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E. Conway
File No: SP15-009327

TO:	CHAIR AND MEMBERS PLANNING AND ENVIROMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: 1279059 ONTARIO INC., CLF1 (WONDERLAND ROAD) INC., and 1699259 ONTARIO INC. 3313-3450 WONDERLAND ROAD SOUTH and 1789 WHARNCLIFFE ROAD SOUTH PUBLIC SITE PLAN MEETING OCTOBER 5th, 2015

RECOMMENDATION

That on the recommendation of the Manager, Development Services and Planning Liaison, the following actions **BE TAKEN** with respect to the site plan approval application by 1279059 ONTARIO INC., CLF1 (WONDERLAND ROAD) INC., and 1699259 ONTARIO INC. (York Developments) for a commercial shopping plaza with retail, offices, clinics, fitness centre and financial institutions proposed at 3313 through 3450 Wonderland Road South and 1789 Wharncliffe Road South:

- a) The Planning and Environment Committee **REPORT TO** the Site Plan Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval for a commercial shopping plaza located at 3313 to 3450 Wonderland Road S and 1789 Wharncliffe Road South.
- b) Council **ADVISE** the Site Plan Approval Authority of any issues they may have with respect to the Site Plan Application, and **ADVISE** the Approval Authority whether they support the Site Plan Application for the proposed commercial shopping plaza located at 3313 to 3450 Wonderland Road South and 1786 Wharncliffe Road South.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose of this application is to obtain Site Plan Approval for a large scale commercial development at 3313 through 3450 Wonderland Road South and 1789 Wharncliffe Road South. The public meeting at Planning & Environment Committee (PEC) is being held to hear from the public and receive any advice from PEC and Council in order to make any further revisions or changes to the plans submitted.

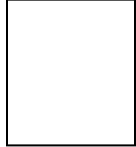
PREVIOUS REPORTS PERTINENT TO THIS MATTER

March 24, 2014: Ontario Municipal Board advised that all appeals have been withdrawn and the decision of the Council is final and binding (Z.-1-132210 & OPA 553).

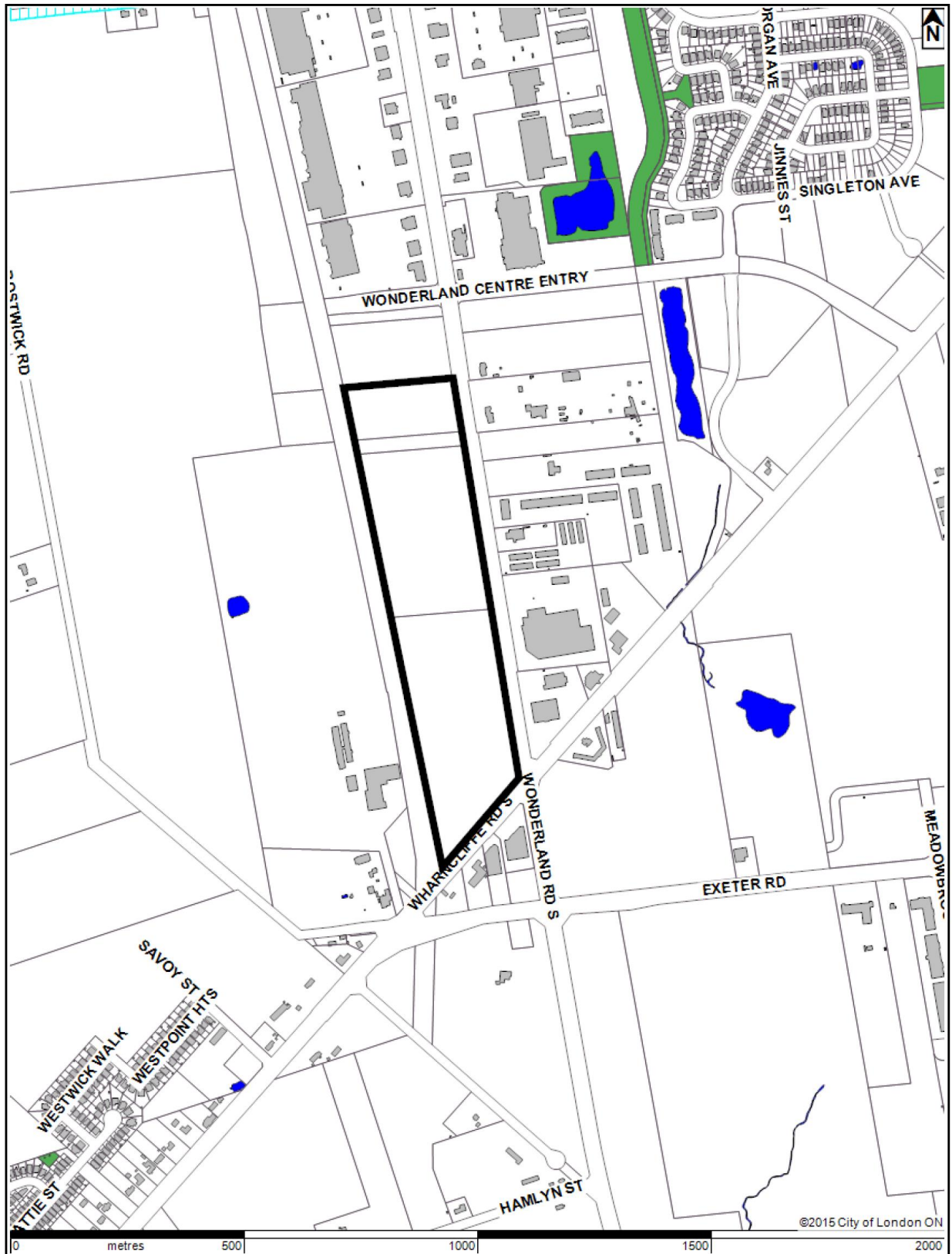
September 24, 2013: Report to the PEC in response to the appeals, confirming Municipal Council has reviewed its decisions & directing the City Solicitor represent the City at the OMB.

June 20, 2013: Public Participation meeting on revised OPA/ZBA amendments to permit commercial development on the subject property (OZ-7072/OZ-7073).

January 29, 2007: Public Participation meeting and staff recommendation for refusal of OPA/ZBA amendments to permit commercial development on the subject property (OZ-7072/OZ-7073). The applicant was directed to complete an area plan.



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LOCATION MAP

Location: **3313, 3406 Wonderland Rd. South
& 1789 Wharnccliffe Rd. South**
 Applicant: **York Developments (London) Inc.**
 File: **SP15-009327**
 Planner: **Eric L Conway**
 Date: **2015-09-27**
 Scale: **1:10100**

LEGEND

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



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APPLICATION DETAILS

Application Accepted: March 18, 2015	Agent: Carol Wiebe, MHBC Planning
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REQUESTED ACTION: Approval of an application for site plan approval for the construction of a large scale commercial development with a gross floor area of approximately 58,000 square metres at 3313 to 3450 Wonderland Road South and 1789 Wharncliffe Road South.

SITE CHARACTERISTICS

Current Land Use: vacant
Frontage: Approximately 230 metres
Depth: Approximately 870 metres
Area: approximately 203,000 square metres (20 hectares)
Shape: Rectangular

SURROUNDING LAND USES

North: Vacant (urban reserve/environmental review) and further north commercial
South: Commercial
East: Commercial
West: Hydro Corridor and golf practice facility

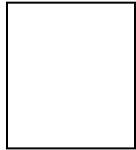
OFFICIAL PLAN DESIGNATION: Wonderland Road Community Enterprise Corridor

EXISTING ZONING: Holding Associated Shopping Area Commercial Zone (h-5.h-154.h-155.ASA3/ASA5/ASA6/ASA8(12))

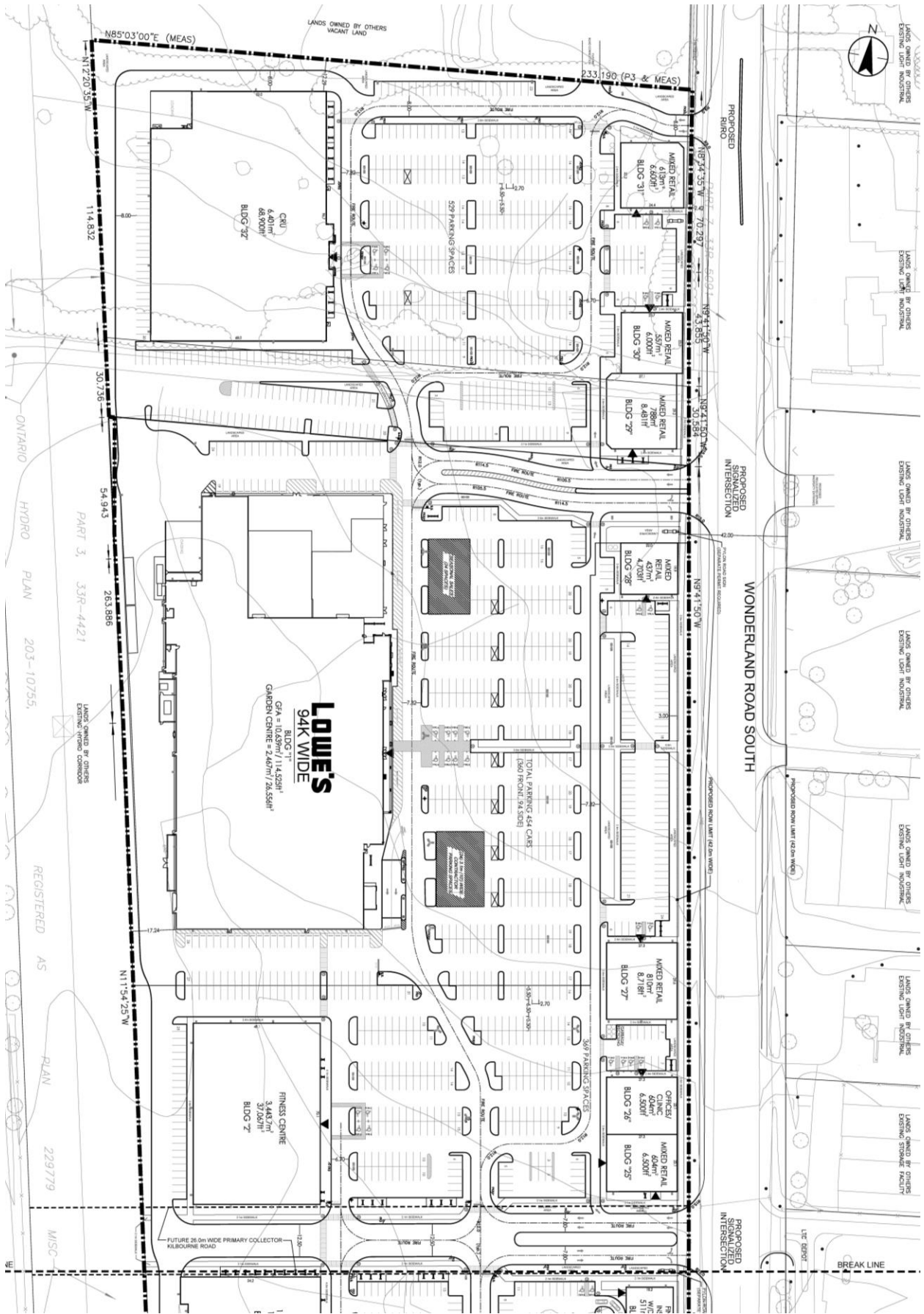
The ASA Zone provides for and regulates a wide range of retail, personal service, community facility, automotive and office uses. Uses permitted in the ASA Zone are differentiated through the use of zone variations on the basis of their function, intensity, customer draw, proximity to residential uses and potential impacts.

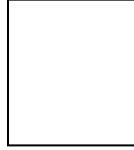
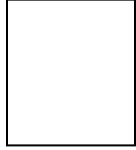
- h-5 Purpose: To ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-5" symbol.
 Permitted Interim Uses: Existing uses. (Z.-1-94236)
- h-154 Purpose: The removal of the h-154 symbol shall not occur until such time as the Owner has entered into an agreement with the City of London, which specifies the conditions associated with the provision of temporary sanitary servicing for the land, in order to ensure that development will not have a negative impact on existing municipal infrastructure or the City of London's sanitary servicing strategy for the area. (Z.-1-132210)
- h-155 Purpose: The removal of the h-155 symbol shall not occur until such time as the Owner has entered into a development agreement with the City of London, to ensure that the development is consistent with and conforms to the guidelines and vision of OPA 541, Southwest Area Secondary Plan (SWAP). (Z.-1-132210)

Reductions of the proposed Site Plan and Landscape Plan drawings are represented in segments on the following pages.

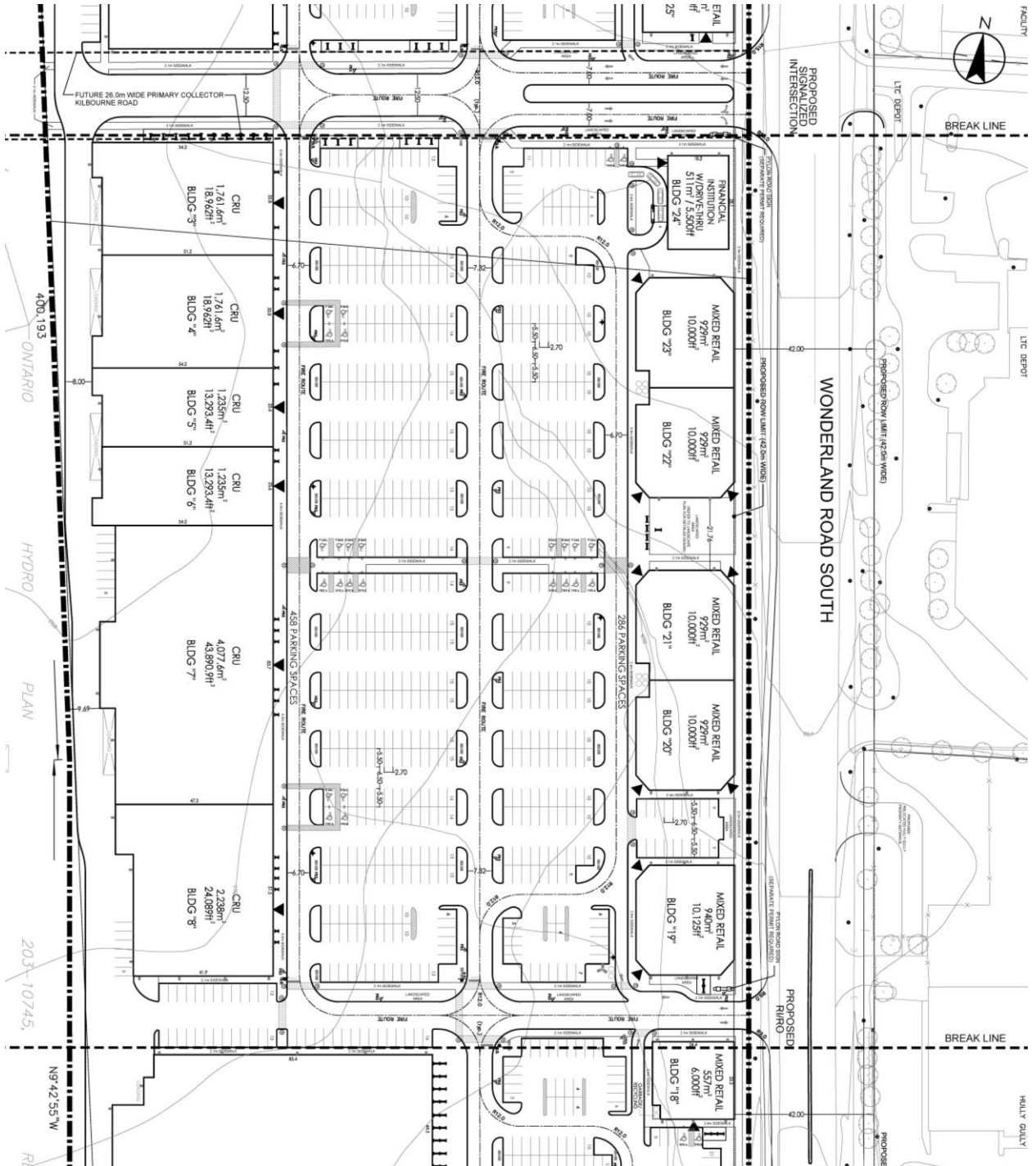


Proposed Site Plan – North Segment





Proposed Site Plan – Middle Segment



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PLANNING HISTORY

Southwest Area Secondary Plan (SWAP):

The subject site is located within the study area of the Southwest Area Secondary Plan (SWAP), which was adopted by Council on November 20, 2012 as Official Plan Amendment (OPA) 541. Nineteen appeals were filed from this decision and the Ontario Municipal Board conducted an eight week hearing commencing on February 18, 2014. The Board issued a decision on April 29, 2014. The majority of commercial appeals involved competing landowners within the area and most were settled on resolution among the commercial appellants.

As a result of a settlement among the appellants, the Board confirmed the delineation and policies for the Wonderland Road Community Enterprise Corridor, which extends along both sides of Wonderland Road from Southdale Road on the north to Hamlyn Street on the south. The subject site is located within this designation and subject to relevant policies of the Southwest Area Secondary Plan which are attached as **Appendix "1"**.

Subject Site:

On July 30, 2012, applications were submitted to the City for Official Plan and Zoning By-law amendments to permit a range of commercial uses on the subject site. At a public participation meeting on June 20, 2013 this application was recommended for refusal on grounds of prematurity since the Southwest Area Secondary Plan was not in effect. The matter was referred back to staff for further consideration. On June 25th, 2013, Municipal Council approved the requested Official Plan Amendment (OPA 553) and Zoning By-law Amendment (Z-1-132210) to permit a broad range of commercial retail and associated uses, with holding provisions to require a site plan public meeting, sanitary servicing infrastructure measures and confirmation that the development is consistent with the vision and guidelines of the Southwest Area Secondary Plan. The approved Zoning allowed for a wide range of commercial uses up to a maximum gross floor area of 60,000 square metres (645,855 sq. ft.).

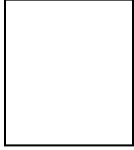
Two appeals to Council's decision were received from area landowners. These appeals were subsequently withdrawn and the amendments to redesignate & rezone the site for commercial development came into effect (as previously adopted by Council on June 25th, 2013).

OVERVIEW OF SITE PLAN

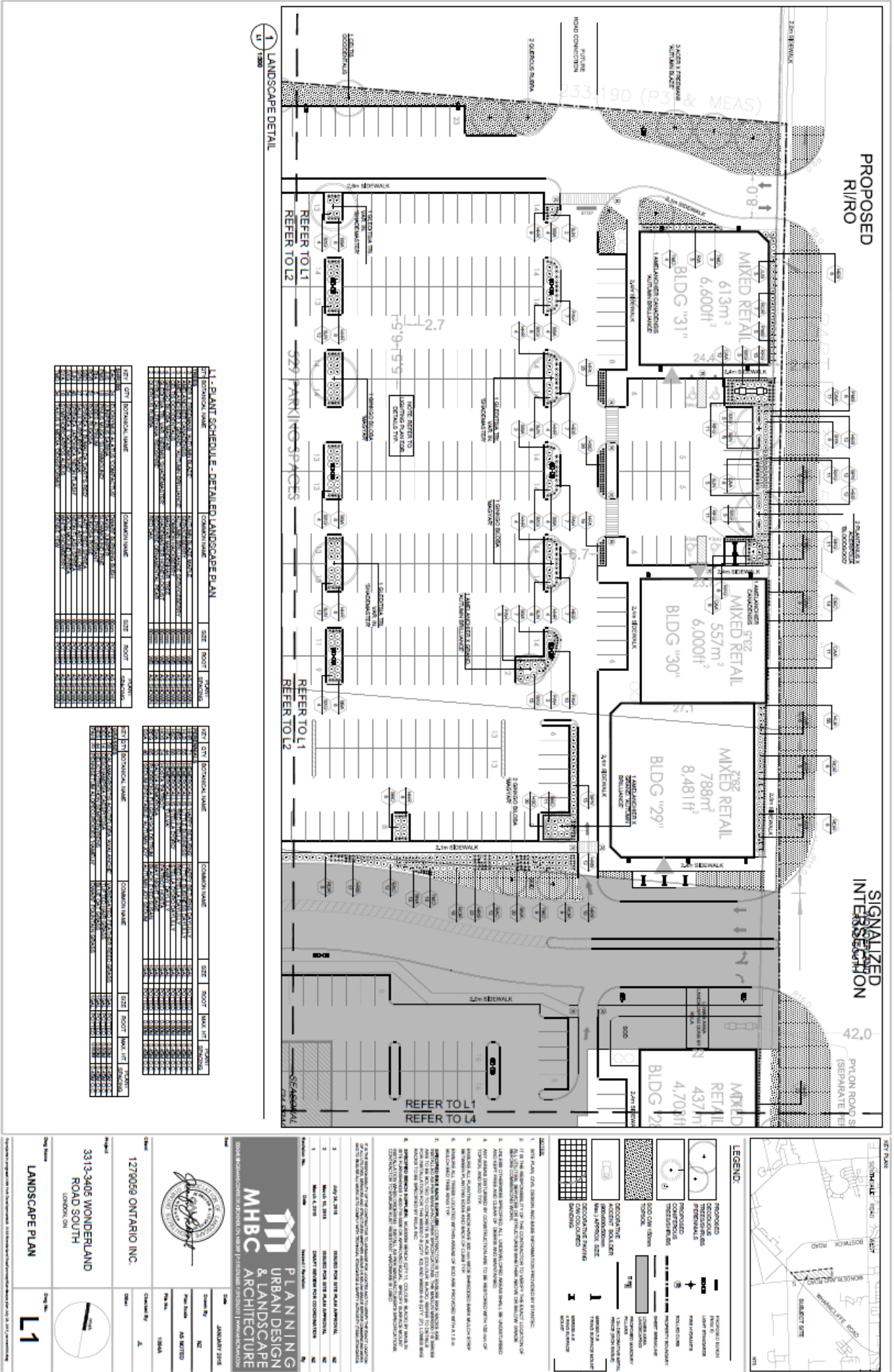
The site is located on the northwest corner of Wonderland Road South and Wharnccliffe Road South with approximately 870 metres and 230 metres of frontage respectively. There are nineteen (19) proposed buildings, ten (10) of which are standalone buildings. There are four vehicular accesses proposed to Wonderland Road South and one to Wharnccliffe Road South near the western limits of the site. The northern most and southern most accesses will be restricted to rights in rights out and the two central accesses will be signalized. Off-site improvements along Wonderland Road South and Wharnccliffe Road South are required to provide access to the site including turn lanes, sidewalks, lighting and traffic signals.

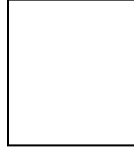
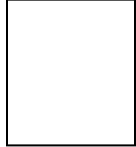
It is located within the Southwest Area Secondary Plan in the Wonderland Road at an important gateway to the City from visitors from Highways 401/402 and Lambeth.

PUBLIC LIAISON:	On September 21, 2015, a Notice of Site Plan Application & Notice of Public Meeting was sent to area property owners and a Notice of Public Meeting was published in the Londoner on Thursday, September 17, 2014.	No responses have been received.
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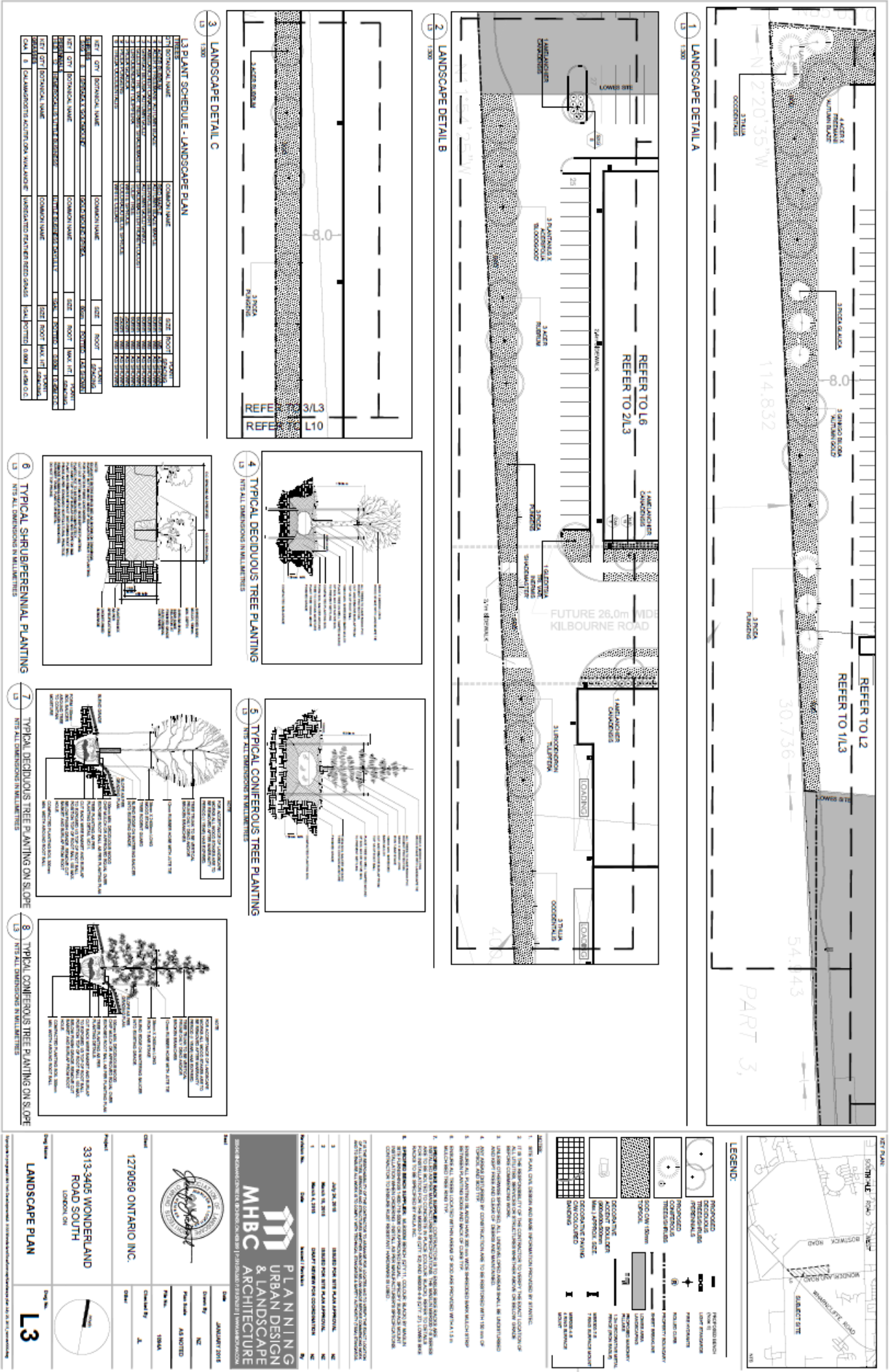


Proposed Landscape Plan - L1





Proposed Landscape Plan – L3



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SOUTHWEST AREA SECONDARY PLAN

The Southwest Area Secondary Plan (SWAP) was a City-led planning process to establish a vision, principles and policies for development of the Southwest Planning Area as a vibrant community which incorporates a significant gateway into the City, elements of mixed-use development, an increased range and density of residential built-form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design.

The plans and policies that comprise the Southwest Area Secondary Plan constitute part of the Official Plan and provide a greater level of detail than the policies of the Official Plan. The subject property is located within the “Wonderland Road Community Enterprise Corridor” designation and a holding provision (h-155). The holding provision can be removed once Council is satisfied that the development will be consistent with the vision and guidelines of the Southwest Area Secondary Plan.

Relevant excerpts from the Secondary Plan are attached as **Appendix “1”**.

ANALYSIS

Description of the Site Plan

The proposal includes a range of commercial buildings and unit sizes with a mix of retail, offices, financial institutions, home improvement store ranging from large format standalone retailers along the west side to a mix of stand along buildings along Wonderland and Wharncliffe. Many of the buildings sited along Wonderland and Wharncliffe have entrances proposed oriented toward the street as well as toward the parking area. Municipal sidewalks are proposed along Wonderland Road S connecting to several internal pedestrian corridors with on-site connections provided between each building.

Most of the lot frontages along Wonderland and Wharncliffe have buildings along them in close proximity to the new street line. A Municipal Class Environmental Assessment was recently completed for this corridor requiring a road allowance width of 42 metres in the ultimate design.

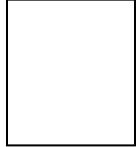
Kilbourne Road is identified in the SWAP as a primarily collector. The plan provides a public street like design along the southernmost signalized intersection where future Kilbourne Road will be located. The land will be deeded to the City as a condition of approval but maintained by the applicant until such time in the future when warranted to be deemed a public highway and provide for future pedestrian and connections to the west.

Hardscape court yards are proposed near the intersection of Wonderland and Wharncliffe as well as between several buildings along the streets. Areas within exposed parking along Wonderland Rd have dense landscaping proposed to buffer views of large parking fields.

Does the Plan Conform to the Zoning By-Law?

The site is zoned Holding Associated Shopping Area Special Provision (h-5.h-154.h-155.ASA3/ASA5/ASA6/ASA8(12)), which permits a wide range of commercial and related uses up to a maximum gross floor area of 60,000 square metres (645,855 sq. ft.), including:

Animal hospitals, Convenience service establishments, Convenience stores, Dry cleaning and laundry plants, Duplicating shops, Financial institutions, Grocery stores, Restaurants, Retail stores, Personal service establishments, Pharmacies, Printing establishments, Video rental establishments, Brewing on premises establishment, Repair and rental establishments, Restaurants, Retail stores, Service and repair establishments, Studios, Supermarkets, Video rental establishments, Brewing on Premises Establishment, Clinics, Day care centres, Laboratories, Medical/dental offices, Offices, professional, Offices, service, Automobile repair garages, Automotive uses, restricted, Taxi establishments, Commercial recreation establishments, Taverns, Home Improvement Stores.



This zone regulates building coverage to a maximum of 30%. The currently proposed building coverage is 29.1%. The total proposed gross floor area of the development at full build-out is 58,445 square metres. Building height is limited to a maximum of 12 metres.

The regulations required by existing Zoning are compared with the development, as proposed, in the Site Data Table below:

SITE DATA

LOT AREA	203,511.0 SQ.M. (20.351 HA.)	
PROPOSED USE:	COMMERCIAL/OFFICE/FINANCIAL INSTITUTION/RESTAURANT	
ZONE:	h-5 / h-154 / h-155 / ASA3 / ASA5 / ASA6 / ASA8(12)	
REGULATION	REQUIRED	PROPOSED
MINIMUM LOT FRONTAGE:	45.0 m	± 262.7m
MINIMUM LOT DEPTH	60.0 m	± 865.8m (varies)
MINIMUM FRONT YARD DEPTH	0.0 m	2.17 m
MINIMUM EXTERIOR SIDE YARD DEPTH	0.0 m	2.42 m (0.0 m after widening)
MINIMUM INTERIOR SIDE YARD DEPTH ABUTTING A RESIDENTIAL ZONE	10.0 m	N/A
MINIMUM INTERIOR SIDE YARD DEPTH ABUTTING A NON-RESIDENTIAL ZONE	3.0 m	9.69 m
MINIMUM REAR YARD DEPTH ABUTTING A RESIDENTIAL ZONE	0.0 m	N/A
MINIMUM REAR YARD DEPTH ABUTTING A NON-RESIDENTIAL ZONE	3.0 m	12.29 m
MINIMUM LANDSCAPED OPEN SPACE	15.0%	17.7%
MAXIMUM LOT COVERAGE	30.0%	29.1%
MAXIMUM HEIGHT	12.0 m	1 STOREY
MAXIMUM GROSS FLOOR AREA (m ²)	N/A	58,445.9 sq.m. 629,107 sq.ft. (excl. Garden Centre)
OFF STREET PARKING	SHOPPING CENTRE GREATER THAN 2000 sq.m 1 PER 20 sq.m. = 2390 HOME IMPROVEMENT (incl. Garden Centre) 1 PER 30 sq.m. = 437 TOTAL REQUIRED = 2827	2090 + 454 = 2544
BARRIER FREE PARKING	TOTAL REQ. SPACES - 11 + 1% OF PARKING TOTAL = 39	TYPE A = 30 TYPE B = 44
BICYCLE PARKING 7% OF REQUIRED AUTO PARKING	TOTAL REQ. 198 SPACES	1,612*

*There are an additional 1,414 bicycle parking spaces provided over the minimum 198 bicycle parking spaces required as per By-Law (Section 4.19 16)7) - Bicycle Parking incentives

This site is developing as a shopping centre. Shopping centres require parking at a rate of 1 per 20 square metres of gross leasable floor area requiring a total of 2390 vehicular parking spaces for this proposal. The home improvement store (calculated separately) requires parking at a rate of 1 per 30 square metres of gross floor area requiring 437 parking spaces. Bicycle parking is required at a rate of 7% of the vehicular requirement, totalling 198 bicycle parking spaces. Of the 2390 required vehicular parking spaces, 40 spaces are required to be barrier free.

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The proposed number of vehicular parking spaces is 2,544, which results in a total shortage of 283 spaces prior to factoring in the bicycle parking incentive. Section 4.19(16)(7) of the Zoning By-law permits up to a 10% vehicular parking reduction if additional bicycle parking spaces are provided (at the rate of 5 bicycle spaces per vehicular stall).

The current proposal is to reduce the total required vehicular parking for the site from 2,827 spaces to 2,544 spaces by optimizing the bicycle parking incentive. The proposed reduction of 283 vehicular parking spaces requires an additional 1,415 bicycle parking stalls. The location and design of the bicycle parking spaces are regulated by Section 14 of the Site Plan Design Manual, which requires them to be more convenient than the nearest vehicular parking spaces.

Vehicular and bicycle parking that is proposed for this development is illustrated below, showing the minimum number of spaces typically required based on standard Zoning regulations; and the number of spaces being provided by utilizing the bicycle parking incentives in Section 4.19(16)(7) of the Zoning By-law.

Parking - based on proposed Gross Floor Area (GFA)	Vehicle Spaces	Bicycle Spaces
Home Improvement Store	437	30
Shopping Centre	2390	168
TOTAL REQUIRED (based on standard Zoning regulations)	2,827	198
TOTAL PROVIDED (utilizing Bicycle Parking Incentives)	2,544	1,613

Does the Plan Implement the Design Policies of the SWAP?

The SWAP contains several site plan design related policies, many of which listed above. The site contains a holding provision requiring the applicant to enter into a development agreement with the City of London, to ensure that the development is consistent with the vision and policies of the Southwest Area Secondary Plan.

The general layout, access arrangement and massing of the site plan are endorsed. The plan accommodates the future Kilbourne Road extension through the site and the location of proposed buildings does not preclude the future establishment of a modified-grid road pattern, as contemplated by SWAP.

The site design polices of SWAP require pedestrian prioritization, transit-friendly development and increased landscape standards. The site features enhanced landscaping and courtyards along all street frontages without buildings, and buffering along the areas with exposed parking fields. Some additional landscaping and pedestrian-oriented design measures are needed in order to fully implement the enhanced standards required by SWAP, and satisfy relevant requirements of the Site Plan Control Area By-law.

Outstanding Items Requiring Further Discussion with the Applicant

While the proposed site plan implements many relevant Official Plan policies, Zoning regulations and Site Plan guidelines, some further revisions to the site plan drawings are needed to implement requirements of the Southwest Area Plan and Site Plan Control Area By-law, including consideration of the following:

- Eliminating or restricting ‘right-only’ turns along main drive aisles, which may interfere with pedestrian circulation;
- Provide for enhanced street orientation of buildings along Wonderland Road North and Wharncliffe Road South;

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- Confirm detailed designs for pedestrian and cycling corridors, and convenient bicycle parking locations throughout the site;
- Provide landscape and pedestrian-oriented designs abutting main vehicular entrances;
- Provide landscape strips along interior property lines and address internal site landscaping standards;
- Confirm the terms of agreement for the ownership, use and maintenance of the future Kilbourne Road alignment, which bisects the site; and
- Confirm detailed designs for off-site improvements and cost estimates for any claimable works along Wonderland Road (to be outlined in a future report).

The site plan and development agreement are required to address the outstanding matters noted above, and any additional issues that are raised by members of the public or Municipal Council. Once the site plan and development agreement are finalized in accordance with relevant provisions of the Site Plan Control Area By-law and the Southwest Area Secondary Plan, a report will be brought forward to a future PEC meeting, recommending removal of the holding provisions.

CONCLUSION

The proposed site plan has been reviewed and is considered to be generally consistent with many of the applicable policies and regulations of the Official Plan, Zoning By-Law and Site Plan Control Area By-law, subject to revisions to the plans which will address staff comments and implement relevant requirements of the Southwest Area Secondary Plan. Staff will continue to work with the applicant in an effort to address relevant requirements of SWAP and a separate report will be prepared to recommend removing the holding provisions once the site plan drawings and development agreement have been finalized.

PREPARED BY:	REVIEWED BY:
ERIC CONWAY, LANDSCAPE PLANNER, DEVELOPMENT SERVICES	LOU POMPILII, MANAGER, DEVELOPMENT PLANNING DEVELOPMENT SERVICES
RECOMMENDED BY:	SUBMITTED BY:
TERRY GRAWAY, MANAGER, DEVELOPMENT SERVICES & PLANNING LIAISON	GEORGE KOTSIFAS, P. Eng. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

cc: MHBC Planning (Attn: Carol Wiebe) 202-630 Colborne Street, London, ON N6B 2V2

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APPENDIX “1”

EXCERPTS FROM SOUTHWEST AREA SECONDARY PLAN

20.5.2 – Community Structure Plan

- i) Development patterns shall generally reflect a fine urban grid street network with a high level of connectivity.
- ii) Wonderland Road South will serve as an appealing gateway into the city and supports, through non-standard access provisions, mixed-use development that anchors the Secondary Plan Area and the broader southwestern area of the city.
- iii) Lands at, and near the “triangle” formed by Wonderland Road South, Wharnccliffe Road South and Exeter Road shall be developed as an intensive, transit-oriented, mixed-use focal area for the Community.
- iv) The arterial roads will serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area.
- viii) Utility corridors may be used to provide pedestrian and cycling linkages, that complement the transportation opportunities offered by the street network.

20.5.3.2 – Sustainable/Green Development

- i) Achieve sustainable development through features as enhanced connectivity to transit, mixed-use development, a modified grid road system. Through planning applications, proponents are encouraged to design and construct development to meet criteria for sustainable development.
- ii) As part of a complete application for development within the Southwest Planning Area, a report may be required to identify how the applicant has endeavoured to incorporate sustainability/green development in accordance with this policy.

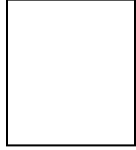
20.5.3.6 Natural Heritage

- iii) Tree Planting Standards and Stewardship Practices
 - a) All landscape plans for new development within the Southwest Area Secondary Plan shall comply with tree planting standards and other tree canopy cover targets established for each land use in the Urban Forest Strategy.
 - b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along local streets.
 - e) Encourage the use of large stock tree-planting for development adjacent to arterial roads. The use of planting technologies and standards to provide for long term and sustainable growth is encouraged.

20.5.3.8 Transportation

Transportation network within this Plan consists of Arterial, Primary and Secondary Collector roads. Local streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The local street pattern will provide an organizing structure for each of the Neighbourhood areas.

- i) General Policies
 - a) Street patterns are to support pedestrian-oriented development patterns, transit, cycling and walking.
 - b) Traffic controls, including signalization and turning movements, and street frontages that may be subject to full or partial on individual driveway access, shall be identified as part of part of traffic studies required for a complete subdivision or site plan application.



- c) Special design treatments shall be implemented in appropriate locations, on local and secondary collector streets, to slow or restrict traffic movements and place a priority on pedestrian movements.
- d) In absence of specifically prepared design guidelines, the City's Urban Design Guidelines shall be utilized.
- e) To establish an organized structure for the present and future development for lands within the "Wonderland Road Community Enterprise Corridor" land use designation, local street connections shall be established perpendicular to Wonderland Road South for the full width of the blocks adjacent to both the east and west sides of Wonderland Road South as part of the development or redevelopment of any lands within the Wonderland Road Community Enterprise Corridor. The City may enter into an encroachment agreement with the property owner for the use of the local street right-of-way in advance of its development as a local street. The property owner may enter into an agreement with the City to convey a future local street right-of-way when it is required for road development.

20.5.3.9 – Urban Design

i) Development Design Policies

- a) Wonderland Boulevard shall be designed in a form that is compact, pedestrian oriented and transit friendly. Mixed-use development will be encouraged.
- b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed-use areas (rather than isolated single-use complexes)
- c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support the integration of and long term viability of transit service.
- g) Building densities and land uses located along transit routes are to be designed to support transit and the users of those services.
- i) Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances. Development adjacent to such connection shall provide an active building façade (50 percent of the length of the pedestrian connection).

iii) Buildings and Site Design

- b) Commercial development is encouraged to be in a "main street" format where retail and services commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. Design to create this format includes consideration of location of principal public entrances, the location of primary windows and signage, use of awnings, canopies arcades, or front porches, relationship of the stories to the pattern of streets and blocks of which they are a part, and other design considerations. Buildings shall have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with parking provisions in subsection g) of this policy.
- d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.
- g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility through measures related to screening, parking location in relation to buildings, and building location and orientation.
- h) All commercial development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments.

20.5.6 – Wonderland Boulevard Neighbourhood

i) Function and Purpose

The Wonderland Road Community Enterprise Corridor land use designation and policies for the Wonderland Road South corridor between Southdale Road West and Hamlyn Street create opportunities for a broad mix of commercial, office, residential and institutional uses. The Plan also provides for a mix of medium and low density housing forms at a higher than usual level of intensity in this Neighbourhood Area. Range and intensity of permitted uses support a higher order transportation corridor along Wonderland Road South, consistent with the Province of Ontario "Transit Supportive Guidelines".

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ii) Character

Wonderland Road South may be designed to provide enhanced landscaping to contribute to a high degree of pedestrian amenity. Where appropriate, specific building setbacks and site design strategies adjacent to Wonderland Road South will be encouraged to facilitate a visually pleasing, tree lined gateway into the Forest City.

(Note: Facilitation of a tree lined gateway into the city is consistent with Council's strategic priorities to plant more trees. (Building a Sustainable City, 3C) and with the Urban Forest Strategy.)

To provide for a mix of commercial, office, residential and institutional land uses within the corridor without allocating those uses to a specific location within the corridor.

20.5.6.1 – Wonderland Road Community Enterprise Corridor

i) Intent

The designation is intended to provide for a wide range of large scale commercial uses, medium scale office development, high density residential uses, and institutional uses. Both stand-alone and mixed-use developments are permitted.

It is anticipated that the area may redevelop over time, such that new mixed-use developments or reformatted commercial development may occur. In order to provide for these redevelopment opportunities, a grid pattern of development shall be encouraged through the provision and dedication of local roads and/or right of ways aligned perpendicular to Wonderland Road South for the lands designated as Wonderland Road Community Enterprise Corridor. In advance of redevelopment, this grid pattern will establish an organizing structure for the land uses permitted within the designation.

ii) Permitted Uses

Permitted commercial uses include those outlined in the "New Format Regional Commercial Node" designation in the Official Plan. Permitted uses also include certain types of offices, high density residential uses and institutional and public uses. Mix of permitted uses within a single building is permitted and encouraged.

iii) Development Pattern/Local Street Connections

To establish an organizing structure for the present and future development of the lands within the "Wonderland Road Community Enterprise Corridor" the policies in 20.5.3.8 i) j) shall apply. Local street right-of-ways may be dedicated for any development or redevelopment within the Wonderland Road Community Enterprise Corridor. The dedication shall occur as a condition of a plan of subdivision or consent. Where the development or redevelopment of the site is subject to site plan control, land area dedicated to the city for right-of-way will be included in the lot area calculation permitted density, coverage and floor area.

v) Built Form and Intensity-Commercial Development

- a) Commercial development for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres gross floor area. For the purposes of this limit, this shall not include those lands generally located north of the Bradley Avenue extension that are currently developed or are approved/under construction as of October, 2012.
- b) Commercial built form shall be of a low to mid-rise height.

x) Allocation of Commercial and Office Development

To ensure that the limits on commercial and office development are not allocated to development that is imminent or near-term, applications for Zoning By-law amendments for commercial and/or office development on lands within the Wonderland Road Community Enterprise Corridor shall be considered premature if the required municipal infrastructure to support the development is not scheduled to be provided within three years of the date of the application.

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E. Conway
File No: SP15-009327

Bibliography of Information and Materials

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