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File: Z-8681
Planner: B. Debbert

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 2116782 ONTARIO INC. (SUNGJE PARK) 607 WELLINGTON ROAD PUBLIC PARTICIPATION MEETING ON NOVEMBER 14, 2016

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application of 2116782 Ontario Inc. (Sungje Park) relating to the property located at 607 Wellington Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 22, 2016 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Highway Service Commercial (HS2) Zone, **TO** a Highway Service Commercial Special Provision (HS2(_)) Zone.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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None.

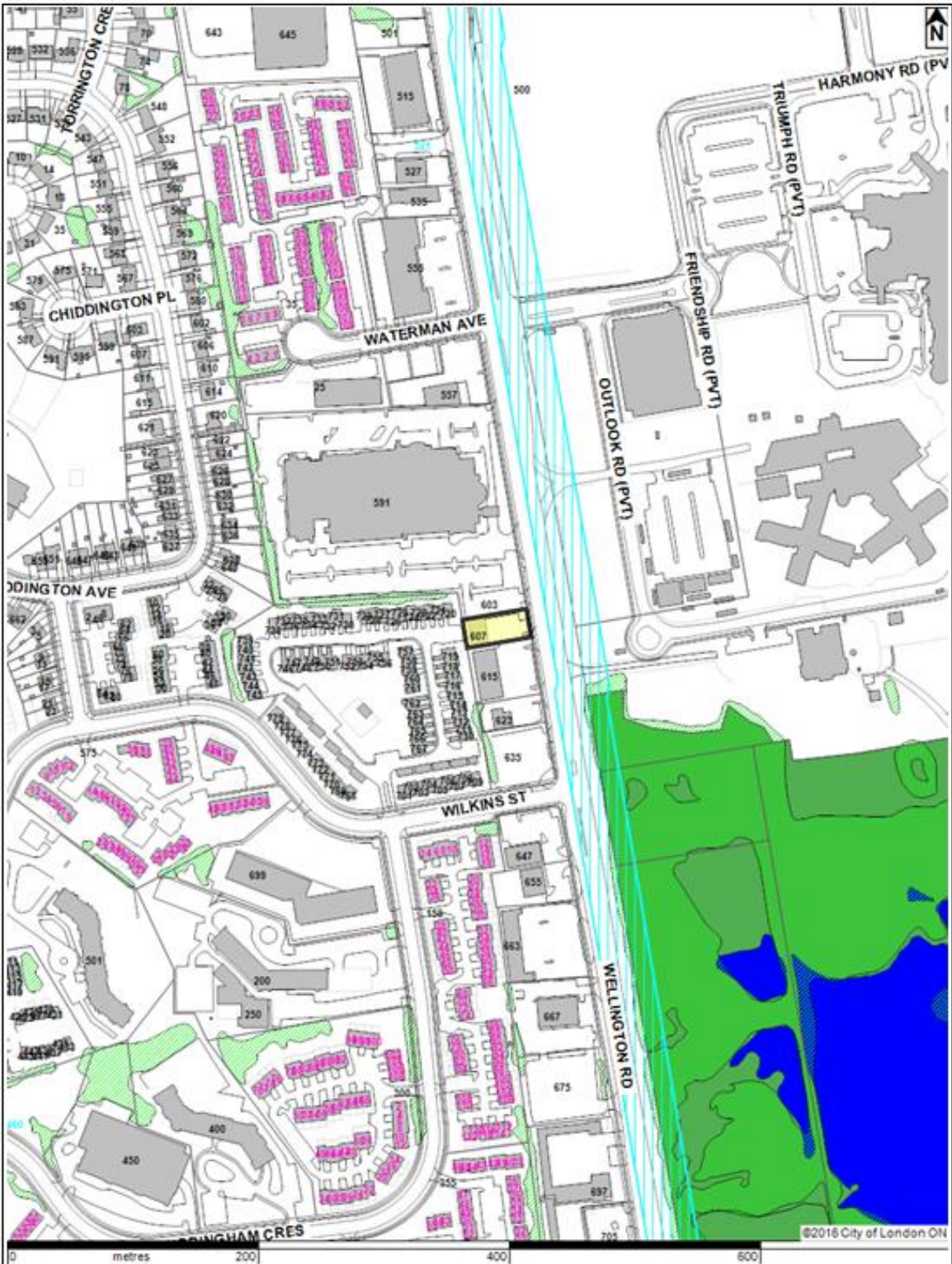
PURPOSE AND EFFECT OF RECOMMENDED ACTION

The recommended Zoning By-law amendment will permit offices, medical/dental offices, clinics, laboratories, retail stores, and liquor, beer and wine stores, in addition to the other existing permitted uses on the site. The recommended by-law includes an additional special provision to recognize the existing parking spaces, lot frontage and building setbacks for the site.

RATIONALE

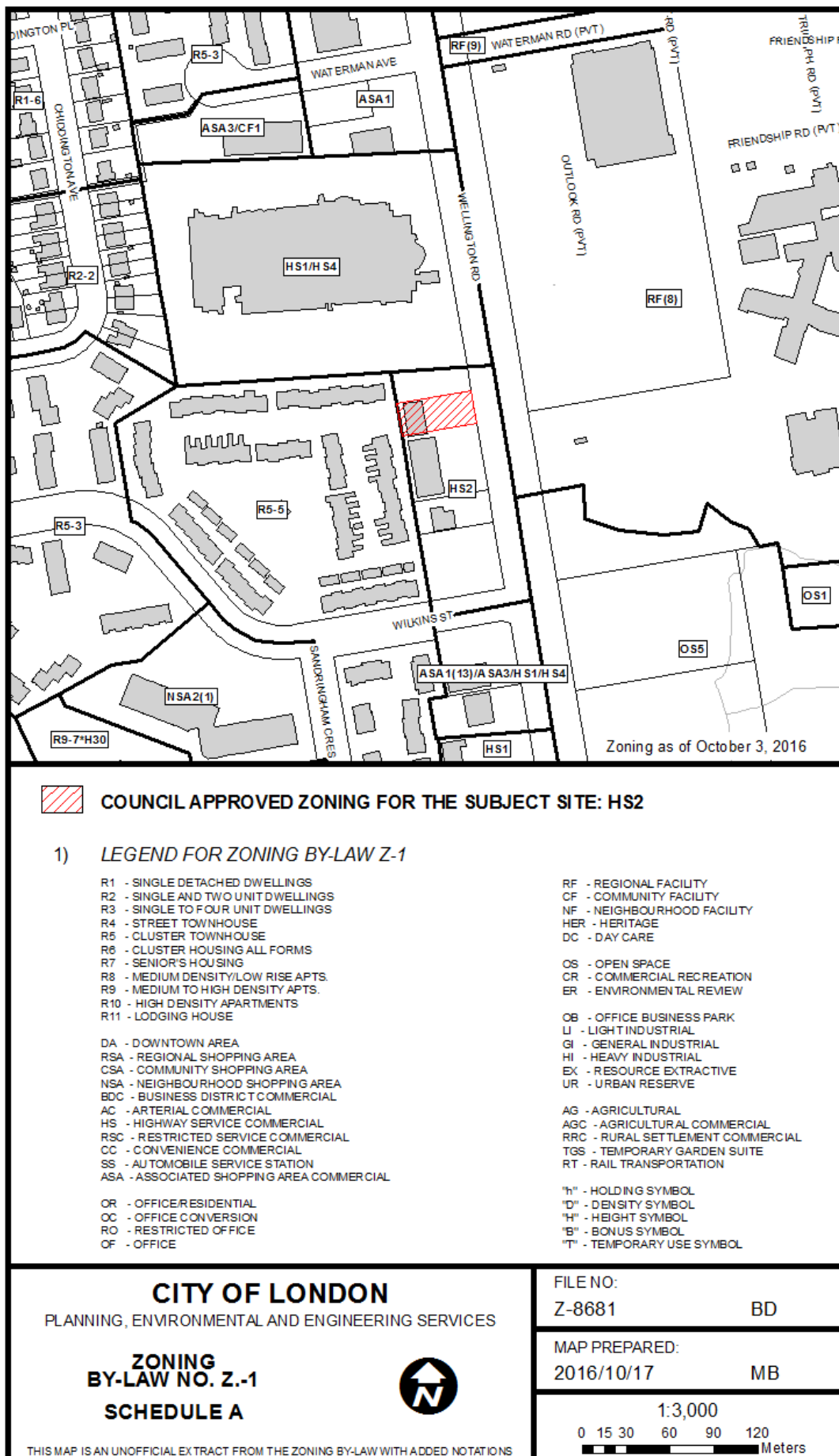
1. The recommended Zoning By-law amendment is consistent with the Provincial Policy Statement 2014, which encourages healthy, livable and safe communities by promoting efficient and cost-effective development and land use patterns within settlements areas, and accommodating an appropriate range and mix of residential, employment and recreational uses to meet long-term needs.
2. The recommended amendment is in keeping with the policies for secondary permitted uses for the Auto-Oriented Commercial Corridor designation of the Official Plan.
3. The recommended zone increases the opportunities to establish new commercial uses in vacant units within an existing commercial plaza, which have similar impacts to existing uses, and are compatible with the existing commercial uses and surrounding neighbourhood.
4. The recommended special provision recognizes the existing lot frontage, building location and parking area as being suitable to accommodate the needs of the permitted land uses, provided those uses occur within the existing building.
5. The recommended Zoning By-law amendment is in keeping with the permitted land uses for the applicable Rapid Transit Corridor Place Type of The London Plan. The recommended amendment will not inhibit the future redevelopment of the land, on its own or in conjunction with neighbouring lands, to meet the intensity and form policies of the Plan.

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LOCATION MAP	LEGEND
Subject Site: 607 Wellington Rd	Subject Site
Applicant: Gary Blazak, RPP, MCIP	Parks
File Number: Z-8681	Assessment Parcels
Planner: Barb Debbert	Buildings
Created By: Barb Debbert	Address Numbers
Date: 2016-09-02	
Scale: 1:3700	
Corporation of the City of London Prepared By: Planning and Development	

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BACKGROUND

Date Application Accepted: August 31, 2016	Agent: Gary Blazak, RPP, MCIP
<p>REQUESTED ACTION: Change Zoning By-law Z.-1 from a Highway Service Commercial (HS2) Zone which permits animal hospitals, restricted automotive uses, convenience service establishments, convenience stores, duplicating shops, financial institutions, personal service establishments, restaurants, video rental establishments, brewing on premises establishments, automobile repair garages and taxi establishments, to a Highway Service Commercial Special Provision (HS2(3)) Zone which permits offices, medical/dental offices, clinics, laboratories, retail stores and liquor, beer and wine stores, in addition to the other existing permitted uses on the site.</p> <p>The application was amended on October 5, 2016 to request a special provision to recognize the existing parking for the site.</p>	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – 3-unit commercial plaza • Frontage – 22.87 metres • Depth – 51.8 metres • Area – 1184.5 square metres • Shape - rectangular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Lamplighter Inn • South - automobile service centre • East - London Health Sciences St. Joseph's Health Care • West - Townhouses

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • Auto-Oriented Commercial Corridor
EXISTING ZONING: (refer to Zoning Map)
<ul style="list-style-type: none"> • Highway Service Commercial (HS2)

PLANNING HISTORY

The existing building was constructed on the site for the purposes of a single storey commercial building following the registration of a development agreement between the City and the owner at that time.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Engineering

Transportation Division

A road widening dedication of 24.0m from centre line is required along Wellington Road. Wellington Road has been identified as a rapid transit corridor in the ongoing rapid transit Environmental Assessment (EA), in the future the access may be restricted.

Wastewater and Drainage Engineering

No Comment

Water Engineering

Water Engineering has no comments at this time which would affect the rezoning application; adding office uses to an existing Highway Service Commercial zone shouldn't materially increase demand. Ultimately the subject site is located within the Westmount/Pond Mills high-level water system service area and will need to be serviced accordingly (250mm diameter main on Wellington Road); detailed water servicing comments would be provided through a future site plan application.

Cycling Advisory Committee

No comment

Upper Thames River Conservation Authority

No objection.

<div> <div>PUBLIC LIAISON:</div> </div>	<div> On September 14, 2016, Notice of Application was sent to 85 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on September 15, 2016. A “Possible Land Use Change” sign was also posted on the site. </div>	<div> 1 reply was received </div>
<div> <div>Nature of Liaison:</div> <div> Change Zoning By-law Z.-1 from a Highway Service Commercial (HS2) Zone which permits animal hospitals, restricted automotive uses, convenience service establishments, convenience stores, duplicating shops, financial institutions, personal service establishments, restaurants, video rental establishments, brewing on premises establishments, automobile repair garages and taxi establishments, to a Highway Service Commercial Special Provision (HS2(3)) Zone which permits offices, medical/dental offices, clinics, laboratories, retail stores and liquor, beer and wine stores, in addition to the other existing permitted uses on the site. </div> <div> The City may also consider special zoning provisions to recognize existing site conditions, such as lot frontage, building setbacks from property lines, and parking. </div> </div>		
<div> <div>Responses:</div> <div> The respondent, a potential tenant, supported the application. </div> </div>		

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ANALYSIS

Subject Site

The subject site is a 0.12 ha property located on the west side of Wellington Road, immediately south of the parking lot for the Lamplighter Inn and several properties north of Wilkins Street. A three unit, single-storey, 292.6 square metre commercial plaza has existed on the site since 1979. The northerly two units are occupied by Liberty Tax Service and BioPed. The applicant indicates that the southerly unit, having an area of 111.5 square metres, has been vacant since 2014. The site shares a joint access with the automotive uses located to the immediate south. Wellington Road accommodates an average daily traffic volume of 48,000 vehicles.



Nature of the Proposal

The applicant has requested an increase in the range of permitted uses in order to improve the commercial viability of the site. This would be achieved by rezoning the land from the Highway Service Commercial (HS2) Zone to the existing Highway Service Commercial Special Provision (HS2(3)) Zone for the addition of offices, medical/dental offices, clinics, laboratories, retail stores, and liquor, beer and wine stores to the existing list of permitted uses. The existing permitted uses on the site include animal hospitals, restricted automotive uses, convenience service establishments, convenience stores, duplicating shops, financial institutions, personal service establishments, restaurants, video rental establishments and brewing on premises establishments. No changes are proposed to the exterior of the building or the parking lot/open space areas of the site.

Provincial Policy Statement

The *Provincial Policy Statement* (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is intended to be read in its entirety and the relevant policies are to be applied to each situation. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent” with policy statements issued under the Act.

The PPS encourages healthy, livable and safe communities which are sustained by promoting

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efficient and cost-effective development and land use patterns within settlement areas, and accommodating an appropriate range and mix of residential, employment and recreational uses to meet long-term needs (Section 1.1.1). It promotes economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (Section 1.3.1).

The subject property is the site of an existing commercial building which is currently underutilized, located within an existing settlement area. Improving the commercial opportunities within this building will enhance the mix of commercial uses and vitality of the commercial corridor, and efficiently use existing infrastructure, public service, and transit facilities. The site is suitable for small-scale commercial and office employment uses and the recommended additional uses can support the needs of existing and future businesses.

1989 Official Plan

The current Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

Objectives

The Planning Objectives for all Commercial Land Use Designations in London include, among others, the promotion of the *“orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers; and to minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads.”* (Section 4.2.1)

Function

The subject property is designated Auto-Oriented Commercial Corridor in the Official Plan. The Plan indicates that *“Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single-purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area.”* (Section 4.4.2)

“The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development.” (Section 4.4.2.3)

Permitted Uses

Permitted uses in the Auto-Oriented Commercial Corridor designation include *“hotels, motels, automotive uses and services, commercial recreation establishments, restaurants, sale of seasonal produce, building supply outlets and hardware stores, furniture and home furnishing stores, warehouse and wholesale outlets, self-storage outlets, nursery and garden stores, animal hospital or boarding kennels, and other types of commercial uses that offer a service to the travelling public.”* Secondary uses which serve employees of the adjacent employment area, including, among others, a limited amount and range of retail uses and medical and dental offices and clinics and other offices, may also be permitted in appropriate locations. (Section 4.4.2.4)

Form/Intensity

“Auto-Oriented Commercial Corridors vary considerably in their mix of existing uses, lot sizes and scale of development. The Zoning By-law will contain minimum lot frontage, site area and depth requirements so as to direct any future development to sites which can accommodate appropriate setbacks, on-site parking and landscaped areas. The clustering of smaller uses in an integrated

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form with common driveways and parking areas may be required.” (Section 4.4.2.6) The Plan states that “Small shopping centres may be developed to accommodate secondary permitted uses which serve employees of the adjacent employment areas. Such centres will be limited to a size range consistent with the Neighbourhood Commercial Node designation.” (1,000 to 13,000 square metres)(Sections 4.4.2.6.6 and 4.3.8.5). “The height and scale of office buildings in the designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses and which does not exceed a neighbourhood scale of development, approximately 2000m² in size.” (Section 4.4.2.6.7)

Design

“Commercial corridors should be developed and maintained in accordance with the general urban design principles of the Official Plan and in accordance with the Commercial Urban Design Guidelines.” Design considerations include matters such as the building design, massing, siting, relationship to the street and other uses, lighting and vehicular access points. (Section 4.4.2.8)

Design criteria are generally applied to new development and are difficult to impose on existing properties where no physical changes to the site are proposed and site plan approval is not required, as is the case for this application.

Planning Impact Analysis

“Zoning By-law amendments are subject to a Planning Impact Analysis based on appropriate criteria applied on the basis of potential impacts on surrounding land use designations.” Relevant criteria in this instance, relate to:

- *“Compatibility of the proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;*
- *The size and shape of the parcel and the ability of the site to accommodate the intensity of the proposed use;*
- *The supply of vacant land in the area which is already designated and/or zoned for the proposed use;*
- *The likely impact of any additional traffic generated by the site on City streets, pedestrian and vehicular safety and on surrounding properties;*
- *The location of vehicular access points and co-ordination of access and traffic circulation between adjacent sites; and,*
- *The exterior design in terms of bulk, scale and layout of buildings, and the integration of these uses with present and future land uses in the area and its conformity with the City’s commercial urban design guidelines.” (Section 4.5)*

Policy Discussion

The recommended use of the existing building for office, retail, and related uses will provide for the clustering of similar uses within the existing building and along the commercial corridor, and allow for an expanded range of commercial uses to satisfy the shopping and service needs of the employees of the adjacent employment areas, supporting the general objectives for commercial designations in the Official Plan. The recommended uses represent orderly distribution and development that makes use of existing services and the transportation and transit network. The recommended expanded range of uses also contributes to the vitality of the commercial corridor, by facilitating an effective re-use of existing commercial space.

The subject site is located approximately mid-point in a commercial area which extends almost continuously from the Community Commercial Node on three corners at Wellington Road and Base Line Road East, and along the west side of Wellington Road to Nadine Avenue, north of Southdale Road East. Substantial additional commercial development exists along Wellington Road south of Southdale Road East, which is considered to be part of the major regional commercial centre that includes, among other sites, White Oaks Mall. Permitted land uses in this regional commercial area include a broad range of retail and service commercial uses. This regional commercial area is expected to attract large-scale retail uses and small to medium scale offices at appropriate locations. (Wellington Road Corridor – Section 4.4.2.11 3))

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The lands fronting Wellington Road that are within the Auto-Oriented Commercial Corridor designation include an existing broad range of land uses in plazas or single-use buildings of various sizes, including automotive services, retail use, financial services, a wine store, pharmacies, offices, medical/dental offices and medical supply stores, take-out and eat-in restaurants, grocery stores, motels and hotels. The community commercial node to the north includes similar uses, primarily located within larger commercial plazas or shopping centres on large properties which provide greater opportunities for larger floorplates contained within a single commercial unit. Uses that more typically locate along commercial corridors and cater to the travelling public, such as automotive services, medical supply stores and motels and hotels are not found within the community commercial node.

The existing building on the subject site has a very small gross floor area (292.6m²), approximately one-third of the lower end of the range for small shopping centres to accommodate secondary land uses within the Auto-Oriented Commercial Corridor supported by the Plan. The small site, the small scale of the building itself and the size of the individual units within the building, would make the site unsuitable for many of the types of uses typically encouraged to locate within the Auto-Oriented Commercial Corridor designation by reason of their building form, site area, access or exposure requirements. Conversely, the small size of the existing building and the units within it will limit the additional amount and range of retail uses facilitated by the recommended amendment. The expanded range of uses and re-use of an existing unit does not pose a threat to the planned function, stability and vitality of the nearby community and regional commercial nodes. While the recommended retail use broadly defined and is not scoped down to a limited range of specific retail uses, the recommended amendment is in keeping with the general intent of the function and permitted uses policies for the Auto-Oriented Commercial Corridor designation given that the size of the site and building will inherently limit the amount of retail uses. Possible future land consolidation and redevelopment of the site would be subject to a review of the appropriateness of proposed land uses within the new context, along with the application of the relevant urban design guidelines.

The land uses adjacent to the subject site include the Best Western hotel and related restaurants, the London Health Sciences Centre, automotive services and townhouse residential units. The recommended new uses are intended to be limited to units located within the existing commercial plaza and are not expected to create additional exterior impacts such as noise, odours, litter, lighting or traffic impacts. The recommended new uses are compatible with the surrounding land uses and will not have an impact on present and future land uses in the area.

The recommended uses are consistent with existing uses along Wellington Road within the Auto-Oriented Commercial Corridor, are compatible with neighbouring land uses, and will serve vehicular traffic from both a local and broader market. They are consistent with the policies of the Plan encouraging the clustering of uses that having similar functional characteristics and requirements. As it re-uses an existing building, the recommended expanded range of uses avoids the extension of strip commercial development.

The recommended new uses are intended to be accommodated within the existing building and have similar parking ratios as the existing list of permitted uses. As such, the site is capable of accommodating the intensity of the recommended new uses.

With respect to the existing supply of vacant land in the area, a review of the Zoning By-law and a windshield survey of commercial uses fronting on Wellington Road within the Auto-Oriented Commercial Corridor indicated that while several properties are zoned for one or more of the recommended land uses, there are relatively few vacancies in the existing buildings on these properties. There is also one vacant parcel that is zoned for most of the recommended uses but which would require a building to be constructed before it could be occupied for commercial purposes. There are a significant number of unit vacancies in the community commercial node to the north, in particularly in the shopping centre at the north-east corner of Wellington Road and Base Line Road East; however it is possible these vacancies are attributable to the uncertainty around the possible rezoning and redevelopment of this plaza through Planning File No. Z-8508, which is currently “on hold” at the request of the applicant.

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The site currently shares an access to Wellington Road with the automotive services centre located to the immediate south, providing for the appropriate location of vehicular access points and the co-ordination of access and traffic circulation between the adjacent sites. Wellington Road is an arterial road experiencing a significant volume of traffic at most times. The re-use of a unit in the existing building for one of the recommended uses is unlikely to create a significant increase in traffic generated by the site or have a negative impact on pedestrian and vehicular safety on the site, the street, or on surrounding properties.

The London Plan

The subject site is located within the Rapid Transit Corridor Place Type, which permits a broad range of residential, retail, service, office, cultural and institutional uses. These uses are encouraged to be located in mixed-use buildings, with retail and service uses located fronting the street at grade. The recommended range of land uses for the site is in keeping with the intent of the Plan. From an intensity and form perspective, the long-term intent of this Place Type and City Design policies of the Plan is to see the accommodation of such uses in buildings of a minimum height of 2 storeys up to 8 storeys (up to 12 storeys with Type 2 Bonus provisions), located close to the street in order to support a pedestrian-oriented environment and the transit network. While the current building does not support the longer-term vision for this area, allowing the recommended uses within the existing building has shorter-term benefits to the City by increasing opportunities for vacant units to be utilized.

Zoning By-law

The subject property is currently in the Highway Service Commercial (HS2) Zone. The Highway Service Commercial Zone variations are normally intended to implement the Auto-Oriented Commercial Corridor designation, along with the Associated Shopping Area Commercial Zone variations. Highway Service Commercial and Associated Shopping Area Commercial zones are found on many properties within the Auto-Oriented Commercial Corridor designation along Wellington Road, permitting various combinations of both the existing and recommended additional land uses proposed for the subject site. The existing Highway Service Commercial (HS2) Zone permits animal hospitals, restricted automotive uses, convenience service establishments, convenience stores, duplicating shops, financial institutions, personal service establishments, restaurants, video rental establishments and brewing on premises establishments. The recommended Zoning By-law amendment will add offices, medical/dental offices, clinics, laboratories, retail stores, and liquor, beer and wine stores to the list of permitted uses. All of these uses are considered appropriate for the subject site, provided they are limited to within the existing building.

The addition of these land uses is not expected to have an impact on the ability of the site to accommodate the uses. The site accommodates 21 parking spaces which are believed to have been laid out at the time of site plan approval in 1979. The Highway Service Commercial (HS2) Zone allows a range of commercial uses with parking rates ranging from 1 space per 6 square metres of gross floor area, to 1 space per 45 square metres of gross floor area. The recommended additional permitted uses lie within the higher end of parking requirements ranging from 1 space per 15 square metres of gross Floor Area, to 1 space per 45 square metres of gross floor area. Depending on the combination of uses in the building, the number of parking spaces required for the site could range from approximately 7 to 49 parking spaces. It is unlikely either extreme would be reached, and the site appears to have operated efficiently with the existing number of parking spaces. The recommended Zoning By-law amendment includes a new regulation requiring the number of parking spaces to remain “as existing” to ensure that the new uses are able to locate in the building without minor variances for the parking requirements.

The lot frontage and existing location of the building close to the north and south interior side yards is considered non-conforming, however have been included in the Zoning By-law amendment for future clarity. Limiting the reduced building setbacks, lot size and parking requirements to the existing building will ensure that the City will have an opportunity to encourage land consolidation and apply the appropriate site requirements should the land be redeveloped in the future.

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CONCLUSION

The recommended Zoning By-law amendment provides for additional permitted uses that are compatible with surrounding land uses, provides a service to surrounding neighbourhoods and passing motorists, and provides an opportunity for the repurposing of existing infrastructure. No negative impacts on the surrounding area are anticipated. Zoning special provisions allow the new uses to be established in the context of the existing building and site amenities, while ensuring redevelopment of the site will be subject to a new consideration of appropriate uses, site and urban design requirements.

PREPARED BY:	SUBMITTED BY:
<div></div>	<div></div>
BARB DEBBERT, SENIOR PLANNER CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
<div></div>	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

October 27, 2016
BD/
“Attach”
Y:\Shared\implemen\DEVELOPMENT APPS\2016 Applications 8573 to\8681Z - 607 Wellington Rd (BD)\Report to Planning Committee.docx

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

<u>Telephone</u>	<u>Written</u>
Peter Broadbent 1470 Dundas Street East London ON N5W 3B9	

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Bibliography of Information and Materials
Z-8681

Request for Approval:
City of London Zoning By-law Amendment Application Form, completed by Gary Blazak, dated August 3, 2016 and received August 5, 2016, and amended August 24, 2016.

Reference Documents:
Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. The London Plan. Council adopted June 23, 2016.

City of London. *Zoning By-law No. Z-1*, May 21, 1991, as amended.

Correspondence: (all located in City of London File No. Z-8681 unless otherwise stated)

Salton, A., City of London Manager of By-law Enforcement. Various e-mails with B. Debbert September 6, 2016 to October 14, 2016.

Creighton C., UTRCA. Letter to B. Debbert. September 22, 2016.

Lambert, B., City of London Engineering. Memo to B. Debbert, October 4, 2016.

Martin, J., City of London Cycling Advisory Committee. E-mail to B. Debbert, October 12, 2016.

Other:
Site visit October 17, 2016 and photographs of the same date.

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2016

By-law No. Z.-1-16_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 607
Wellington Road.

WHEREAS 2116782 Ontario Inc. (Sungje Park) has applied to rezone an area of
land located at 607 Wellington Road, as shown on the map attached to this by-law, as set out
below;

AND WHEREAS this rezoning 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 607 Wellington Road, as shown on the attached map comprising part of Key Map
No.A107, from a Highway Service Commercial (HS2) Zone to a Highway Service
Commercial Special Provision (HS2()) Zone.
- 2) Section Number 27.4 of the Highway Service Commercial (HS) Zone is amended by adding
the following Special Provision:
-)

HS2()

607 Wellington Road

a)

Additional Permitted Uses

i)

Offices in the existing building;

ii)

Medical/Dental Offices in the existing building;

iii)

Clinics in the existing building;

iv)

Laboratory in the existing building;

v)

Retail Stores in the existing building; and,

vi)

Liquor, beer and wine stores in the existing building.

b)

Regulations

i)

Lot frontage (existing building)

22.8 metres

(Minimum)

ii)

Interior Yard (existing building)

0 metres

(Minimum)

iii)

Parking

As existing to serve the building

(Minimum)

existing on the date of passing of

the by-law.
- The inclusion in this By-law of imperial measure along with metric measure is for the purpose of
convenience only and the metric measure governs in case of any discrepancy between the two
measures.
- This By-law shall come into force and be deemed to come into force in accordance with Section
34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or
as otherwise provided by the said section.
- PASSED in Open Council on November 22, 2016.
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Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - November 22, 2016
Second Reading – November 22, 2016
Third Reading - November 22, 2016

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



File Number: Z-8681
Planner: BD
Date Prepared: 2016/10/17
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE



1:2,000

0 10 20 40 60 80 Meters



Geocbase