



PLANNING • CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL

PLANNING JUSTIFICATION REPORT

600 OXFORD STREET WEST, LONDON

PROPOSED OFFICIAL PLAN AMENDMENT and ZONING BYLAW AMENDMENT to permit ADDITIONAL COMMERCIAL USES within an EXISTING COMMERCIAL BUILDING

Prepared by:
STRIK, BALDINELLI, MONIZ LTD.
1599 Adelaide Street North
London, ON, N5X 4E8

Prepared for:
MAVERICK REAL ESTATE INC
147 Main Street
Exeter, ON, N0M 1S1

SBM-21-0940

2 September 2021



Attn: Michael Tomazincic
Manager, Current Planning
City of London
355 Wellington Street
London, Ontario N6A 3N7

2 September 2021
SBM-21-0940

RE: Planning Justification Report – 600 Oxford Street West; London

Dear Mr. Tomazincic,

Strik, Baldinelli, Moniz Ltd. has been retained by Maverick Real Estate Inc. to coordinate the preparation and submission of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application for landholdings municipally addressed 600 Oxford Street West, the former Porsche auto dealership in London.

This report provides an introduction and policy review of the proposed development and the applicable relevant provincial and municipal policies.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



Laverne Kirkness, BES, RPP, MCIP
Principal Planner, Planning Division Manager

CONTENTS

1	Introduction	1
2	Pre-Application Consultation	2
3	Site Description	3
4	Surrounding Land Uses.....	4
5	Development Concept.....	5
6	Proposed Application	6
6.1	Requested Amendment – 1989 Official Plan.....	6
6.2	Requested Amendment – The London Plan.....	6
6.3	Requested Amendment - Zoning.....	7
7	Supporting Studies	8
7.1	Servicing Feasibility Study	8
7.1.1	Water Servicing	8
7.1.2	Sanitary Servicing	8
7.1.3	Stormwater Servicing	8
8	Planning Documents and Analysis	10
8.1	Provincial Policy Statement (PPS).....	10
8.2	The London Plan	11
8.3	City of London Official Plan (1989)	12
9	City of London Zoning By-Law	14
9.1	City of London Zoning By-Law	14
10	Closing	16

FIGURES

Figure 1	Location Map – Aerial View of Subject Property (600 Oxford Street West).....	1
Figure 2.	Oblique Aerial View of site looking south across Oxford Street West (Google Earth).....	2
Figure 3.	View of Subject Property looking south from Oxford Street West.....	3
Figure 4.	Existing Site Servicing	9
Figure 5	The London Plan, Map 1, Place Types	11
Figure 6	City of London Official Plan, Schedule A, Land Use	12
Figure 7	City of London Zoning Bylaw	14

APPENDICES

Appendix A Record of Pre-Application Consultation

Appendix B Site Plan – Existing Buildings

BIBLIOGRAPHY

Provincial Policy Statement, 2020

City of London 1989 Official Plan

The London Plan

City of London Zoning By-Law Z.1

1 INTRODUCTION

The purpose of the following land use Planning Justification Report is to evaluate a proposed Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) application for the lands at 600 Oxford Street West (the “Subject Property”) within the context of existing land use policies and regulations, including the Provincial Policy Statement, the City of London 1989 Official Plan, The London Plan, and the City of London Zoning By-law.

The applicant is proposing to re-utilize the existing commercial building, which is a former auto (Porsche) dealership, until such time that the area is appropriate for redevelopment under the new transit oriented village, envisioned within the London Plan. The intent of the proposed application is to develop a mixed use office/retail development with a car wash business - repurposing the existing facilities. The applicant is requesting a site-specific amendment to the London Plan to permit a restricted auto-oriented use (e.g., car wash) and an amendment to the Zoning Bylaw to permit additional land uses within two existing buildings.



Figure 1 Location Map – Aerial View of Subject Property (600 Oxford Street West).

2 PRE-APPLICATION CONSULTATION

A pre-application consultation meeting was held on April 6, 2021 with staff from the City of London. A record of the Pre-Application Consultation can be found in **Appendix A** of this Report. Through the pre-consultation meeting, the following plans and supporting documentation were identified as required as part of a complete Combined OPA/ZBA application:

- Planning Justification Report (PJR)
- Site Concept Plan & Zoning Data
- Sanitary Servicing Report & Capacity Analysis
- Water Servicing Report

The abovementioned consultation comments and supporting documentation have been reviewed and accommodated within the proposed application.



Figure 2. Oblique Aerial View of site looking south across Oxford Street West (Google Earth).

3 **SITE DESCRIPTION**

The subject site is located in the West London community and situated near the major intersection of two prominent roads – Oxford Street West and Wonderland Road North (see **Figure 1**). It is also located within the Primary Transit Area, along a future Bus Rapid Transit (BRT) corridor, and within the Wonderland/Oxford Transit Village.

Although designated as a future BRT corridor, this leg of the BRT network has not received funding or Council support, as of 2020, to initiate the detailed design and construction process. In July 2021, City Council had also contemplated the initiation of the Secondary Plan process for this Transit Village, but ultimately voted to refocus long-term planning efforts to BRT routes that are already under development.

Oxford Street West is “Rapid Transit Boulevard” (as identified on Map 3 of the London Plan) with traffic volumes between 29,500-34,500 vehicles per day (per CityMap online). The property would consist of an irregular-shaped lot that is approximately ± 0.62 ha (1.52 ac) in area with ± 0.63 m of frontage onto Oxford Street West (see **Figure 3**).

Presently, there are two buildings located on the site that were formerly used for an auto (Porsche) dealership. The smaller building on the west portion of the site was formerly used to showcase pre-owned vehicles. The larger building was formerly used as the main dealership building, with large showroom/reception area, office space, mechanic workshop, and detailing bays.



Figure 3. View of Subject Property looking south from Oxford Street West.

4 SURROUNDING LAND USES

The surrounding land uses consist of a mix of vehicle-oriented commercial and service uses:

- To the north, Oxford Street West is a 4-lane arterial roadway with auxiliary turn lane. Further north is the Ford dealership, Active Green+Ross Auto Centre, Esso gas station and Mr. Lube car wash under the Restricted Service Commercial (RSC) Zone.
- To the east is London's Fire Station #6 (NF1 Zone), Hutton House, and Finch Chevrolet dealership, and smaller highway commercial-oriented uses under the Restricted Service Commercial (RSC) Zone. A planned Bus Rapid Transit Station is planned in the proximity of the Wonderland / Oxford intersection.
- To the west are two restaurants and Westgate Honda dealership under the Restricted Service Commercial (RSC) Zone.
- To the south is a parking lot, adjoined with the Finch Chevrolet dealership to the east. Further south is an active rail corridor, North Mud Creek and single detached residential (R1-5 Zone).

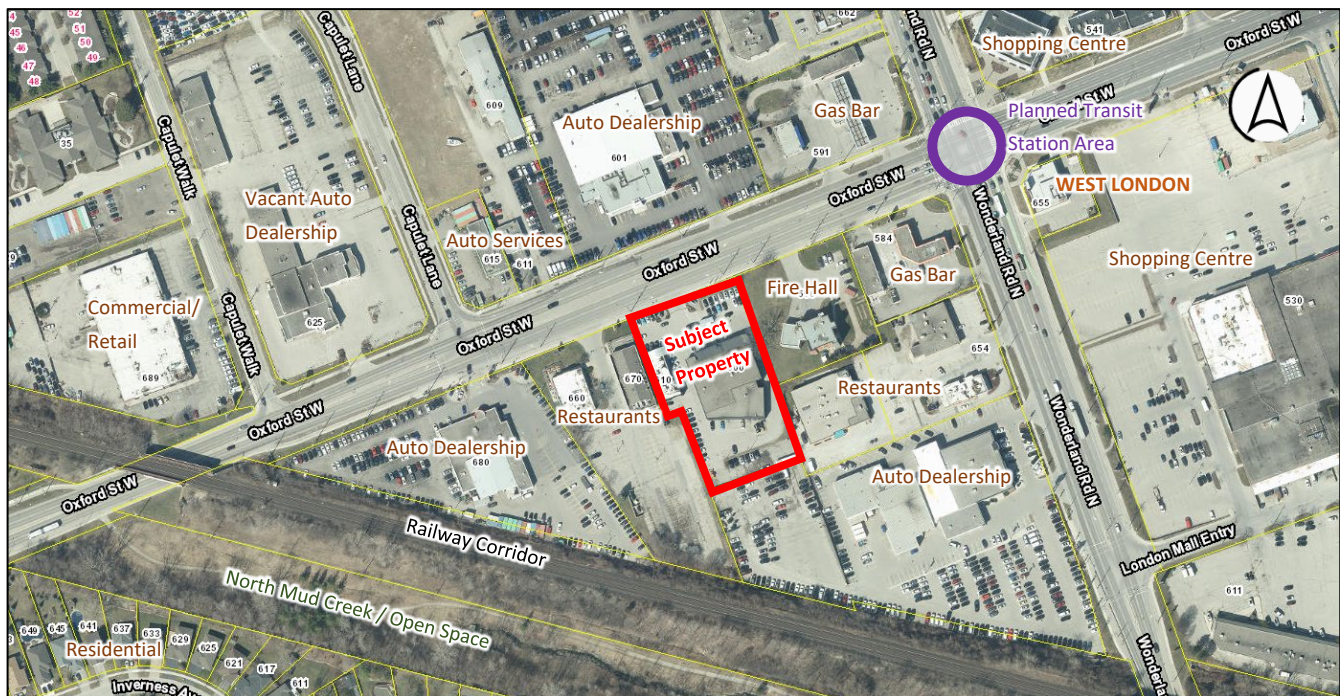


Figure 2. Key Map illustrating Surrounding Land Uses and Zoning.

5 DEVELOPMENT CONCEPT

The former Porsche auto dealership is a large site located within an established auto-oriented commercial node, surrounded by other dealerships, gas bars and restaurants. The 1989 Official Plan envisioned this site and the larger node, for auto-oriented uses along the large arterial road. In recent years, two auto dealerships have left the node, exemplifying an area in transition.

The London Plan is the City of London's vision for long-term growth, predominantly focused on integrating land use planning and multi-modal transportation planning. The site has been redesignated within the Transit Village Place Type, envisioning a high-density, transit-oriented, and mixed-use urban neighbourhood connected by Bus Rapid Transit (BRT) to the Downtown. Redevelopment potential permitted by the London Plan supports a very broad range of residential, retail, service, office, entertainment, and mixed-uses within buildings up to 15 storeys in height (or 22 storeys with Type 2 Bonus Zoning), and a high degree of pedestrian and transit friendly design.

The subject property is located within the Transit Village, within walking distance of a planned BRT station area, offering significant redevelopment potential. Unfortunately, only two legs (east and south) of the planned BRT system have gained political support and does not include this west leg of the BRT system. It is anticipated that the west leg would require several years of additional debate, planning, engineering, design and construction. The applicant understands the long-term redevelopment potential for the site but considers full redevelopment premature and sees potential for short-term reuse of the site and its existing buildings.

In the short-term, the applicant is proposing to re-utilize the property to form a multi-use development of compatible service/commercial uses including, but not limited to car wash, self-storage, offices, and retail stores within the existing buildings. There are no additional buildings or site development as part of this application. The internal building layout would be reconfigured and repurposed through the applicable permitting review and approval processes.

6 PROPOSED APPLICATION

The proposed application will include a combined Official Plan Amendment and Zoning Bylaw Amendment application.

6.1 Requested Amendment – 1989 Official Plan

The subject property is presently designated “Auto Oriented Commercial Corridor” (Schedule A, Map 5) with frontage onto an Arterial (Schedule C, Map 5). Under the “Auto Oriented Commercial Corridor” policies, the designation permits a range of service commercial and auto-centric or light industrial type uses. An amendment to 1989 Official Plan is required at this location to permit professional Offices and Retail Store land uses that are more aligned with the new London Plan policies.

For the property at 600 Oxford Street West, the specific requested amendment is as follows:

- Section 10.1.3:

In the Auto Oriented Corridor designation at 600 Oxford Street West, Offices and Retail Store uses may also be permitted within the existing buildings.

6.2 Requested Amendment – The London Plan

The subject Property is designated under the “Transit Village” Place Type (Map 1) with frontage on a Main Street (Map 3). This Place Type has been designed to encourage high density, high intensity mixed use development with a focus on pedestrian and transit-oriented development.

A site-specific amendment to The London Plan is required at this location to permit auto oriented uses. Under the Transit Village Place Type policies, the envisioned development form would include a wide variety of residential, retail, office, recreational uses within mixed use, buildings up to 15 storeys in height. While the overlying vision for the Transit Village is maintained and anticipated for redevelopment, the proposed OPA would permit Restricted Auto Oriented uses (i.e., car wash business) to operate within the existing building, until such time that the area is ready for transit oriented development.

For the property at 600 Oxford Street West, the specific requested amendment is as follows:

- For the property at 600 Oxford Street West, restricted automotive-oriented uses may also be permitted.
- Map 7 – Specific Policy Areas shall be amended by adding the property at 600 Oxford Street.

6.3 Requested Amendment - Zoning

The requested amendment is to change the zoning:

- **From Highway Service Commercial (HS) Zone and Restricted Service Commercial (RSC1) Zone**
- **To Highway Service Commercial (HS) Special Provision (Hs-(**)) Zone**

This change would have the effect of removing the Restricted Service Commercial Zone in its entirety. The RSC Zone is primarily an auto-oriented zone, which is aligned with the 1989 Official Plan, but no longer implements Council's long-term vision outlined in the London Plan.

Additional permitted uses would be added to the HS Zone that are not uncommon in commercial nodes, would be in keeping with the "Transit Village" Place Type of the London Plan, and would be appropriate for the site. Restrictions to the floor area of the Office and Retail uses would regulate land use permissions and encourage redevelopment when it is appropriate.

Additional regulations are proposed to reduce the required Landscape Open Space, Parking Area, and number of parking spaces to maintain the existing site conditions.

For the property at 600 Oxford Street West, the site specific provisions being requested area as follows:

HS() 600 Oxford Street**

a) Additional Permitted Uses:

- i. Offices and Retail Stores within the existing buildings.

b) Regulations:

- i. Landscape Open Space (minimum): 8%
- ii. Parking Area Setback (minimum): 0.0 m
- iii. Existing Number of Parking Spaces.

7 SUPPORTING STUDIES

7.1 Servicing Feasibility Study

A Servicing Feasibility Study (SFS) has been completed by SBM, dated September 2021, and submitted under separate cover. The study was completed to determine the adequacy of the existing City services (water, stormwater, and wastewater) in support of the Zoning By-Law Amendment (ZBA) and proposed redevelopment. **Figure 4** illustrates the existing services contained within Oxford Street ROW. The following summarizes the analysis, recommendations and conclusions of this report.

7.1.1 Water Servicing

- There is an existing 400 mm PVC watermain in the Oxford Street West ROW and a 100 mm cast iron water service to the site.
- There is an existing internal car wash at the dealership, therefore the proposed car wash is not expected to drastically increase flows from current conditions.
- A 50 mm diameter water service can supply the required flows for a car wash, therefore the existing 100 mm diameter cast iron water service can provide sufficient flows for the proposed development.
- The current buildings are un-sprinklered and the proposed redevelopment will not change the building size, height/storeys, and there is currently a hydrant fronting the site on the south side of Oxford Street West; therefore, no fire flow improvements are required.
- The existing 100 mm diameter cast iron water service has sufficient pressure to meet the water demands of the site's proposed uses. Upgrading the existing water service is not required for this site.

7.1.2 Sanitary Servicing

- The site is tributary to the 350 mm diameter sanitary sewer in the Oxford Street West ROW.
- Since the site area is not changing and the intended use remains as commercial (allocated 100 ppl/ha), no change in flows is expected to the sanitary sewer in the Oxford Street West ROW. Therefore, a review of the available sanitary capacity in the downstream sewer is not required for this redevelopment.

7.1.3 Stormwater Servicing

- The site is tributary to the 1200 mm diameter storm sewer located to the south of the existing building within an easement.

- Since there will be no demolition or expansion to the existing buildings, the post-development runoff coefficient for the site remains unchanged; therefore, no SWM quantity/quality controls will be required for the site.

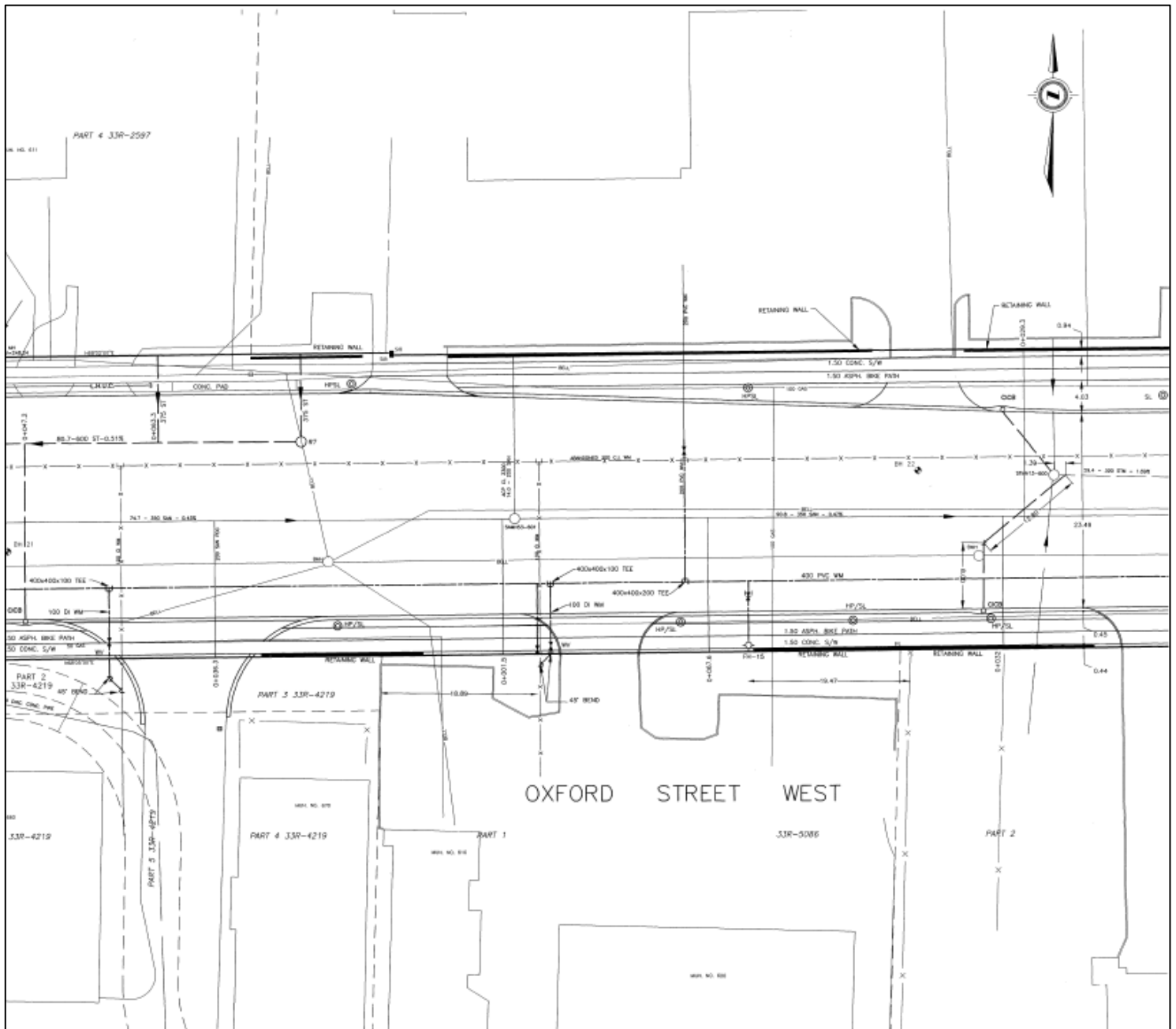


Figure 4. Existing Site Servicing

8 PLANNING DOCUMENTS AND ANALYSIS

8.1 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “*provides policy direction on matters of provincial interest related to land use planning*” in order to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

- The subject lands are located within the urban growth boundary, along a main street corridor and within walking distance of a planned BRT transit station (Sections 1.1.3.1) and, as such, the proposed development maintains cost-effective development to minimize land consumption and servicing by utilizing existing facilities (Sections 1.1.1.b-e, h and 1.6.6.2).
- The proposed development makes efficient use of land and existing municipal services and will not create adverse impacts on surrounding uses (Sections 1.1.3.2 and 1.1.3.3).
- The development promotes economic development and competitiveness by providing opportunities for a diversified economic base, maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and takes into account the needs of existing and future businesses (Section 1.3.1).
- The use of municipal infrastructure and services (sewage, water, and stormwater) are being optimized through the appropriate development along the Oxford Street West corridor (Section 1.6.6)
- The proposal supports long-term economic prosperity, specifically by promoting opportunities for development and community investment-readiness and optimizing the long-term availability of use of land and resources (Section 1.7.1.a,c).

Based on the above, it is the opinion of the writer that the proposed OPA and ZBA applications are consistent with the policies of the 2020 Provincial Policy Statement.

8.2 The London Plan

Although portions of the London Plan are still currently under appeal before the Local Planning Appeal Tribunal (LPAT), development proposals are to have regard for the policies in effect. The London Plan identifies the Development Area as being within the Transit Village Place Type on Map 1 – Place Types (**Figure 5**) with frontage onto a Main Street (Oxford Street West) and in walking distance of a planned Rapid Transit Station on Map 3 – Street Classifications.

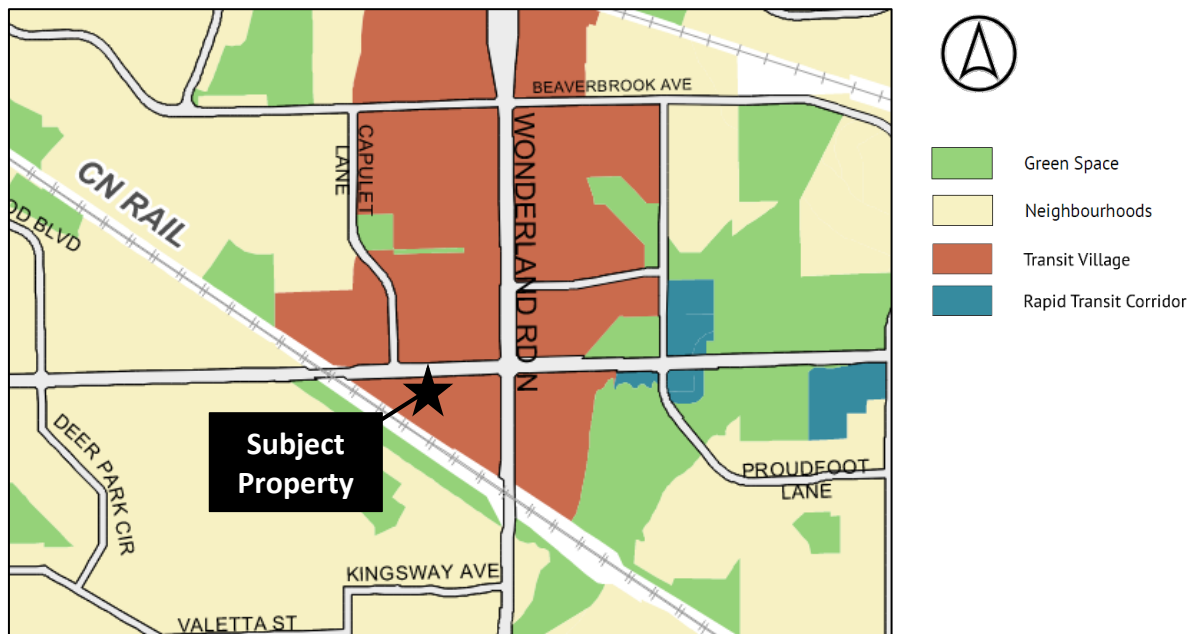


Figure 5 The London Plan, Map 1, Place Types

The Transit Village Place Type contemplates a high-density residential development that is served by extensive retail, commercial and office spaces (Policy 806). In the future, new development within Transit Villages are contemplated to include multi-storey, mixed-use buildings (Policy 811). New developments are contemplated to be no less than two (2) storeys in height and not to exceed 15-storeys in height (Policy 813).

RESPONSE: In the interim, the proposed amendments will allow the existing commercial building to be re-utilized and allow the vacant building to be re-tenanted, while not affecting the long-term ability of the lands to redevelop in accordance with The London Plan.

It is my opinion that the proposed development demonstrates reasonable consideration of the London Plan policies, particularly when the area is transitioning between the contrasting visions of the 1989 Official Plan to The London Plan.

8.3 City of London Official Plan (1989)

The 1989 City of London Official Plan (OP) provides high level land use policies which apply to all lands within the City of London. As portions of The London Plan remain under appeal, the policies of the former the 1989 Official Plan, remain in effect.

The Development Area is designated Auto-Oriented Commercial Corridor per Schedule A, Map 5– Land Use of the City of London Official Plan (**Figure 6**) and located on Oxford Street West, which is designated as an Arterial Road as per Schedule “C”, which is able to accommodate high volumes of traffic.

The objectives of the Auto-Oriented Commercial Corridor designation is to promote service commercial uses into clustered forms of development with similar characteristics along arterial corridors (Sections 4.4.2.2-3). The designation is primarily intended for commercial uses that cater to the needs of the travelling public, both local and regional, as well as secondary uses which serve employees of adjacent employment areas including restaurants, personal services, medical and dental offices, and including limited retail and offices that support nearby employment areas (Section 4.4.2.4).

RESPONSE: The proposed adaptive reuse of the existing buildings would provide commercial uses for the travelling public and new employment opportunities. The proposed application seeks permission for additional Retail and Office uses that are restricted to the existing buildings and would contribute to the vitality of the predominantly auto-oriented area.

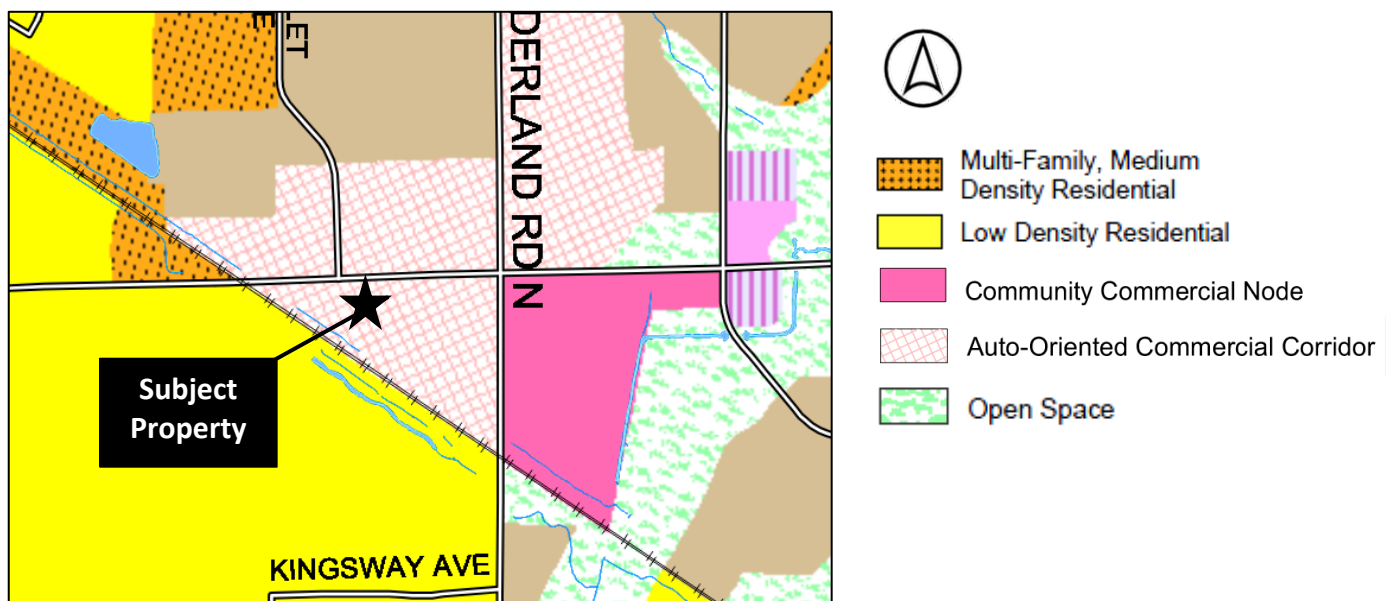


Figure 6 City of London Official Plan, Schedule A, Land Use

Section 4.5 outlines criteria to evaluate the appropriateness of a proposed change in land use and to identify any adverse impacts on surrounding land uses. As the building and layout of the site are existing, the most applicable criteria are as follows:

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

RESPONSE: This report is intended to satisfy this Planning Impact Analysis criteria. The proposed Office and Retail Store uses are compatible with the surrounding commercial land uses. No impacts to present or future land uses in the area are expected to occur as new buildings are proposed in conjunction with this application. The requested additional uses would be restricted to the existing buildings and limited in floor area. The existing site can accommodate the anticipated traffic and intensity of the proposed uses.

It is my opinion that the proposed application demonstrates reasonable consideration of the 1989 Official Plan policies, would appropriately reutilize existing commercial buildings, and would not impact the surrounding commercial uses.

9 CITY OF LONDON ZONING BY-LAW

9.1 City of London Zoning By-Law

The Subject Property is presently zoned Highway Service Commercial (HS) Zone and Restricted Service Commercial (RSC1) Zone.

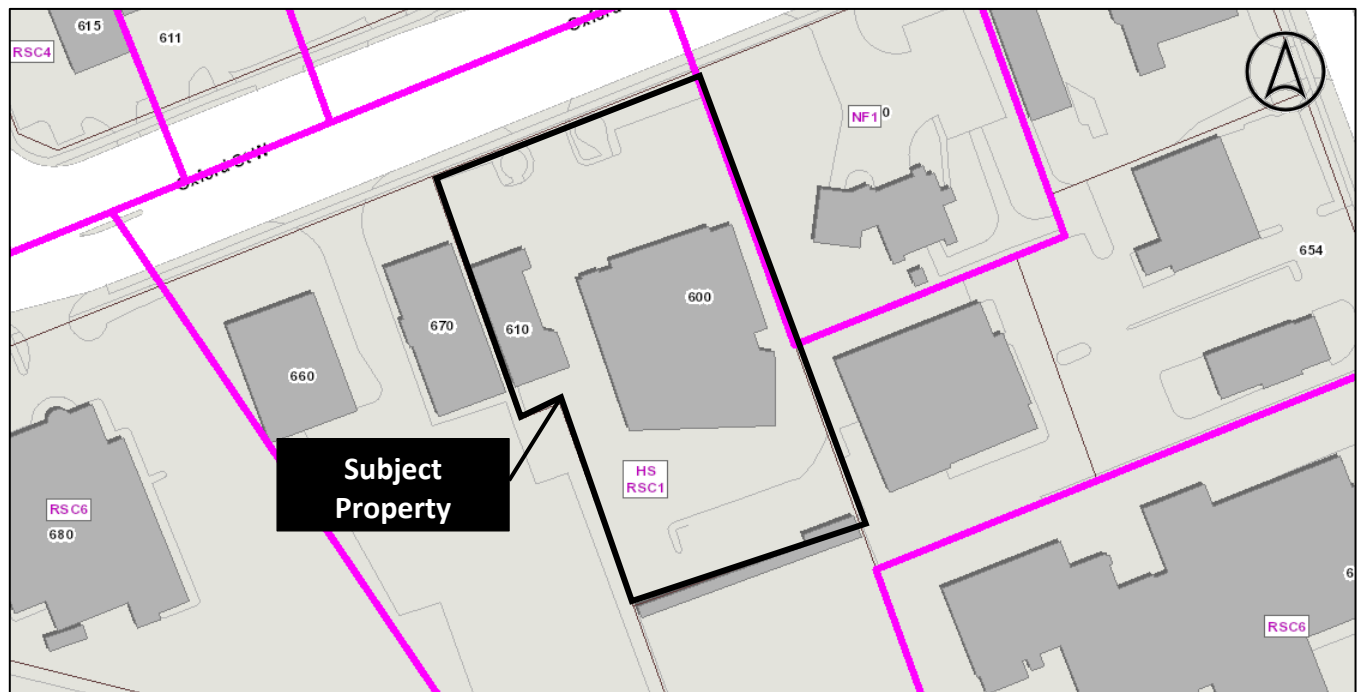


Figure 7 City of London Zoning Bylaw

The HS Zone is intended for commercial sites abutting high-traffic arterial roadways and to provide commercial and service uses that cater to the travelling public and oriented to automobile use. Permitted uses under this Zone include Restricted Automotive Uses, Convenience Stores, Financial Institutions, Personal Services Shops, Restaurants, among other auto-oriented uses.

The RSC1 Zone Variation is also intended for larger sites abutting high traffic arterial roadways. The HS Zone permits also auto-oriented commercial or light industrial land uses including, but not limited to: Automobile Repair Garages, Automobile Sales and Services Establishments, and outdoor storage.

The RSC1 Zone was appropriate under the 1989 Official Plan that designated this site as an Auto-Oriented Commercial Corridor. Under the new London Plan, Council envisions a more urbanized mixed use, compact, transit oriented community under the Transit Village Place Type. Given this change in policy and vision, a majority of the higher intensity or light industrial type uses permitted under the RSC1 Zone are no longer appropriate for this area.

A Zoning By-law Amendment is required to re-zone the subject lands and permit the proposed adaptive reuse of the existing buildings. The proposed amendment is twofold:

- a) to remove the RSC1 Zone from the site; and
- b) to create a Site Specific HS-(**) Zone to permit additional uses, including Offices and Retail Store.

The additional uses proposed for the site are more aligned with the new vision of the London Plan, permitting a mix of commercial, service, office and retail uses. These uses provide opportunities to reutilize and re-tenant the existing buildings of the former auto dealership and are with the auto-oriented uses of the neighbouring lands. Portions of the existing main building will be refurbished for office space, retail stores, and car wash. The smaller building will also be retrofitted for retail uses, with frontage to Oxford Street West and accessible by pedestrians.

10 CLOSING

Given the above, the proposed Official Plan and Zoning By-law Amendment applications are consistent with the Provincial Policy Statement and consider the intent and purpose of the City of London 1989 Official Plan, London Plan and the City of London Zoning By-law. The proposed applications will allow for the adaptive reutilization of the existing buildings and provide new commercial opportunities that are compatible with the surrounding areas. The proposed applications represent good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which strives to maintain a range of employment opportunities and economic activities;
- The proposal considers the City of London 1989 Official Plan and The London Plan, particularly when the area is transitioning between the contrasting visions of the 1989 Official Plan to The London Plan;
- The proposed Zoning By-Law Amendment to allow for the adaptive reuse of the existing buildings and would permit new compatible uses that are also more aligned with the vision of the London Plan;
- The proposed development revitalizes vacant buildings along a high-volume arterial road and utilizes existing infrastructure and transit services.

For the reasons noted above, and throughout this report, the proposed Official Plan and Zoning By-Law Amendments represents good planning practice.

Strik, Baldinelli, Moniz Ltd.

Planner • Civil • Structural • Mechanical • Electrical



Laverne Kirkness, BES, RPP, MCIP
Principal Planner, Planning Division Manager



Nick Dyjach, CPT
Planner

LIST OF APPENDICES

Appendix A Record of Pre-Application Consultation

Appendix B Site Plan – Existing Buildings

APPENDIX A

Record of Pre-Application Consultation

Note: Application fees have changed as of January 1, 2021. The following new/revised fees for new applications submitted after January 1, 2021 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,951.04, Official Plan Amendment Applications \$12,570.62, Zoning By-law Amendment Applications \$11,523.07, Proposal Summaries \$261.89 (this amount will be discounted from the fee of an associated application).



RECORD OF PRE-APPLICATION CONSULTATION

The following form is to be completed and signed off at/following the Pre-application Consultation Meeting (PACM).

Date: April 6, 2021

TO: Laverne Kirkness

FROM: Catherine Maton

RE: 600 Oxford Street West

ATTENDEES: Catherine Maton, Senior Planner – Current Planning, Development Services, City of London
Laverne Kirkness, SBM Ltd.
Nick Dyjach, SBM Ltd.
Jamie Robertson, SBM Ltd.
Craig Hansford, Maverick Realty

PLANNING APPLICATION TEAM: Catherine Maton, Senior Planner (cmaton@london.ca); Prasanth Varughese, Urban Designer (pvarughese@london.ca); Leif Maitland, Site Development Planner (lmaitlan@london.ca); Paul Di Losa, Senior Engineering Technologist (pdilosa@london.ca); Laura Dent, Heritage Planner (ldent@london.ca); Lisa McNiven, Landscape Architect (lmcniven@london.ca); Emily Williamson, Ecologist (ewilliamson@london.ca)

City staff reviewed your Proposal Summary submitted March 12, 2021 at an Internal Review Meeting on April 1, 2021. The following form summarizes a preliminary list of issues to be considered during the processing of your application. We have also identified the initial material submissions (Studies, Reports, Background or Information) that must be submitted along with the completed application form, required fees and this Record of Pre-Application Consultation Form before your application will be accepted as complete for opening and processing.

Proposed Development

- Current Designation: Auto-Oriented Commercial Corridor
- London Plan Place Type: Transit Village Place Type
- Current Zone: Highway Service Commercial/Restricted Service Commercial (HS/RSC1) Zone
- Proposal: Zoning By-law Amendment to add Offices, Retail Stores, Private Clubs, and Commercial Recreation Establishments to the list of permitted uses.

Major Issues Identified

- The subject lands are designated Auto-Oriented Commercial Corridor in the 1989 Official Plan.
 - The Auto-Oriented Commercial Corridor designation contemplates a very limited amount and range of retail uses. These uses are intended to be small scale and limited in range, rather than the broader range of uses permitted under the definition of “Retail Store.” The broadly defined “Retail Store” use is not contemplated in the Auto-Oriented Commercial Corridor designation.
 - Medical and dental offices, clinics, offices associated with wholesale warehouse or construction and trade outlets, and similar support offices

Note: Application fees have changed as of January 1, 2021. The following new/revised fees for new applications submitted after January 1, 2021 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,951.04, Official Plan Amendment Applications \$12,570.62, Zoning By-law Amendment Applications \$11,523.07, Proposal Summaries \$261.89 (this amount will be discounted from the fee of an associated application).

may be permitted in appropriate locations. General office uses are not contemplated in the Auto-Oriented Commercial Corridor designation.

- An Official Plan Amendment would be required.
- The subject lands are in the Transit Village Place Type of The London Plan.
 - A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted.
 - Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
 - New drive through facilities may be permitted in the Transit Village Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.
 - Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted.
 - In aggregate, no more than 20,000m² of office space will be permitted within any Transit Village Place Type. Individual buildings will not contain more than 5,000m² of office space.
- In considering the proposed office use, a cap on gross floor area would be required to ensure conformity with Intensity policies of The London Plan.
- The range of proposed uses, as outlined in the Proposal Summary, include car wash, self-storage, offices, retail stores, private club, and commercial recreation. Staff have concerns that some of these uses align with the Auto-Oriented Commercial Corridor designation while others align with the Transit Village Place Type, resulting in a range of uses that is not in full conformity with either official plan.

Urban Design:

- If there are no changes proposed to the existing building; there are no Urban Design related comments.

Site Plan:

- Site Plan approval may not be required. If the applicant can confirm: the existing use(s); the proposed use(s) the size of all additions and the size of the existing built GFA, Site Plan will offer an opinion on the requirements for site plan approval. It should also be noted that although site plan approval may not be required at this time, it remains a requirement of all development under the current and proposed zoning.
- Should Site Plan Approval be required:
 - Recognizing that the site plan reflect modifications to an existing site rather than a brand new development, Site Plan approval would seek to bring the site into greater conformity with the by-law. This would include perimeter plantings, barrier-free and bicycle parking, among others to be reviewed through a RPSC and then SPA.
 - Any existing or proposed structures within in the City right-of-way can do so only under City permission and through a licensing agreement.

Landscape Architecture:

- No comments.

Ecology:

- There are currently no ecological planning issues related to this property or associated study requirements.

Note: Application fees have changed as of January 1, 2021. The following new/revised fees for new applications submitted after January 1, 2021 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,951.04, Official Plan Amendment Applications \$12,570.62, Zoning By-law Amendment Applications \$11,523.07, Proposal Summaries \$261.89 (this amount will be discounted from the fee of an associated application).

- No Natural Heritage Features on, or adjacent to, the site have been identified on Map 5 of the London Plan, the 1989 OP (Schedule B, Map 5) or based on current aerial photo interpretation.
- Mud Creek is in close proximity to the south, but beyond the railway. Impacts are not anticipated based on a revised use at this location.

Heritage:

- Archaeological potential at 600 Oxford St W is identified on the City's Archaeological Mapping. The description of work in the application includes expansion of uses. The scope of work does not appear to result in soil disturbance therefore no archaeological assessment is required as part of a complete application.
- Archaeological potential remains on the property. If soil disturbance is reasonably anticipated as part of future alterations/new construction on the property, an archaeological assessment may be required.
- It is an offence under Section 48 and 69 of the *Ontario Heritage Act* for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The *Funerals, Burials and Cremation Services Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

Transportation:

- Widening requirements up to 24.0m from centerline along Oxford Street within 150.0m of an intersection (as per Z1 by-law, section 4.21.1). Dedication of 22.5m from centerline is required, as this section of Oxford Street West is identified as a Main Street in the City Complete Streets Design Manual;
- Additional comments to be provided through Site Plan.

Sewers Engineering:

- The subject land is a car dealership. The applicant is proposing to reuse the property to include a multi-use development of commercial uses including, car wash, self-storage, offices, and retail stores, private clubs and recreation establishments
- The municipal sanitary sewer for the subject lands is a 350mm diameter sanitary sewer on Oxford Street West. As per City record, Sanitary Drainage Area & Design Sheet show that the subject land is currently allocated 100p/ha and zoned Commercial.
- As part of the complete application, the owner's consulting engineer is to provide a servicing report that includes the maximum population and maximum flow that will be generated by the proposed land uses. In addition, the applicant's engineer shall confirm the capacity within the sanitary system downstream to ensure adequate capacity.

Note: Application fees have changed as of January 1, 2021. The following new/revised fees for new applications submitted after January 1, 2021 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,951.04, Official Plan Amendment Applications \$12,570.62, Zoning By-law Amendment Applications \$11,523.07, Proposal Summaries \$261.89 (this amount will be discounted from the fee of an associated application).

- A holding provision is recommended until the sanitary report has been approved and capacity are demonstrated to the satisfaction of Sewer Engineering and the City Engineer.

Water Engineering:

- City records indicate a 100mm CI service for the main building on this site and a 25mm copper service for the secondary building.
- The applicant must prove the adequacy of the services for the proposed new usages through a Water Servicing Report, including modelling demonstrating the ability of the existing services to provide domestic and fire flows for the proposed uses.
- For future SPA, the City will likely require existing services to be decommissioned at the main to city standards and replaced with new appropriately sized services.

Stormwater Engineering:

- The Stormwater Engineering Division staff have no objection to this pre-application and the application indicates no demolition or expansion to the building is proposed. Should any exterior construction or existing parking lot reconstruction/restoration be proposed, then new or additional SWM comments are to be expected.

Studies, Reports, Background or Information to be completed and submitted with the application form

- Official Plan Amendment/Zoning By-law Amendment application and fee
- Planning Justification Report
- Site concept plan
- Zoning Data Sheet (attached for completion by applicant)
- Sanitary Servicing Report and Capacity Analysis
- Water Servicing Report
- All background reports are required to meet the Accessibility for Ontarians with Disabilities Web Content Accessibility Guidelines (AODA WCAG 2.0) regulations for any applications submitted on or after March 1, 2021. Applicants are encouraged to provide compliant documents with applications submitted prior to March 1, 2021.
- Electronic copies of all supporting background information (USB)

PRE-APPLICATION CONSULTATION HAS OCCURRED

☒ YES ☐ NO

PLANNER: Catherine Maton

PROPONENT: _____

DATE: April 6, 2021

Disclaimer

The pre-application consultation process is intended to identify issues early in the process and to identify the reports, studies and information required to be submitted as part of a complete application. A complete application enables Council to make informed decisions within a reasonable period of time and ensures that the public and other stakeholders have access to the relevant information early in the process. While every effort has been made to identify information needs at this stage, additional issues and/or information needs may be identified through the application review process and may be requested at that time. Should a formal submission of an application not materialize within 9 months, a subsequent Pre-Application Consultation Meeting (PACM) will be required.

Note: Application fees have changed as of January 1, 2021. The following new/revised fees for new applications submitted after January 1, 2021 are as follows: Combined Official Plan Amendment/Zoning By-law Amendment Applications \$20,951.04, Official Plan Amendment Applications \$12,570.62, Zoning By-law Amendment Applications \$11,523.07, Proposal Summaries \$261.89 (this amount will be discounted from the fee of an associated application).

Council adopted *The London Plan*, the City's new Official Plan for the City, on June 23, 2016. It is not yet in force and effect, but should it come into force and effect before you submit your complete application, City staff may identify additional complete application requirements at the time of application submission in order to comply with *The London Plan* policies.

APPENDIX B

Site Plan – Existing Buildings

ZONING DATA CHART

GROSS SITE AREA: 6,160.3 m²		ASPHALT AREA: 3,892.7 m²	
BUILDING AREA: 1,774.7 m²		LANDSCAPED AREA: 492.9 m²	
ITEM	HS_RSC1	REQUIRED	PROVIDED
1	PERMITTED USES	SEE PERMITTED USE NOTE ON SHEET SP1	SEE PERMITTED USE NOTE ON SHEET SP1
2	LOT FRONTAGE (m MIN)	30.0	62.7
3	LOT DEPTH (m MIN)	30.0 / 60.0	105.6
4	FRONT YARD AND EXTERIOR SIDE YARD SETBACK (m MIN)	6.0	22.3
5	REAR YARD AND INTERIOR SIDE YARD SETBACK (m MIN)	0.0 0.0/3.0	6.74/26.5 1.25/4.05
6	LANDSCAPED OPEN SPACE (%) MINIMUM	15	8.0*
7	LOT COVERAGE (%) MAX	30	28.8
8	HEIGHT MAXIMUM (m)	8.0 / 12.0	<8
9	GROSS FLOOR AREA (m² MAX)	N/A	N/A
10	OPEN STORAGE (%) MAX	5	N/A
11	SETBACK FOR OPEN STORAGE	N/A	N/A

*MINOR VARIANCE REQUIRED

PARKING REQUIREMENTS

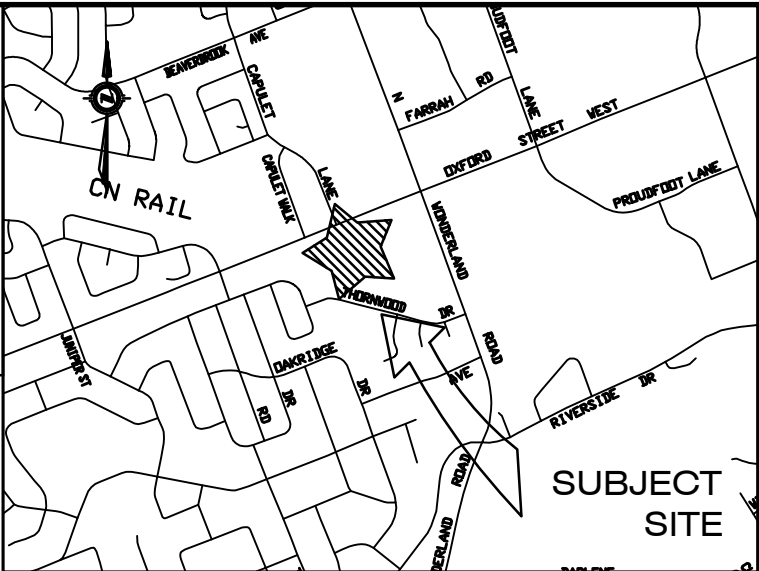
(AREA 3):
MINIMUM PARKING SPACE DIMENSIONS 2.7mX5.5m, TYPE A 3.4mX5.5m, TYPE B 2.4mX5.5m
TOTAL PROVIDED PARKING = 80 SPACES
B/F PARKING REQUIRED: 2+2% OF TOTAL PARKING REQUIRED = X SPACES
PROVIDED = X TYPE 'A'; X TYPE 'B'
BICYCLE PARKING: 7% OF TOTAL SPACES = X SPACES PROVIDED

PERMITTED USES

HS_RSC1_ZONE:
• ANIMAL HOSPITALS;
• AUTOMOTIVE USES, RESTRICTED;
• CONVENIENCE SERVICE ESTABLISHMENTS;
• CONVENIENCE STORES;
• DUPLICATING SHOPS;
• FINANCIAL INSTITUTIONS;
• PERSONAL SERVICE ESTABLISHMENTS;
• RESTAURANTS;
• VIDEO RENTAL ESTABLISHMENTS;
• BREWING ON PREMISES ESTABLISHMENT;
• ANIMAL CLINICS (Z-1-051390);
• AUTOMOBILE RENTAL ESTABLISHMENTS;
• AUTOMOBILE REPAIR GARAGES;
• AUTOMOBILE SALES AND SERVICE ESTABLISHMENTS;
• AUTOMOBILE SUPPLY STORES;
• CATALOGUE STORES;
• HOME AND AUTO SUPPLY STORES;
• HOME IMPROVEMENT AND FURNISHING STORES;
• KENNELS;
• REPAIR AND RENTAL ESTABLISHMENTS;
• SERVICE AND REPAIR ESTABLISHMENTS;
• STUDIOS;
• TAXI ESTABLISHMENTS;
• SELF STORAGE ESTABLISHMENTS (Z-1-132230)

DISCLAIMER:
1. THIS IS A COMPILED PLAN AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.
2. CONCEPT PLAN IS PRELIMINARY AND HAS NOT BEEN REVIEWED BY THE CITY.

CONCEPTUAL DESIGN
FOR DISCUSSION
PURPOSES ONLY

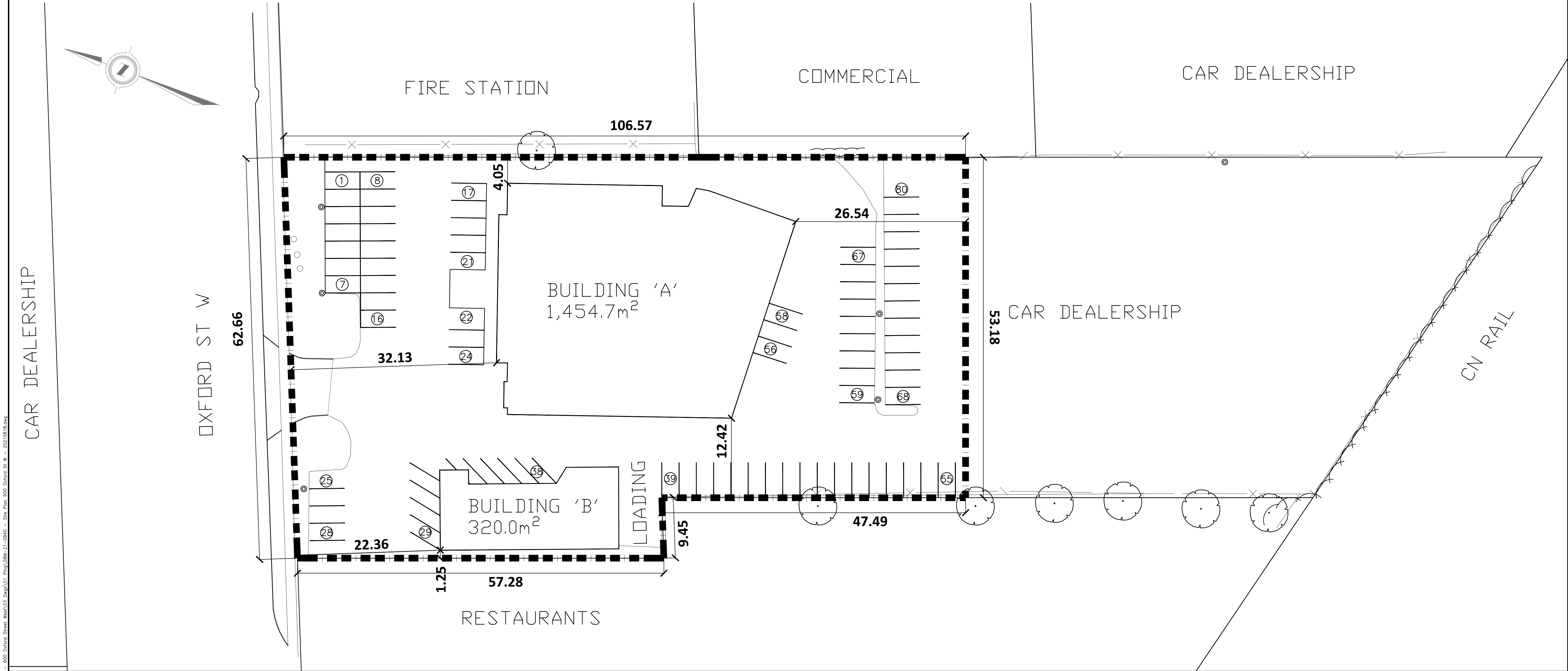


KEY PLAN

N.T.S.

LEGAL INFORMATION

PART OF
LONDON CON 1 PT LOT 21
RP 33R18680 PARTS 1 TO 3
IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX



AS CONSTRUCTED SERVICES		COMPLETION	No.	REVISIONS		D/M/Y	BY	CONSULTANT	<div><div>STRIK BALDINELLI MONIZ</div><div>PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL</div><div>1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8</div><div>Tel: (519) 471-6667 Fax: (519) 471-0034</div><div>Email: sbm@sbmltd.ca</div></div> <td>ENGINEER'S STAMP</td> <td>CLIENT</td> <td>SCALE</td> <td>TITLE</td> <td>PROJECT No.</td>	ENGINEER'S STAMP	CLIENT	SCALE	TITLE	PROJECT No.
		DESIGN	JR	1	INITIAL DESIGN	18/08/21	JR	<div>PRELIMINARY NOT FOR CONSTRUCTION</div>		MAVERICK REALTY	1:300	SITE PLAN & ZONING CHART	SBM-21-0940	
		DRAWN	JR							ADDRESS		SITE PLAN	SHEET No.	
		CHECKED	ND							LONDON, ON		600 OXFORD ST W	SP1	
		APPROVED	ND							POSTAL CODE		LONDON, ON.	PLAN FILE No.	
		DATE	18/08/2021										—	
		CAD	21-0940											

S:\2021\Jrca\SBM-21-0940\MapInfo - 600 Oxford Street West\03_Dwg\A\01_Pkg\SBM-21-0940 - Site Plan 600 Oxford St W - 20210818.dwg