

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development

**Subject:** Cadillac Fairview Corporation Ltd.  
1680 Richmond Street  
File Number: Z-9667, Ward 5  
Public Participation Meeting

**Date:** December 4, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application of Cadillac Fairview Corporation Ltd. relating to the property located at 1680 Richmond Street. The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 19, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to amend the zoning of the subject property **FROM** a Regional Shopping Area Special Provision RSA1(1) **TO** a Regional Shopping Area Special Provision RSA1(1) Zone.

**IT BEING NOTED**, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Policy Statement, 2020*;
- ii) The recommended amendment conforms with the policies of The London Plan, including but not limited to the Key Directions and the Transit Village Place Type
- iii) The recommended amendment would provide access to automobile sales boutique in a convenient and accessible location.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to permit an *Automobile Sales Boutique* as a permitted use on the subject lands.

Staff are recommending approval of the requested Zoning Bylaw amendment.

### Purpose and the Effect of Recommended Action

The recommended action is to rezone the subject site to permit an *Automobile Sales Boutique* as an additional permitted use under the RSA1(1) Zone. The proposed use would occupy a vacant unit within the enclosed shopping centre known as CF Masonville Place.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to *The London Plan*, including, but not limited to the Place Type and most relevant sections; and
3. The recommended amendment would provide access to an automobile sales boutique in a convenient and accessible location to meet the needs of the community.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Z-8652 - October 2016

#### 1.2 Planning History

In 2016 the subject site was rezoned to permit a “Place of Entertainment” in association with an “Amusement Games Establishment” use in an existing regional shopping area centre.

The subject site is located in the Masonville Secondary Plan study area. The Masonville Secondary Plan was approved on June 29, 2022, with all items not under appeal coming into force and effect. The final version with all appeals settled came into effect on July 11, 2023.

#### 1.3 Property Description and Location

The subject site is located in the north end of the City of London, at the south-east corner of Fanshawe Park Road East and Richmond Street, within the Masonville planning district. The subject site has an area of 19.45 hectares, with the enclosed shopping center centrally located within the property. CF Masonville Place shopping center has operated on the subject site since its opening in 1985, and contains 130 retail stores, restaurants and social amenities. The building housing the shopping center has 61,591 square metres of leasable area, with 3,461 parking spaces which are contained in a number of surface parking areas surrounding the existing building. The subject site also provides for a significant transit terminal (bus) within the northwestern portion of the site, connecting a number of bus routes providing service across the City of London.

Additional shopping amenities are located to the immediate north, east and west of the subject site with residential neighbourhood parks and green spaces in the surrounding area. Designated and shared cycle lanes are located along both Fanshawe Park Road East, and Richmond Street.

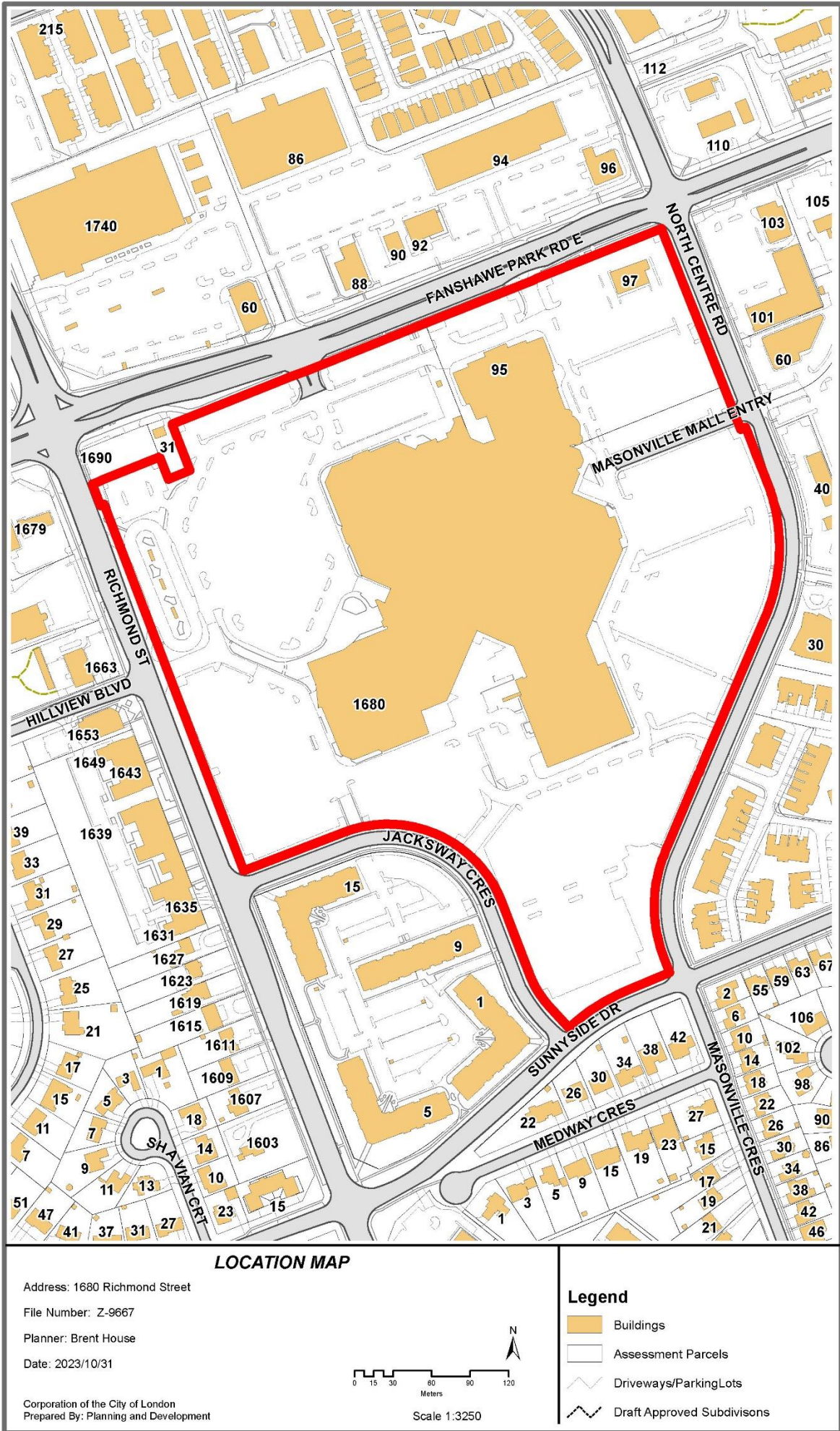


Figure 1. Aerial Photo of 1680 Richmond and surrounding lands.



Figure 2. Streetview of the subject lands (facing east from Richmond Street).

#### Site Statistics:

- Current Land Use: Regional Shopping Centre
- Frontage: 323 metres (1059.7 feet)
- Depth: 489.3metres (1605.3 feet)
- Area: 19.45 hectares (48.06 Acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

#### Surrounding Land Uses:

- North: to the north across Fanshawe Park Road East is a commercial plaza containing stand-alone commercial buildings including “big box” retailers with associated surface parking lots. Further to the north is medium and high-density residential development and a residential retirement complex.
- East: to the east across North Centre Road is a commercial plaza containing smaller scale strip plaza retailers and restaurants as well as larger format “big box” retailers with associated surface parking lots. Beyond the commercial plaza are single detached residential dwellings, generally in cul-de-sac formations.
- South: to the immediate south is medium and low-density residential development.
- West: to the west, across Richmond Street is a seven-storey residential building, along with single detached dwellings fronting Richmond Street to the southwest. To the north-west is a commercial plaza and public school. Further to the north-west is a commercial plaza containing “big box” retailers beyond which is higher density residential development and townhomes.

#### Existing Planning Information:

- Existing The London Plan Place Type: Transit Village
- Existing Special Policies: Masonville Secondary Plan
- Existing Zoning: RSA1(1)

Additional site information and context is provided in Appendix “B”.

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The recommended action will permit the establishment of an *Automobile Sales Boutique* as an additional permitted use under the RSA1(1) Zone on the Subject site at 1680

Richmond Street, within an existing vacant unit of the enclosed shopping centre known as CF Masonville Place (the “subject site”).

The proposed development includes the following features:

- Land use: Regional Shopping Area
- Form: CF Masonville Place
- Gross floor area: 61,591 m<sup>2</sup>
- Building coverage: 32%
- Parking spaces: 3,461 surface parking spaces

Additional information on the development proposal is provided in Appendix “B”.

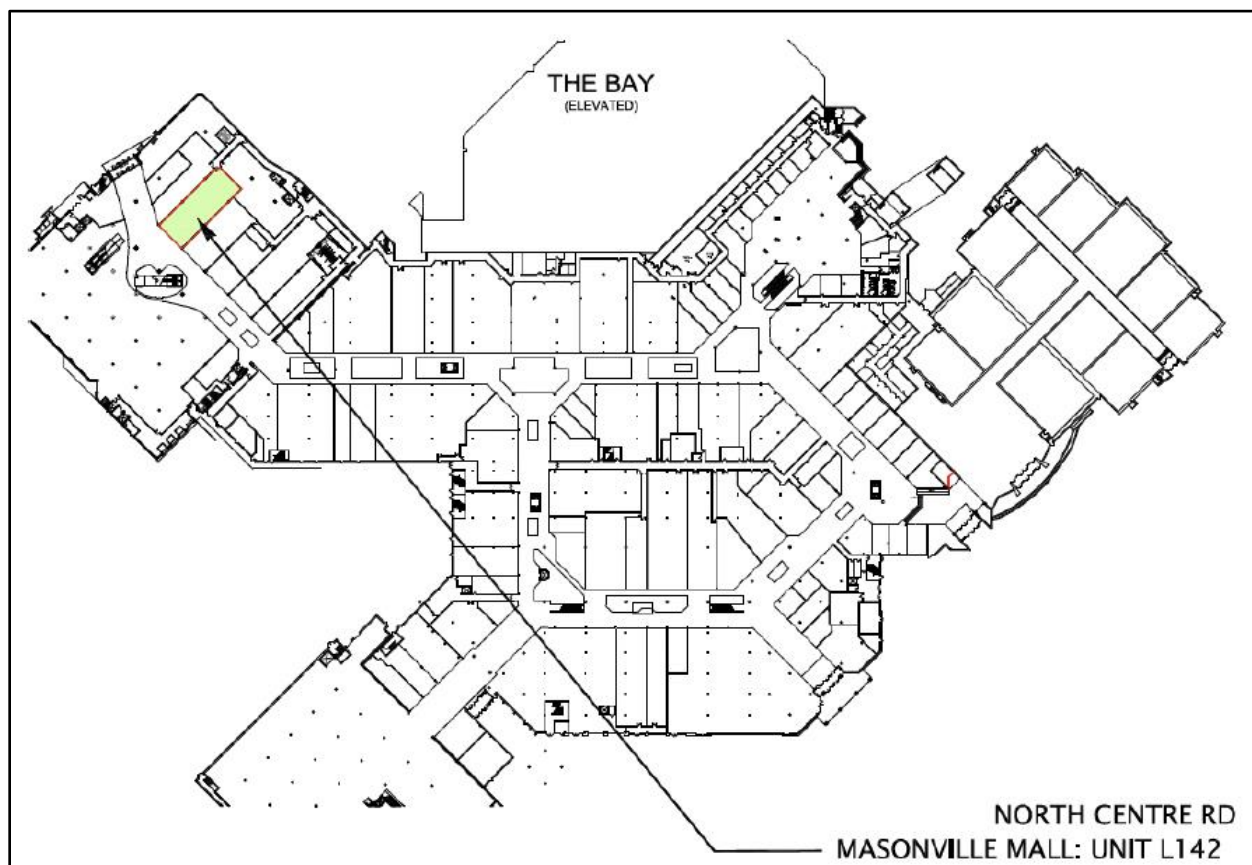


Figure 3 - Conceptual Site Plan (2023)

Additional plans and drawings of the development proposal are provided in Appendix “C”.

## 2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to add an additional special provision to the current RSA1(1) Zone. The request will permit *Automobile Sales Boutique* as a permitted use under the RSA1(1) Zone.

## 2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

There were no key issues identified by staff and agencies.

Detailed internal and agency comments are included in Appendix “D” of this report.

## 2.4 Public Engagement

On October 30, 2023, Notice of Application was sent to 464 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 2nd. A “Planning Application” sign was also placed on the site.

There were zero responses received during the public consultation period.

## 2.5 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

### ***The London Plan, 2016***

*The London Plan* (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

### ***Masonville Secondary Plan***

The purpose of the *Masonville Secondary Plan* is to establish a vision, principles, and detailed policies for the *Masonville Secondary Plan* area that provide a consistent framework to evaluate future developments and public realm improvements. The intent of the policies is to provide direction and guidance to ensure the Secondary Plan area continues to evolve into a vibrant, connected and mixed-use community that enhances the human-scale quality of streetscapes, and integrates new and existing development, people and open spaces in a compatible and cohesive way.

The *Masonville Secondary Plan* has been reviewed in its entirety and it is staff’s opinion that the proposed Zoning Bylaw amendment is consistent with it.

## 3.0 Financial Impact/Considerations

None

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The London Plan identifies that part of the vision for the Transit Village Place Type is to become high-density mixed-use urban neighbourhood connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services contributing to complete communities (The London Plan, 806). Transit Villages are major mixed-use destinations with centrally located rapid transit stations (The London Plan, 807).

The subject site is located within the Transit Village Place Type on Map 1 fronting a Rapid Transit Boulevard on Map 3, in The London Plan. The Transit Village Place Type contemplates a wide range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, and recreational uses. The proposed automobile sales boutique will help contribute to the vision of the Transit Village and the use will align with the range of permitted uses contemplated within the Transit Village Place Type.

### 4.2 Intensity

The existing regional shopping centre and associated surface parking are in keeping with the intensity contemplated in The London Plan which requires a minimum of two storeys in height and the efficient use of infrastructure and services (The London Plan, 813.1-2). Given no new development, no exterior changes and no changes to the site layout are proposed as part of this zoning application, staff are satisfied that the subject site continues to be an appropriate shape and size to accommodate the existing and proposed new uses. The automobile sales boutique is not anticipated to have any negative impacts on the surrounding context.

### 4.3 Form

No additional development or site alterations are contemplated as part of this application.

### 4.4 Zoning

The subject lands are zoned Regional Shopping Area Special Provision (RSA1(1)) in the City of London's Zoning By-law. The RSA1(1) Zone permits a wide range of regional-scale, specialized, comparison-shopping retail and personal service uses, as well as some office, commercial recreation and community facilities uses, which are suited to a location within an enclosed shopping centre building. The applicant has requested to add an automobile sales boutique as an additional permitted use under the RSA1(1) Zone. Under the current Zoning By-Law for the City of London, an "Automobile Sales Boutique" is defined as *an enclosed retail store where vehicles are displayed in a showroom internal to the premises, for the purpose of sale, hire or lease but shall not include the outside display or storage of vehicles or the repair and service of vehicles* (Z.-1-112010).

Planning and Development Staff are of the opinion that the recommended addition of an automobile sales boutique as a new use under the RSA1(1) Zone is appropriate and contributes to the broad range of uses that are considered compatible within the context of the subject site.

## Conclusion

The recommended action is consistent with the PPS 2020, conforms to The London Plan and permits a new use that is appropriate within the surrounding context and will not conflict with current uses within the CF Masonville Place shopping centre. The new use will facilitate access to an automobile sales boutique in a convenient and accessible location to meet the needs of community.

**Prepared by:** Brent House, Planner

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

**Submitted by:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic  
Development

Copy:  
Britt O'Hagan, Manager, Current Development  
Michael Pease, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering



## Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)  
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1680 Richmond Street.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1680 Richmond, as shown on the attached map comprising part of Key Map No. A.102, to permit an *Automobile Sales Boutique* as a permitted use under the RSA1(1) Zone.
2. Section Number 21.4 of the RSA1(1) Zone is amended by adding the following Special Provisions:

RSA1(1) 1680 Richmond Street

a. Additional Permitted Uses:

1. Automotive Sales Boutique
2. This Amendment shall come into effect 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.

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.

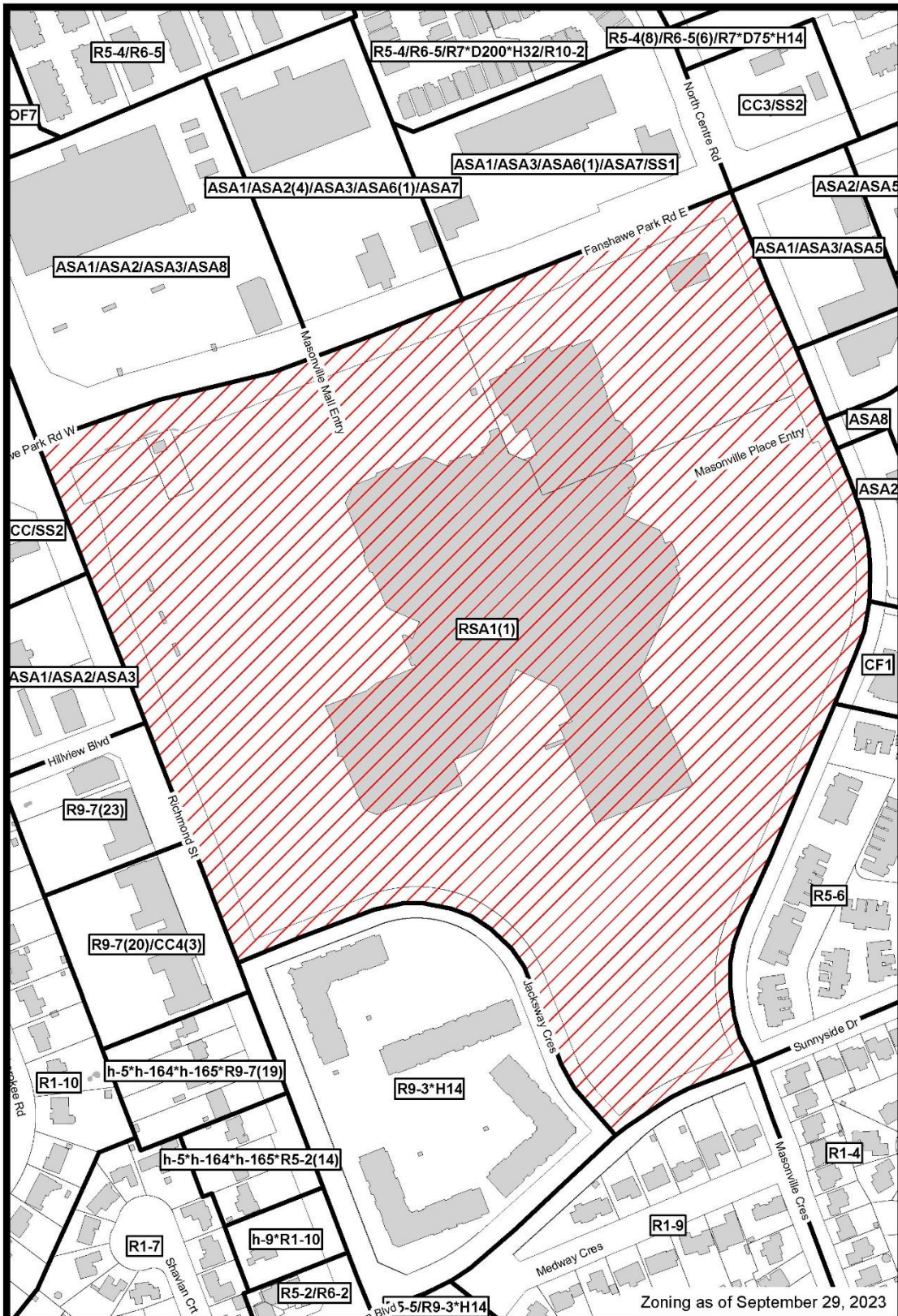
PASSED in Open Council on December 19, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor


Michael Schulthess  
City Clerk

First Reading – December 19, 2023  
Second Reading – December 19, 2023  
Third Reading – December 19, 2023

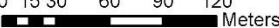
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9667  
 Planner: BH  
 Date Prepared: 2023/10/31  
 Technician: RC  
 By-Law No: Z.-1-

**SUBJECT SITE** 

1:3,250

0 15 30 60 90 120 Meters 



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	CF Masonville Place Shopping Centre
Frontage	323 Metres (1059.7 feet)
Depth	489.3 Metres (1605.3 feet)
Area	19.45 Hectares (48.06 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	commercial plaza containing stand-alone commercial buildings including “big box” retailers with associated surface parking lots. Further to the north is medium and high density residential development and a residential retirement complex.
East	commercial plaza containing smaller scale strip plaza retailers and restaurants as well as larger format “big box” retailers with associated surface parking lots. Beyond the commercial plaza are single detached residential dwellings, generally in cul-de-sac formations.
South	high, medium and low density residential development. Further south, across Windermere Road is the Western University campus
West	on the Subject Site is a bus transit hub with access from Richmond Street, which connects to routes across the City of London. To the north-west abutting the Subject Site are a LondonHydro facility and retail operations not associated with the shopping centre lands. Across Richmond Street is a seven-storey residential building, along with single detached dwellings fronting Richmond Street to the southwest. To the north-west is a commercial plaza and public school. Further to the north-west is a commercial plaza containing “big box” retailers beyond which is higher density residential development and townhomes

#### Proximity to Nearest Amenities

Major Intersection	Fanshawe Park Road East at Richmond Street
Dedicated cycling infrastructure	Fanshawe Park Road East (9.2m), Richmond Street (4m)
London Transit stop	Richmond Street (0m)
Public open space	Uplands Trail/Gibbons Wetland (380m)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Transit Village, Rapid Transit Blvd
Current Special Policies	Masonville Secondary Plan
Current Zoning	RSA1(1)

#### Requested Designation and Zone

Requested Place Type	No Changes Proposed
Requested Special Policies	No Changes Proposed
Requested Zoning	Add use to current zoning to permit <i>Automobile Sales Boutique</i> as a permitted use under the RSA1(1) Zone

## C. Development Proposal Summary

### Development Overview

The proposed Zoning By-Law Amendment is to establish an *Automobile Sales Boutique* as an additional permitted use under the RSA1(1) Zone on the Subject site at 1680 Richmond Street, within an existing vacant unit of the enclosed shopping centre known as CF Masonville Place (the “subject site”).

### Proposal Statistics

Land use	CF Masonville Place Shopping Centre
Form	Regional Shopping Area
Height	2 Storeys (metres)
Density	Units per hectare
Gross floor area	61,591 Metres <sup>2</sup>
Building coverage	32%
Landscape open space	N/A
Functional amenity space	N/A
New use being added to the local community	Yes

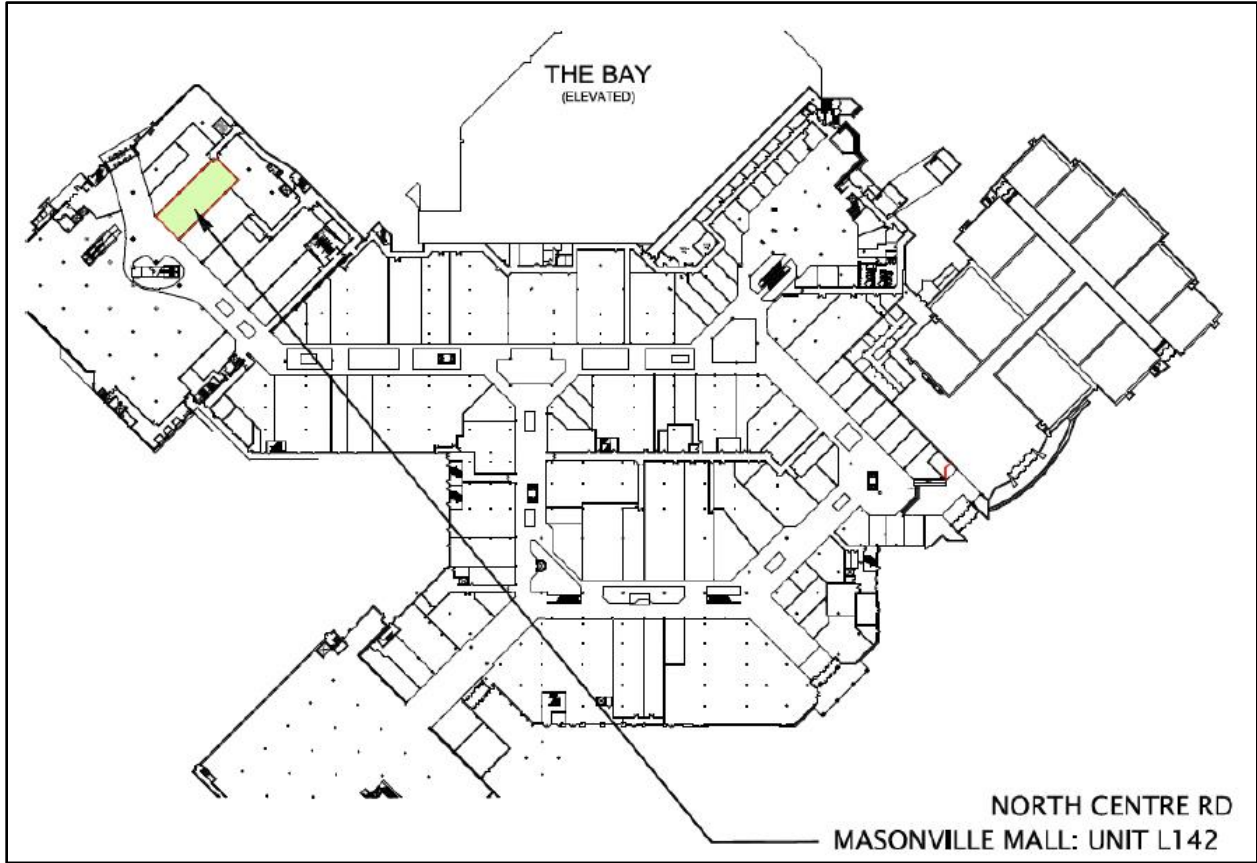
### Mobility

Parking spaces	3,461 surface
Vehicle parking ratio	Spaces per unit
New electric vehicles charging stations	0
Secured bike parking spaces	Number
Secured bike parking ratio	Spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

### Environmental Impact

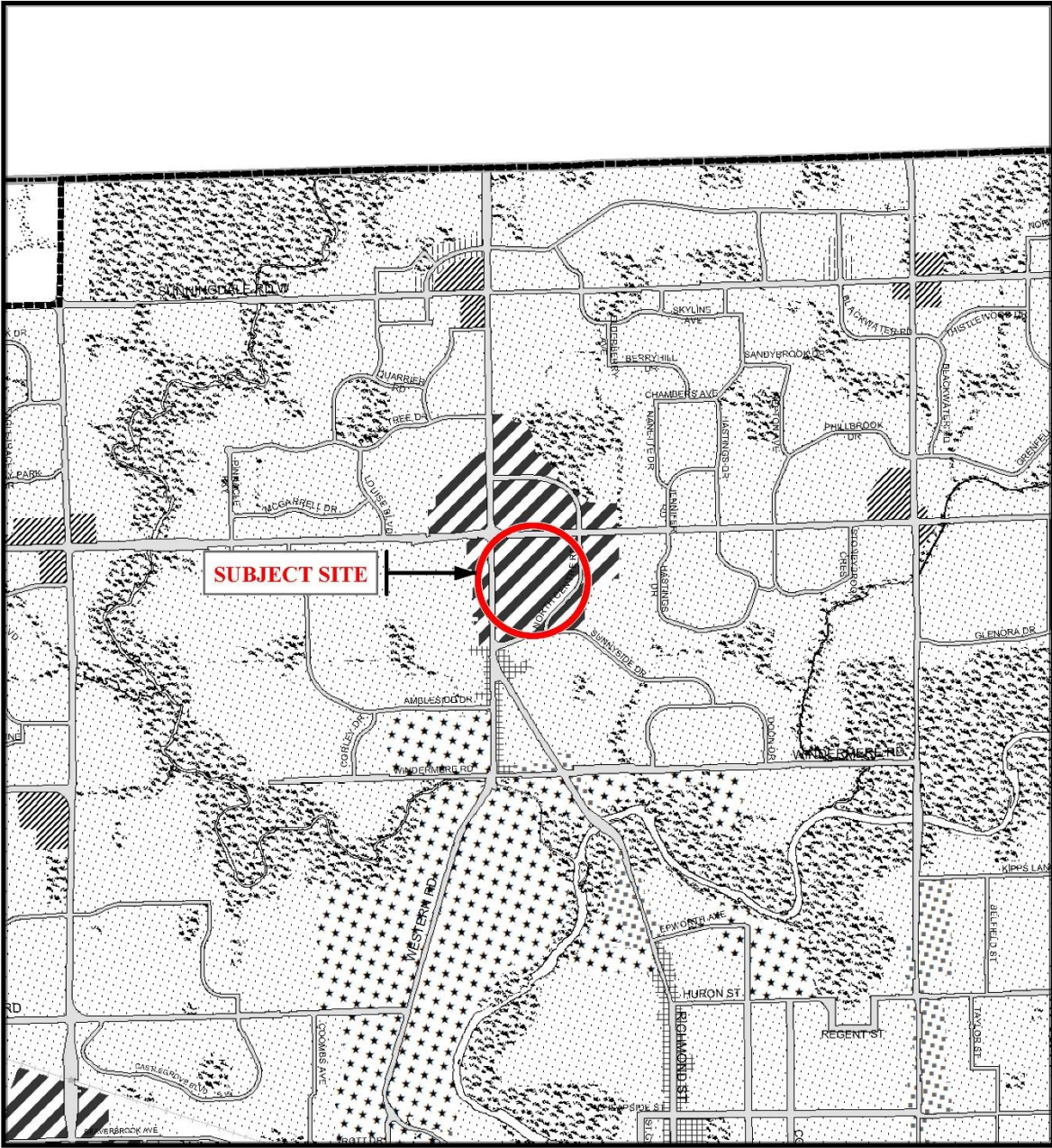
Tree removals	N/A
Tree plantings	N/A
Tree Protection Area	No
Loss of natural heritage features	NA
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	Yes
Green building features	Unknown

**Appendix C – Additional Plans and Drawings**



*Figure 4 - Conceptual Site Plan (2023)*



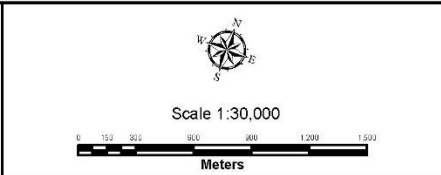


**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning & Development



**File Number:** Z-9667  
**Planner:** BH  
**Technician:** RC  
**Date:** 2023/10/31



## **Appendix D – Internal and Agency Comments**

### **Site Plan**

- No Comments. SP not required.

### **UTRCA**

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

### **Urban Design**

- As there are no exterior changes to the existing building and its interaction with the public realm, Urban Design has no comment.

### **Engineering**

- Engineering has no comments on the additional use of automotive boutique.

## **Appendix E – Public Engagement**

No public responses received.