICULTURAL COMMERCIAL
 RRC - RURAL SETTLEMENT COMMERCIAL
 TGS - TEMPORARY GARDEN SUITE
 RT - RAIL TRANSPORTATION

"H" - HOLDING SYMBOL
 "D" - DENSITY SYMBOL
 "H" - HEIGHT SYMBOL
 "B" - BONUS SYMBOL
 "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-8883

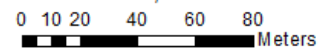
MC

MAP PREPARED:

2018/05/17

CK

1:2,000



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

Planning Impact Analysis 1989 OP, Section 3.7 Applicable Criteria Only	
(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.	The existing non-residential uses have not historically caused serious adverse impacts on near-by residential uses and have achieved a reasonable level of acceptance within the neighbourhood.
(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;	To manage the intensity of the proposed use of the subject lands, special provisions would limit existing non-residential uses to be permitted to their existing size within the existing buildings. Site conditions will be recognized and permitted which do not meet standard requirements in the requested zones, but which are existing site conditions. The existing parking supply is anticipated to provide reasonable parking levels to maintain existing non-residential uses.
(c) the supply of vacant land in the area which is already designated and/or zoned for the proposed use;	The existing non-residential uses on the subject lands are not contemplated in the immediate residential neighbourhood. The purpose and intent of the recommended amendments is to allow for the continued use of the existing non-residential buildings on the subject lands for existing non-residential uses until the subject lands can redevelop for residential uses as per the long term planned intent for the area.
(f) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The requested amendments do not contemplate expansions or alterations to the existing buildings or changes in the existing site conditions. The existing conditions are not anticipated to have potential impacts on surrounding land uses.
(h) the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;	The requested amendments do not contemplate expansions or alterations to the existing buildings or changes in the existing site conditions. The existing conditions are not anticipated to have potential impacts on surrounding land uses.
(i) the exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;	The requested amendments do not contemplate expansions or alterations to the existing buildings or changes in the existing site conditions. The existing conditions are not anticipated to have potential impacts on surrounding land uses.

<p>(l) compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law; and</p>	<p>The recommended amendments include special provisions to regularize and permit existing site conditions which do not meet the standard requirements of the requested zones, nor the standard parking requirements in the Zoning By-law. The subject lands will be compliant with the Zoning By-law as amended. Site Plan Approval is not required, therefore compliance with the Site Plan Control By-law will not be addressed at this time.</p>
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