

# PLANNING **JUSTIFICATION REPORT**

May 2012 / File 1094 'F'

## **1830145 Ontario Limited**

1761 Wonderland Road North  
London



**MHBC**

PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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## EXECUTIVE SUMMARY

This Planning Justification Report is prepared in support of a proposed retail-commercial development by 1830145 Ontario Limited (York Developments). The property, 1761 Wonderland Road North, measures approximately 1.07 hectares (2.64 acres) and is located at the northwest corner of the intersection of Wonderland Road North and Fanshawe Park Road West, in the City of London ("Site").

The preliminary development concept comprises approximately 34,445 sq. ft. (3,200 sq. m.) of retail uses. It is anticipated that the Site would be used for a supermarket.

This report is submitted in support of applications to re-designate the lands from 'Office Area' to 'Neighbourhood Commercial Node' and 'Neighbourhood Commercial Node Special Policy Area' under the City of London Official Plan. In conjunction, an application was made to amend Zoning By-law No. Z.-1 from Holding Restricted Office (h-17\*RO2) Zone to a Holding Neighbourhood Shopping Area Special Provision (h-17-h-103-h-()NSA5 ( )) Zone.

In support of this application, the following additional studies were undertaken:

- Supermarket Demand and Impact Evaluation prepared by Robin Dee & Associates, dated April 2012;
- Transportation Impact Study, prepared by Dillon Consulting, dated May 2012;

The subject property is well suited for commercial development with direct frontage along Wonderland Road North and in close proximity to the intersection of two major arterial roads - Wonderland Road and Fanshawe Park Road. The Site is situated across Wonderland Road from an existing shopping centre that includes a Shoppers Drug Mart, No Frills supermarket, and a number of retail commercial uses. The lands to the north contain a number of small scale office uses. Lands along Fanshawe Park Road generally comprise retail commercial and service commercial uses including a gas station, paint store, self storage and furniture store. A number of office related uses are also located along Fanshawe Park Road.

On a broader scale, the lands to the south are primarily developed as established residential neighbourhoods while the lands to the north are newly emerging residential neighbourhoods.

The applications are consistent with the provisions of the 2005 Provincial Policy Statement and represent an opportunity to provide an appropriate range and mix of land uses within an urban area. Wonderland Road is a major arterial road that carries high volumes of traffic and is ideally suited for commercial development.

The applications are also consistent with the policies of the City of London Official Plan, in particular those policies in Chapter 4 – Commercial Land Use Designations and Chapter 11 – Urban Design Principles which are discussed in greater detail in this report.

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## 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by 1830145 Ontario Limited (“York Developments” or “York”) to assist with applications to amend the City of London Official Plan (the “Official Plan”) and City of London Zoning By-Law (the “Zoning By-Law”) for commercial uses.

This Planning Report has been prepared for submission to the City of London and includes the following:

- An introduction and general description of the subject lands, surrounding uses and existing conditions to provide an understanding of the locational context;
- A description of the overall concept of the proposed development, including land use and parking;
- A review of existing policy framework (Provincial and City) in relation to the proposed development and assessment of conformity with the Provincial Policy, City Official Plan and Zoning By-law;
- A summary of findings as they relate to traffic and market impacts;
- Consideration and integration of recommendations and conclusions from the transportation and market impact reports.

The development will be comprised of approximately 34,445 sq. ft. (3,200 sq.m.) of retail space. The site layout has been designed with the building mass oriented along Wonderland Road North and parking/loading areas situated behind. One access drive is proposed off Wonderland Road North and additional access is obtained to Fanshawe Park Road through a legal right of way over abutting lands to the west.

As part of this planning analysis, the following documents were reviewed:

- 2005 Provincial Policy Statement (PPS)
- City of London Official Plan
- City of London Zoning By-law Z-1
- Fox Hollow Community Plan
- Sunningdale Community Plan

In addition to a review of these documents, we undertook an analysis of the subject lands and surrounding area. Our analysis has confirmed that the following applications are required to permit the proposed commercial development:

APPLICATION	APPROVAL AUTHORITY
Official Plan Amendment ( to Neighbourhood Commercial Node and Neighbourhood Commercial Node Special Policy Area)	City of London

Zone Change Amendment (to Holding Neighbourhood Shopping Area Special Provision)	City of London
Site Plan (future application)	City of London

## 2.0 LOCATION, SITE DESCRIPTION AND SURROUNDING LAND USE

The Site is legally described as Part 2 and Part of Part 1, 33R-7213, also known as Part of Lot 21, Concession 5. The municipal address is 1761 Wonderland Road North, London.

The Site is comprised of a single parcel of land located on the west side of Wonderland Road North, just north of Fanshawe Park Road West. The property measures 1.07 hectares (2.64 ha) and is rectangular in shape. There is currently a single detached dwelling and a detached garage on the property. The site location is illustrated in **Figure 1**.

The property is surrounded by the following land uses:

- TO THE NORTH:** Bell Canada utility building, hydro transmission towers; Office buildings including RWAM Insurance, WCS and PIB Programmed Insurance, and Tempurpedic Canada.
- TO THE EAST:** Existing shopping plaza including a number of retail and service commercial uses such as Shoppers Drug Mart, No Frills supermarket, Bark & Fitz pet store, Sunningdale Dental Care, Starbucks, Anstett Jewelers, Rogers, Co-Operators Insurance
- TO THE SOUTH:** Mein Street restaurant, North London Dental, Reactive Physiotherapy, Post Net, paint store, Mastermind toy store;
- TO THE WEST:** Lighthouse Inn & Black Pearl Bar, Storage & Moving Solutions, Austin of Taylor temporary clearance centre, Regisian Rugs, furniture store, vacant lands;





LEGEND


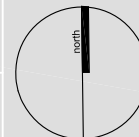
 SUBJECT LANDS

Figure 1  
Location  
Context Map

  
 PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE  
 MHBC PLANNING  
630 COLBORNE STREET,  
 SUITE #202  
 LONDON, ON, N6B 2V2  
 P: 519 858 2797 F: 519 858 2920  
 WWW.MHBCPLAN.COM

DATE: May 15, 2012

SCALE 1 : 2,000



P:\1094\F\Graphics\  
 Figure 1 -Location Context Map - May 15 2012

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### **3.0 DESCRIPTION OF THE PROPOSAL**

York proposes to develop the Site for retail purposes. The preliminary concept plan (**see Figure 2**) illustrates a building of approximately 34,445 sq. ft (3,200 sq. m.) to be used for retail uses. At present no defined use is confirmed however it is anticipated that a supermarket would locate on site.

A total of 176 parking spaces are provided on the Site as illustrated on the concept plan. Two access points are proposed along Wonderland Road North. The applicant is proposing that the northerly driveway be a one-way driveway used for right out and left out access. In addition, the applicant has secured a right of way across lands to the south at 655 Fanshawe Park Road West to provide right in, right out access on the south side of the proposed store. Additional access is provided to the west at 685 Fanshawe Park Road West to provide full access (including trucks) to Fanshawe Park Road.

When the application was originally considered in 2010, two concepts were prepared to illustrate how the site could be developed. The main distinction between the two concepts was the location of the building and orientation of the parking areas. The preferred concept plan orientates the building adjacent to the Wonderland Road frontage to create a strong street presence. The parking and loading areas are located away from the street in keeping with the City's urban design objectives.

In response to concerns identified about the building mass, staff recommended that additional urban design considerations be addressed at site plan approval. These measures would consider shifting the building entrance toward Wonderland Road, incorporating vision glass along the street façade to provide visual connections between the street and the inside of the building, the use of canopies and /or sunshades to enhance the pedestrian realm along the Wonderland Road frontage and to ensure strong pedestrian connections between the City sidewalk, building entrance and parking areas. Other suggestions put forward by staff are to be addressed through site plan review.

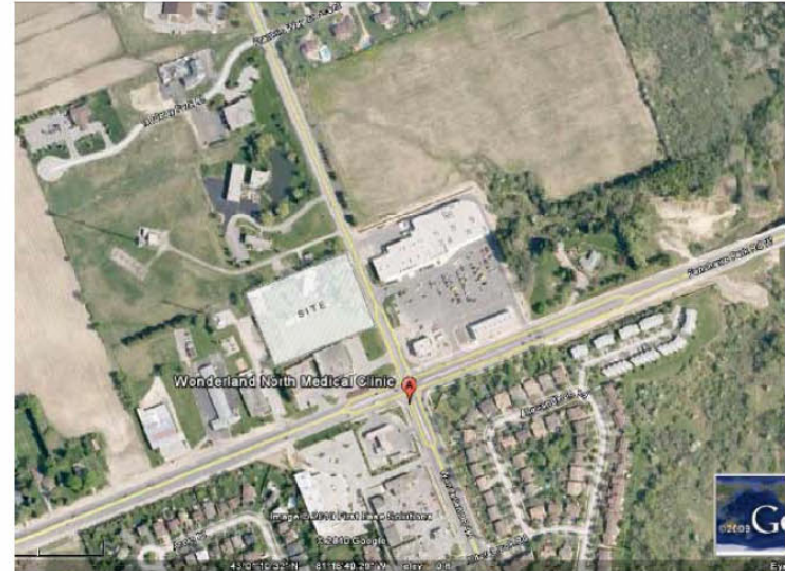
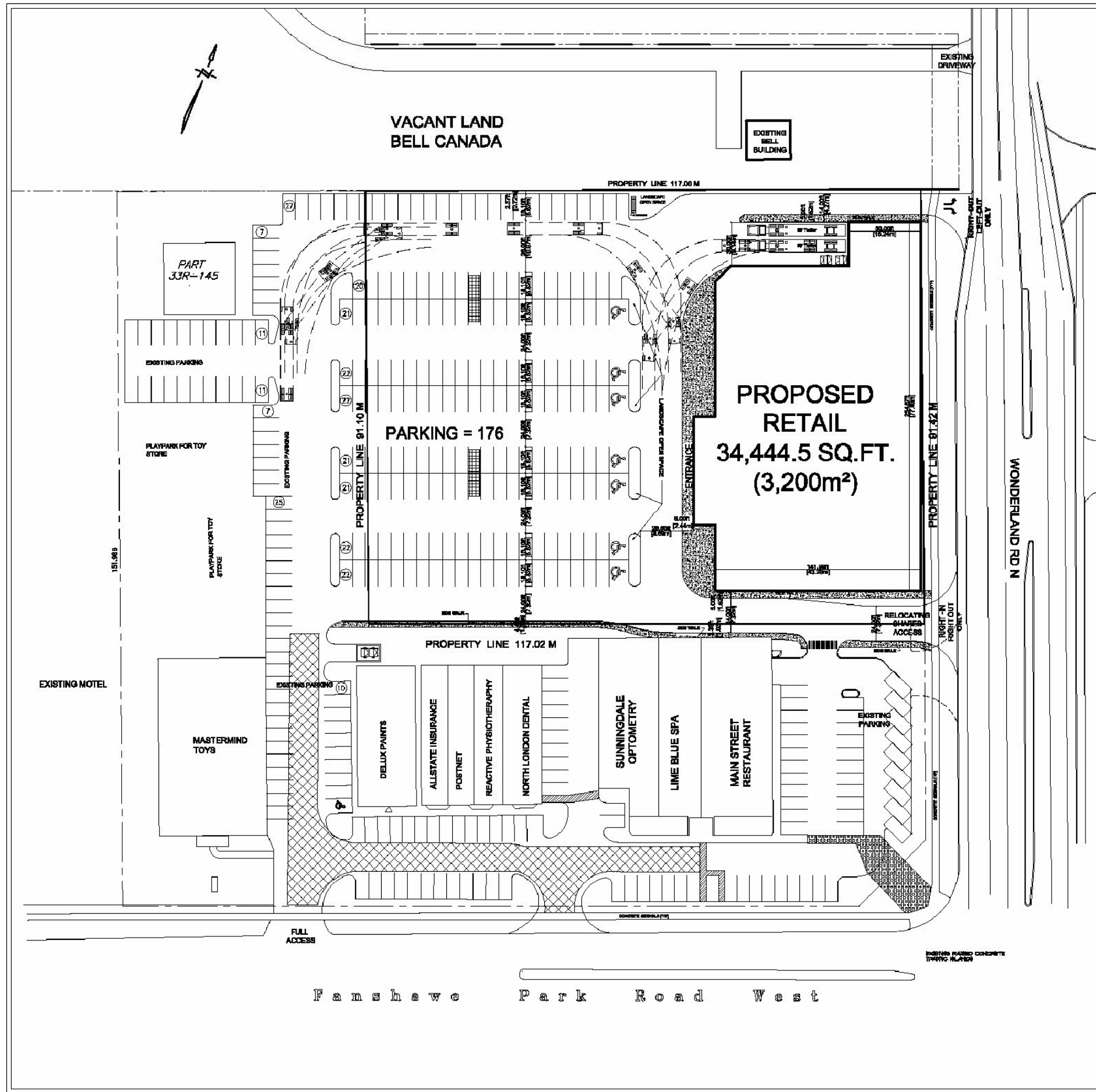
The plan layout provides good traffic circulation and manoeuvrability for delivery vehicles. By providing additional access via abutting lands, traffic into and out of the site will be adequately distributed and minimize disruption to surrounding lands. The other advantage of consolidating driveway access onto abutting arterial roads is that it creates a more cohesive development scheme for the commercial uses at this intersection.


### **4.0 PLANNING CONTEXT**

#### **4.1 Application History**

In September 2010, the owner made applications for Official Plan Amendment and Zoning By-Law Amendment to facilitate a retail commercial development. The applications were accepted by the City's Planning Department, and a Public Meeting was conducted before the City's Planning Committee on December 13, 2010. Staff recommended approval of the applications on the grounds that:





SITE DATA	
LOT AREA	114,934.84 SQ.FT. ( 10,667.8 SQ.M.) 2.64 ACRES
BUILDING (A) AREA	34,444.5 SQ.FT. (3,200 SQ.M.)
TOTAL BUILDING COVERAGE ON PROPERTY	29.9%
LANDSCAPE AREA	7.6%
PARKING REQUIRED	1/20 SQ.M 160 - 10% BONUS= 144
BICYCLE PARKING SPACE	2 RACK
H.C PARKING	7 SPACES
PARKING	169 SPACES
TOTAL PARKING PROVIDED	176 12 BICYCLE (10% BONUS)
STANDARD PARKING SPACE:	2.70m X 5.52m (9' x 18.10')
H.C. PARKING SPACE:	4.11m X 5.52m (13.5' x 18.10')
	FIRE ROUTE



DRAWN BY : S.M	DATE : May 15, 2012
SCALE : N.T.S.	DRAWING TITLE : 53' Truck Turning
JOB TITLE : Wonderland-Fanahawe Park Rd	DWG NUMBER : OPT 11

Figure 2



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- The proposed amendments were consistent with the policies of the Provincial Policy Statement ( 2005) PPS;
  - The proposed amendments were consistent with the policies in the Official Plan;
  - The proposed amendments would allow for the addition of a commercial retail use which will provide for the convenience shopping and service needs of nearby residents;
  - The proposed amendments would encourage the grouping of retail and service commercial uses into the Fanshawe/Wonderland Node that serve multi-purpose shopping trips;
  - The site is located at the intersection of arterial roads and is of sufficient size to accommodate the building, parking, loading facilities, adequate buffering and setbacks from adjacent uses.

On December 20, 2010, Municipal Council approved the Official Plan Amendment and Zoning By-law Amendment with the recommendation that:

- A full turning movement access to and from the proposed development BE LOCATED at the north limit of the subject site;
- Through the review of any application to lift the h-103 holding provisions for urban design, a number of urban design objectives BE CONSIDERED as noted in Section 3.0 of this report.
- The application is forwarded to the Urban Design Peer Review Panel for its review and comment.

Subsequent to Council's approval of the planning applications, an appeal was filed on February 25, 2011 by Patton Cormier & Associates on behalf of several parties.

Following the filing of the appeal, MHBC was retained to review the previous planning reports and applications submitted on the subject lands and to assess the planning merits in the context of current Provincial and City policies.

In addition, and in accordance with the City's Official Plan (Section 4.3.10.1), a commercial justification report was completed for the proposed development.

## **4.2 City of London Official Plan Update**

The City of London has recently concluded its five year update to its Official Plan with the approval of Official Plan Amendment 438 by the Minister of Municipal Affairs and Housing on December 17, 2009.

The review, which took place between 2006 and 2009, was comprehensive in nature. The Plan was updated to conform to changes to the provincial planning legislation and structure (Bill 51 and the 2005 Provincial Policy Statement). As well, new background research was undertaken to reassess how the policy structure relating to population, housing and employment growth; future land requirements; environmental management; residential intensification; affordable housing; 'creative cities'; transportation policy; and a complete review and analysis of the City's commercial policy hierarchy.

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As part of the commercial policy review, urban design guidelines for new commercial development were drafted and approved by Council as well as a new hierarchy of commercial land uses based upon nodes and corridors. This review resulted in the collapsing of many of the previous Official Plan commercial designations.

The new Official Plan identifies two general types of Commercial land use designations on Schedule 'A'; those being the "Commercial Node" and "Commercial Corridor". The objectives are to apply these general designations to multi-use commercial areas according to their functional characteristics and form. The "Commercial Nodes" general land use designation requires commercial uses to be clustered in a nodal format and are classified based on their size, market focus and functional characteristics. The "Commercial Corridors" general land use designation is applied along major streets in a linear form and is further defined as Main Street or Auto-Oriented Commercial Corridor designations.

The lands in proximity to the intersection of Wonderland Road North and Fanshawe Park Road West contain several land use designations; namely, "Office Area", "Neighbourhood Commercial Node", "Multi-family, High Density Residential", "Multi-Family, Medium Density Residential" and "Low Density Residential".

In their Official Plan review, staff has advised that the subject lands were designated as "Office Area" given the underlying zoning in place at the time. These lands, along with a number of abutting properties fronting onto Wonderland Road North, have been zoned for office uses based on previous use and their orientation towards Wonderland Road. Most of the properties fronting or oriented towards Fanshawe Park Road West were previously designated as "Neighbourhood Shopping Area" or "Restricted/Highway Service Commercial". With the Official Plan update, these properties were consolidated into a new designation being "Neighbourhood Commercial Node".

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## 5.0 TECHNICAL REPORTS AND SUPPORTING STUDIES

The following reports and studies were prepared to support York's request for the requested changes to the Official Plan and Zoning By-Law. A brief discussion of the findings and conclusions are summarized below.

### 5.1 Market Impact Report

A Market Impact Report was prepared by Robin Dee & Associates dated April 25, 2012 ("Dee Report") concerning the subject lands on Wonderland Road North. The report was prepared to examine the market support and impact evaluation for the development of a supermarket on the subject lands. The report makes the following findings:

- There are 7 supermarkets in the Study Area which are in operation. These supermarkets range in size from as low as 6,600 sq.ft. for Unger's Market up to 80,000 sq. ft. for the Loblaw Real Canadian Superstore;
- There are 8 areas in the Primary Study Area ("PSA") with Official Plan designations that permit the development of a supermarket;
- There are 3 areas within the PSA that have undeveloped land in excess of 20 acres and could accommodate a supermarket of approximately 40,000 sq. ft. It is unlikely that these locations would attract another supermarket as they would either have to compete with the "Wal-Mart" banner or would be located in areas where insufficient residential population is in place to support a supermarket use.
- The introduction of a supermarket on the subject lands would not undermine the planned function of these other commercial nodes within the PSA given their distance from the subject lands.
- Within the PSA, the study estimates that warranted additional supermarket space in 2013 is approximately 28,000 sq. ft. and rises to 45,800 sq. ft by 2015 and 91,600 sq. ft by 2021.
- The current average sales performance of the existing supermarkets in the PSA is estimated at \$683 per square foot. This is significantly higher than the industry norm of \$500-\$550 per square foot which is an indication of an excess of demand over supply, or a lack of competition. This is particularly evident in the estimated current sales performance of the No Frills discount supermarket across the street from the subject property at \$ 1,638 per square foot.
- With the introduction of a new supermarket on the subject property, the greatest impact is expected to occur in 2013 with a projected sales impact of -23.5% to the No Frills operation. Lesser impacts are also expected for other supermarkets in the PSA, however all are less than - 5%.
- Given the current sales performance of the No Frills operation, the projected impact would result in sales per square foot of approximately \$1,250 which is more than twice as high as the supermarket norm of \$500 - \$550 per square foot.
- While the impact to the No Frills exceeds -20%, it is not expected to have a significant impact on the viability of the operation and is not at risk of closing due to increased competition.

The Dee Report concluded that the residents within the north west part of London would benefit from a more competitive food store market environment.

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## 5.2 Transportation Impact Study

A Transportation Impact Assessment was prepared by Dillon Consulting in October 2010. This was subsequently augmented by an Addendum Report prepared by Dillon Consulting in May 2012 ("Addendum Report").

The Addendum Report was prepared to address comments on the previous Traffic Impact Assessment from City of London staff and to assess the impact of changes made to the site plan, most notably the modification of the accesses onto Wonderland Road and the establishment of legal rights of way over abutting lands to the south and west of the subject lands. Other changes include a slight reduction in floor area from 38,000 sq. ft. to 34,445 sq. ft.

In addition to addressing changes to the proposed development, a number of other changes have occurred to the existing street network and traffic volumes. The Addendum Report assesses the implications of recent road works in the proximity of the subject lands as well as changes to traffic volumes and movements at the intersection of Fanshawe Park Road and Wonderland Road.

General study findings were:

- The Site is expected to generate 124 trips during the AM peak hour, 362 trips during the PM peak hour, and 374 trips during the Saturday peak hour;
- The Site is projected to add 79 AM peak hour trips, 231 PM peak hour trips, and 239 Saturday peak hour trips to the road network;
- In practice, the net increase in traffic on the surrounding road network is likely to be lower than assessed, since it is expected that the proposed supermarket will draw customers that are already travelling in the area to shop at the existing No Frills store. This expectation is supported by the market analysis undertaken for the Site. Notwithstanding, for a conservative assessment, it has been assumed that there will be no decrease in traffic at the adjacent shopping centre;
- The intersection of Fanshawe Park Road and Wonderland Road currently operates at an acceptable level of service; the northbound left turn lane and westbound left turn movements operate near capacity during the PM and/or Saturday peak hours;
- Increases in background traffic will result in capacity issues at the intersection regardless of the development of the subject lands;
- To address anticipated capacity issues with traffic movements, it is recommended that the City consider operational adjustments to the traffic signals to accommodate northbound and southbound left turn phases;
- The implementation of northbound and southbound left turn phases to the intersection of Fanshawe Park Road and Wonderland Road will better accommodate increases in background traffic and result in a net benefit to overall intersection operations;
- The projected increase in traffic on Wonderland Road will have an impact on the level of service at the Shoppers Drug Mart driveway. At present, this driveway operates at a reasonable level of service. It is expected to exceed capacity during the Saturday peak hour by 2019, although this is based on a conservative assumption of no traffic reduction at the No Frills store;
- The shared driveway onto Fanshawe Park road currently operates at a poor level of service during the PM peak and Saturday peak hours. It is expected to exceed capacity by 2019 due to increases in background traffic;



- 
- The proposed site driveways to Wonderland Road are expected to operate at a reasonable overall level of service during the peak hours;
  - The driveway adjacent to the north property line will serve outbound traffic only and will accommodate left out and right out movements only. It has been designed to discourage inbound traffic into the site while maintaining full access to and from the Shoppers Drug Mart and No Frills loading areas on the opposite side of Wonderland Road.

The study found that current intersection operations are acceptable; however, with the expected increase in traffic volumes due to the residential and commercial growth in the northwest sector of the City, the intersection will eventually experience capacity constraints. The operational mitigation measures being recommended will effectively address background traffic congestion at this intersection, as well as the anticipated increase in traffic being generated by the proposed development, to beyond the 2014 horizon. Additional capacity constraints are projected once the residential development northwest of the Site is fully built out ( regardless of the Site being developed); however, in practice, this may be mitigated in part through diversion of traffic to alternative routes as some motorists may choose to continue farther north on Wonderland and turn at Sunningdale Road.

## 6.0 PLANNING ANALYSIS

The applications for Official Plan and Zoning By-Law Amendment must be assessed in terms of applicable policies set out by the Province and City. The following section outlines how the proposal addresses relevant policies from the 2005 Provincial Policy Statement and the City of London Official Plan.

### 6.1 Provincial Policy Statement, 2005

The 2005 Provincial Policy Statement (PPS) came into effect on March 1, 2005 requiring that all decisions affecting planning matters commencing on or after March 1, 2005 shall be consistent with the 2005 PPS. In accordance with Section 3 of the Planning Act, the proposed applications are consistent with the PPS as follows:

**Table 1.0 – Consistency with Relevant Provincial Policies**

PPS Policy	Response
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;</li> <li>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>e) promoting cost-effective development standards to minimize land consumption and servicing costs;</li> <li>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.</li> </ul>	<p>The proposed development will contribute to the financial well-being of the Province and the City over the long term. The development of this site will provide economic benefits in terms of increased assessment and employment opportunities. The development also represents an efficient development and land use pattern. The subject lands are adjacent to designated commercial lands, are located at a major intersection, and have frontage along a major arterial road.</p> <p>The proposed development, along with adjacent parcels accommodates a range of employment uses in proximity to significant residential development. The development of the subject lands will not result in environmental or public health/safety concerns.</p> <p>The City has identified servicing constraints relative to municipal sanitary connections. In order to ensure sanitary services are available, staff has identified several options to extend existing sewers to the subject lands.</p>
<p><b>1.1.2 Sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities; housing and other land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternative time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</b></p>	<p>The development of the subject lands represents an intensification of currently vacant lands. Further, the surrounding lands presently contain a relatively high percentage of office related uses. The re-designation of these lands from office to retail is not expected to result in a shortage of office uses for the surrounding neighbourhood. The City of London has maintained policies to encourage the majority of office uses within the downtown and to limit the size and extent of office uses elsewhere in the City.</p>
<p>1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be</p>	<p>The Site lies within the Urban Growth Boundary of the City of London and thus is considered a Settlement</p>

PPS Policy	Response
promoted.	Area as defined by the PPS.
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) densities and a mix of land uses which:</p> <ol style="list-style-type: none"> <li>1. efficiently use land and resources;</li> <li>2. are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and / or uneconomical expansion; and</li> <li>3. minimize negative impacts to air quality and climate change and promote energy efficiency in accordance with policy 1.8;</li> </ol>	<p>The Site lies within the Urban Growth Boundary of the City of London and would lead to an efficient use of the land base. Although an extension of services would be required to service the Site, indications are that the extension would be cost-effective and would not impact upon sanitary servicing considerations.</p> <p>Where feasible, the development could incorporate sustainable development principles to minimize environmental impacts. This could include such features as solar panels, landscaped islands to minimize heat sinks, energy efficient construction practices, drought resistant landscape materials and pedestrian friendly design to encourage walking and bicycling.</p>
<p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <p>a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;</p> <p>b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</p> <p>c) planning for, protecting and preserving employment areas for current and future uses; and,</p> <p>d) ensuring the necessary infrastructure is provided to support current and projected needs.</p>	<p>The site currently contains a vacant single detached dwelling and would be developed to facilitate additional employment that would assist the City in meeting long-term employment targets.</p> <p>The redevelopment takes into account the needs of existing and future businesses by providing compatible uses, potential connectivity and a wide range of services within walking distance that may benefit existing businesses and their employees.</p> <p>The proposed development assists the City of London in planning for employment areas for future uses.</p> <p>Servicing studies will be undertaken to ensure that the development proceeds in a cost-effective manner, and to ensure that necessary infrastructure and public service facilities will be available to meet projected needs</p>
<p>1.5.1 Healthy, active communities should be promoted by:</p> <p>a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to walking and cycling.</p>	<p>Sidewalks currently exist along the entire frontage of Wonderland Road which will connect pedestrians to transit from the site. Internal pedestrian connections will be implemented as part of the Site Plan approval process. The site plan will also incorporate bicycle racks at strategic locations.</p>
<p>1.6.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost effective manner to accommodate projected needs. Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current</p>	<p>Servicing analysis has been completed for the subject lands to identify existing constraints. In order to ensure that the development proceeds in a cost-effective manner, and to ensure that necessary infrastructure and public service facilities will be available to meet projected needs, further analysis will be completed to</p>

PPS Policy	Response
and projected needs.	identify the most effective way to extend a sanitary sewer to the site. A holding Provision will be included to ensure this is addressed prior to development.
1.6.2 The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities	The use of existing roads will be optimized and supported with the proposed Wonderland Road development and increased density of this currently vacant site. The existing retail commercial uses will gain a more effective and comprehensive internal driveway and parking layout.
1.6.5.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs.	A Traffic Impact Study was completed by Dillon Consulting Limited, which concluded that the existing road network can accommodate the proposed development.
1.6.5.2 Efficient use shall be made of existing and planned infrastructure.	The proposed site access and vehicular circulation will acceptably accommodate site traffic demands and will appropriately support the proposed development.
16.5.3 Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional standards.	The proposed use of the site, in proximity to residential and future residential would minimize the length and number of vehicle trips, as a range of shopping needs will be met in one location. The site's accessibility to transit supports alternative transportation modes.
1.6.5.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.	
1.7.1 Long term economic prosperity should be supported by:  a) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;	The development of the site, in an area serviced by transit and in proximity to residential development, will assist in creating a vibrant commercial node at the intersection of Wonderland and Fanshawe Park Road.
1.8.1 Planning authorities shall support energy efficiency and improved air quality through land use and development patterns which:  a) promote compact form and a structure of nodes and corridors; b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed; c) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestions.	The proposed development represents a compact form and development. The subject lands are located at the intersection of two major arterial roads, and their development, along with the eventual development of the remaining parcels close by this intersection will provide a well designed and functional node within the City.  Public transit service is currently available. The subject lands would support further extension of transit over the longer term.  The proposed development provides additional employment opportunities in close proximity to existing and newly developed residential neighbourhoods.



PPS Policy	Response
2.1.1 Natural Features should be protected for the long term.	There are no significant natural features on the subject lands.
2.4.1 Minerals and petroleum resources shall be protected for long-term use.	The subject lands do not contain any known mineral or petroleum resources.
2.5.1 Mineral aggregate resources shall be protected for long-term use.	The subject lands do not contain any known mineral aggregate resources.
2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	The subject lands do not contain significant built heritage resources or cultural heritage landscapes.
2.6.2 Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.	No archaeological resources have been identified within the site.

The 2005 PPS seeks to achieve healthy, livable and safe communities by promoting efficient development and land use patterns. The proposed commercial development represents an efficient development pattern as it seeks to round out an established commercial node. The existing arterial road network makes the Site well suited to accommodating retail uses in proximity to surrounding neighbourhoods. The proposed development will generate additional employment and tax revenues which will assist in supporting the financial well being of the Province and the City.

In conclusion, the relevant policies of the 2005 PPS have been satisfied and the applications are consistent with the PPS.

## 6.2 City of London Official Plan

The City of London Official Plan was approved, with modifications, by the Minister of Municipal Affairs and Housing on December 17, 2009.

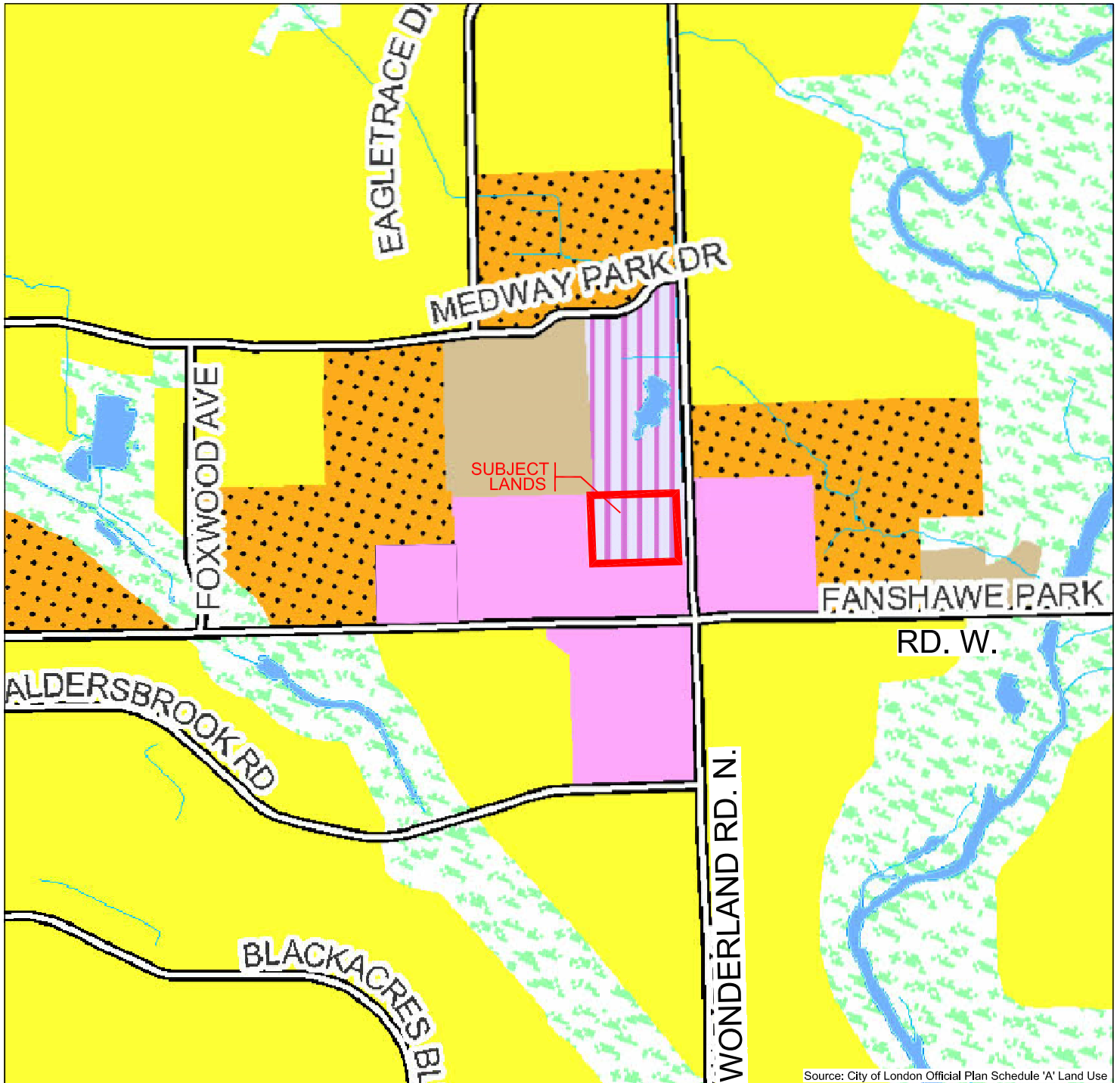
The subject lands are currently designated “Office Area” in the current Official Plan. (See **Figure 3**) After reviewing the relevant policies of the Official Plan, it is our opinion that the “Neighbourhood Commercial Node” designation would be appropriate for the subject lands. (See **Figure 4**)

The following is a summary of key Official Plan policies which apply to the subject lands:

### 6.2.1 Chapter 2 – Planning Framework

Section 2.3 of the Official Plan contains a number of broad statements that reflect the objectives and policies contained in this Plan. The relevant planning principles to the York proposal include:

- ii) *Land use planning should promote compatibility among land uses in terms of scale, intensity of use and potentially related impacts.*



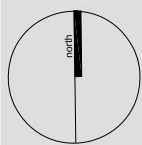
Source: City of London Official Plan Schedule 'A' Land Use

**LEGEND**

- |   |                         |               |
|---|-------------------------|---------------|
| NEIGHBOURHOOD COMMERCIAL NODE             | LOW DENSITY RESIDENTIAL | SUBJECT LANDS |
| MULTI FAMILY - HIGH DENSITY RESIDENTIAL   | OFFICE AREA             |               |
| MULTI FAMILY - MEDIUM DENSITY RESIDENTIAL | OPEN SPACE              |               |

**Figure 3**  
Existing  
Official Plan  
Designation  
Schedule 'A'  
Land Use

  
 PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE  
 MHBC PLANNING  
630 COLBORNE STREET,  
 SUITE #202  
 LONDON, ON, N6B 2V2  
 P: 519 858 2797 F: 519 858 2920  
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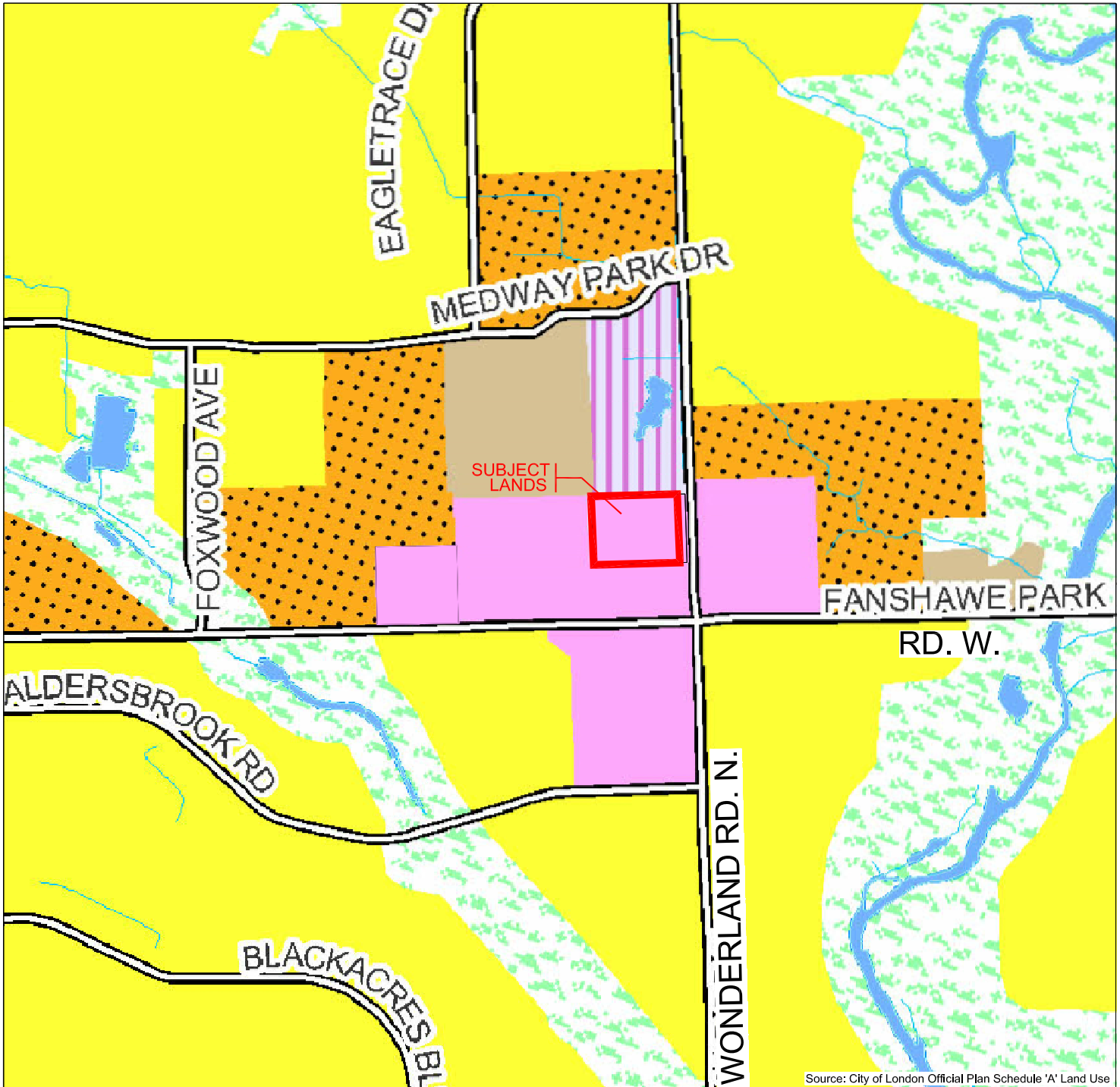


DATE: May 17, 2012

SCALE 1 : 7,500

N:\1094\F\Graphics\  
 Figure 3 Existing OP Designation - May 17 2012

York Developments  
 1761 Wonderland Road North  
 London



Source: City of London Official Plan Schedule 'A' Land Use

**LEGEND**

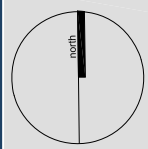
- NEIGHBOURHOOD COMMERCIAL NODE
- MULTI FAMILY - HIGH DENSITY RESIDENTIAL
- MULTI FAMILY - MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- OFFICE AREA
- OPEN SPACE

SUBJECT LANDS

# Figure 4 Proposed Official Plan Designation Schedule 'A' Land Use

York Developments  
1761 Wonderland Road North  
London

  
**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
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DATE: May 17, 2012

SCALE 1 : 7,500

N:\1094\F\Graphics\  
Figure 3 Existing OP Designation - May 17 2012

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The York proposal will be a compatible land use with lands surrounding the Site, both in terms of the level of intensity and with the scale of development on abutting sites. As noted previously, there are a number of retail commercial uses of similar size within the immediate area.

*vii) Land use planning should promote attractive, functional and accessible site and building design which is sensitive to the scale and character of surrounding uses.*

The York proposal will be designed to provide accessibility and a high quality form of urban design compatible with the existing scale and character of similar commercial uses within the Wonderland/Fanshawe Park Node.

Section 2.4.1 of the Official Plan describes a number of policies that will guide the City's Structure over the life of the Plan. Subsection iv) notes that:

*New forms of retail development shall be considered as part of the commercial hierarchy as defined by this Plan. Large-scale retail development will be directed to planned commercial centres and corridors. Infill and intensification at appropriate locations as well as redevelopment of existing sites shall be encouraged as the primary means of accommodating additional retail development.*

Wonderland Road North is designated as an arterial road and functions as a major transportation corridor in the City's north end. The Site is in proximity to a number of long established commercial uses, some of which existed prior to annexation of these lands by the City of London. Historically, retail uses have been oriented along Fanshawe Park Road West. With the recent adoption of new commercial policies and the identification of this intersection as a node, it is appropriate to 'round out' the "Neighbourhood Commercial Node" designation on both sides of Wonderland Road. This allows for retail uses to be located on both arterial roads, thereby establishing a cluster form, indicative of nodal centres. The Site would extend the Neighbourhood Commercial Node further to the north along the west frontage of Wonderland Road, co-incident with the northerly limit of the node on the east side of Wonderland Road.

*xviii) Within the boundaries of the City, as they exist over the planning period, the planning and servicing of land to meet residential, commercial and industrial development requirements shall incorporate a reasonable allowance for choice according to location, site area, servicing affordability and other criteria.*

The Wonderland/Fanshawe Park commercial node is nearing completion with limited amounts of vacant land to accommodate new development. Allowing the node to expand to include the subject lands will provide greater choice and competition for residents in the surrounding neighbourhoods. This will strengthen the node and allow it to better serve the expanding residential base.

### **6.2.2 Chapter 4 – Commercial Development**

The 2006 Official Plan review included a comprehensive review of the City's commercial policies and inventories of commercial developments within the city. From this review, new commercial policies were prepared, emphasizing a hierarchy focused on Commercial Nodes and Commercial Corridors



dispersed throughout the City. The identification of Commercial Nodes represents the consolidation of formerly designated 'Shopping Areas' and development peripheral to the Shopping Areas, designated as 'Associated Shopping Areas'.

The consolidation of the former Regional/Community/Neighbourhood Shopping Areas with the peripheral Associated Shopping Areas resulted in new designations including: Enclosed Regional Shopping Nodes, New Format Regional Commercial Nodes, Community Commercial Nodes and Neighbourhood Commercial Nodes.

In order to determine the most appropriate designation for the proposed development, we have analyzed both the "Community Commercial Node" and "Neighbourhood Commercial Node" policies. The following table summarizes our findings:

**Table 2.0 – Analysis of Commercial Designations**

<b>Community Commercial Node</b>	<b>Proposed Development</b>	<b>Neighbourhood Commercial Node</b>	<b>Proposed Development</b>
Provides for a wide range of goods and services that are needed on a regular basis  A supermarket or food store should form an integral part of the node	yes	Intended to provide for the daily or weekly convenience shopping and service needs of nearby residents, and to a lesser extent passing motorists Should contain uses that are convenient oriented and unlikely to draw customers from beyond the local area	yes
At intersection of two arterial roads or an arterial road and primary collector road; with good access to public transit Should be accessible to the community it serves through the provision of sidewalks and pathways	yes	At the intersection of arterial roads, primary collector roads and secondary collector roads On sites with good pedestrian access to the neighbourhood	yes
Substantially separated from other Community Commercial Nodes so that trade areas to not overlap to a significant extent	yes	On a site large enough to accommodate all buildings plus parking, loading and provides adequate buffering and setbacks from adjacent residential uses	yes
Less emphasis on comparison shopping needs and more emphasis on community specialized shopping	no	Should contain uses that are convenience oriented and unlikely to draw customers from beyond the local area	yes
Uses shall include all types of retail outlets including department stores, home improvement and furnishing stores, supermarkets, food stores and pharmacies, convenience commercial, personal services and a limited range of automotive services	no	Uses shall include small retail stores, food stores, pharmacies, convenience commercial uses, personal services, financial institutions, service-oriented office uses such as real estate, insurance and travel agencies; medical/dental offices, small scale restaurants and uses that draw on neighbourhood customers.	yes
Can have either an enclosed shopping centre or strip plaza focus with either a supermarket or food store as an integral part of the centre. Free standing structures along the street frontage should		Generally have a strip plaza focus with a combination of small free-standing uses or small uses in a plaza format. Free-standing structures along the street frontage should be developed	

<p>be developed to improve the design of the street edge and to reduce the visual impact of large open parking lots.</p> <p>Should comprise lands that are nodal in configuration, including lands on other quadrants or the intersection of major roads. Some existing designations may be linear in form. Extension of the designation shall be subject to the consideration of land use compatibility, vehicular access, pedestrian safety and priority, the integration of development in terms of design, appearance and manoeuvrability between or among sites.</p>	yes	<p>to improve the design of the street edge.</p> <p>Should comprise lands that are nodal in configuration. Extension of the designation shall be subject to the consideration of land use compatibility, vehicular access, pedestrian safety and priority, the integration of development in terms of design, appearance and manoeuvrability between or among sites.</p>	yes
<p>Normally range from 13,000 m<sup>2</sup> to 50,000 m<sup>2</sup> of gross floor area.</p>	yes	<p>Normally range in size from 1000m<sup>2</sup> to 13,000 m<sup>2</sup> of gross floor area.</p>	no

### Summary of Analysis

The planned function of Neighbourhood Commercial Nodes is intended for convenience commercial uses which primarily serve the daily or weekly needs of the surrounding neighbourhood and are unlikely to draw customers from beyond the local area. This differs from the planned function of the Community Commercial Node which is intended to provide for a wider range of goods and services which are needed on a regular basis but which focus on community specialized services. There is less emphasis on comparison shopping needs within the Community Commercial Node.

The Official Plan policies pertaining to Neighbourhood Commercial Nodes place greater emphasis on providing uses that serve the immediate area such as pharmacies, food stores, and service-oriented uses that are small scale and cater to surrounding customers. The main distinction with that of the Community Commercial Node is the focus on a local customer base rather than uses that would serve a wider community. The designation of this node as a Community Commercial Node would introduce a wider range of uses that would go beyond the needs of the immediate neighbourhood. The introduction of department stores, home improvement and furnishing stores with a total floor area upwards of 50,000 m<sup>2</sup> is not desirable for this location given the existence of two large “New Format Regional Commercial Nodes” a short distance away at Fanshawe Park Road/Hyde Park Road and Fanshawe Park Road/Richmond Road. These larger nodes provide a wide range of higher order goods and services to serve a much broader area, including the Fanshawe Park/Wonderland neighbourhood. The decision to maintain this area as Neighbourhood Commercial Node reflects the City’s intent to limit the range of higher order uses.

As part of the 2006 Official Plan review, the subject lands were designated “Office Area”. This designation is similar to adjacent land uses along Wonderland Road that have been in existence for many years. As noted above, the orientation of retail uses was, historically, towards Fanshawe Park Road while the orientation of office uses was towards Wonderland Road. The decision to designate the subject lands as Office Area rather than Neighbourhood Commercial Node is more a reflection of this orientation and zoning than a deliberate intent to limit the amount of retail uses in the vicinity.

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With the application to re-designate the subject land from office oriented uses to retail uses, consideration was given to the size of the node which had already exceeded the upper threshold of 13,000 sq. m. at the time the node was established. Some of the factors contributing towards the size of the node were the extent of commercial uses existing in the area historically, as well as more recent developments such as the commercial development at the northeast corner (No Frills plaza). Notwithstanding that the node already exceeds the anticipated size for a neighbourhood node; it is preferable to designate the subject lands as "Neighbourhood Commercial Node" in order to maintain the focus and emphasis on daily or weekly shopping needs that cater to surrounding residents. The introduction of a supermarket on the Site will continue to support the daily/weekly shopping needs of residents in the surrounding neighbourhood and thereby maintain the function of this area as a Neighbourhood Commercial Node.

Based on our analysis, the most appropriate change in Official Plan designation would be the "Neighbourhood Commercial Node".

The following is a summary of key commercial policies that are to be considered in the context of this application:

Section 4.2.1 provides the Planning Objectives for all of the commercial land use designations.

*It is intended that the development and use of areas designated Enclosed Regional Commercial Node, New Format Regional Commercial Node, Community Commercial Node, Neighbourhood Commercial Node, Main Street Commercial Corridor and Auto-oriented Commercial Corridor meet the following objectives:*

- i) Promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers;*

The Market Demand and Impact Evaluation undertaken by Robin Dee & Associates examined the market demand for additional supermarket space in the defined Primary Study Area and found that, due to a lack of competition, the existing No Frills supermarket at Fanshawe Park West and Wonderland Road North, is enjoying sales volumes that are more than double the industry norm. The impact analysis concluded that the No Frills could withstand anticipated impacts in the magnitude of -20% without risk of closure. The conclusion reached was that existing shopping and service needs of residents would be positively affected by providing additional supermarket opportunities in the existing commercial node. The Study concluded that there would be no adverse impact on other planned and existing commercial nodes within the study area.

- ii) Minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads;*

The Site is located adjacent to Wonderland Road North, an arterial road that serves as a key transportation corridor within the City. The site is also in close proximity to Fanshawe Park Road, an arterial road that serves as a major east west route through the north part of London.

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The Transportation Impact Analysis Addendum undertaken by Dillon Consulting Ltd. (May 2012) confirms that the proposed traffic volumes generated by the development will not significantly impact the boundary road and study area intersections. The increase in background traffic is expected to create operational and capacity issues at the Wonderland/Fanshawe Park intersection regardless of the proposed development and therefore mitigation measures are recommended to the signal light phasing to better accommodate increased traffic volumes.

*iii) Provide sufficient land at appropriate locations to meet the need for new commercial development;*

The existing Wonderland/Fanshawe Park Road commercial node is nearing full build-out. There has been some redevelopment and re-tenanting of existing sites but a limited amount of new commercial development has occurred due to the shortage of vacant sites. The York proposal will meet the need for additional commercial space over and above the existing vacant land within the node. In addition to the York application a number of OPA and ZBLA applications were submitted to the City in the last few years for properties fronting onto Fanshawe Park Road West to allow a range of retail and office uses. These applications were subsequently approved by Council, without appeal and are now in effect. Cumulatively, these applications will provide sufficient land to meet the need for additional services in the area.

Section 4.2.2 provides overall urban design objectives for all commercial zones within London. The Section notes that all commercial development shall:

*i) Promote an aesthetically pleasing form of commercial development that conforms to the City's Commercial Urban Design Guidelines and any area specific guidelines;*

The proposal will conform to the City's Commercial Urban Design Guidelines and the general policies of Chapter 11 of the Official Plan, as discussed further within this report.

*ii) Maintain, where possible, the cultural heritage value or interest of listed buildings in the commercial designations and ensure, through application of the Commercial Urban Design Guidelines, that new development is complementary to the form of existing development;*

As there are no heritage buildings located within the Wonderland/Fanshawe Park node, this subsection is not applicable to the analysis of the York proposal.

*iii) Encourage commercial development located along arterial roads, which serve as major entryways into the City, to meet a higher design standard through the site plan approval process and through the application of the Commercial Urban Design Guidelines; and,*

Despite being located along Wonderland Road, the York development does not serve as a gateway location. Notwithstanding this point, it is expected that the proposed development will conform to the Urban Design Guidelines and will be confirmed through the Site Plan Approval process.

*iv) Discourage large, front yard surface parking areas; encourage street-oriented development; introduce a higher standard of landscaping; incorporate accessible pedestrian connections to transit facilities, to adjacent neighbouring residential areas and within large commercial developments; require joint access and the co-ordination of internal and external traffic movements.*

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The preferred concept plan shows the proposed building positioned close to Wonderland Road, which will add definition and context to streetscape. The parking and loading areas are located behind the building to minimize visual disruption for both pedestrian and vehicular traffic. The positioning of the two access drives allows for ease of circulation throughout the site as well as good manoeuvrability for loading. Additional access is provided via the abutting lands to the south and west of the site, which will allow traffic to travel between the sites without having to use the public road system.

Section 4.3.2 of the Official Plan provides more specific urban design objectives for the various defined Commercial Nodes identified within Chapter 4 of the Official Plan. Development proposals are to conform to the general principles of urban design as noted in Chapter 11 and in the Commercial Urban Design Guidelines. In commercial nodal areas, attention should be provided to the following general design principles:

- i) massing and architecture within the node should provide for articulated facades and rooflines, accented main entry points, generous use of glazing and other façade treatments along sidewalk areas and weather protection features. These elements should be encouraged to facilitate enhanced design and improve pedestrian access within the node;*
- ii) street setbacks should be minimized by placing smaller, single or multi-tenant buildings near the sidewalk and along arterial roads and by increasing, as much as possible, the street frontage of nodal developments. This will assist in framing prominent nodal corners;*
- iii) improve the design of the street edge by including enhanced landscaping, encouraging buildings at or close to the street line and discouraging the inclusion of blank walls along major roads;*
- iv) development within the commercial nodes is encouraged to meet the requirements for L.E.E.D. certification. Building design that can reinterpret and integrate corporate design standards into the node's existing urban conditions should be considered;*
- v) parking should be provided in rear or side yards and/or structured parking areas. Street edge parking should be provided where conditions are suitable. Parking courts and larger parking areas which are broken up with landscaped pedestrian walkways and crossings should be developed;*
- vi) the provision of signage supportive of the commercial node's character and consistent throughout the node should be encouraged;*
- vii) the use of landscaping to improve and enhance the pedestrian environment within the commercial node as well as to screen and buffer unsightly uses should be an integral part of the commercial node;*
- viii) lighting should be provided that enhances the nodal area, ensures safety and reinforce the pedestrian environment;*
- ix) specific directives which improve access and linkages between nodes and the surrounding residential neighbourhoods should be provided in the Commercial Urban Design Guidelines;*



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- x) *improve pedestrian connections from transit stops, from adjacent residential neighbourhoods and within commercial nodes;*
  - xi) *linkages and access to public transit within each node should be established and maintained;*
  - xii) *encourage combined access points and joint access between neighbouring properties to minimize traffic impacts on adjacent road and maximize the traffic carrying capacity of those roads; and*
  - xiii) *address urban design issues such as noise, landscaping, privacy fencing at the interface of the Commercial Node and adjacent sensitive land uses.*

As noted previously, the development of the Site has been designed to provide a strong street orientation along Wonderland Road North and to better define the street edge. Parking and loading areas have been appropriately screened from view by the positioning of the building. Through the site plan review process, pedestrian access connections will be further defined as will as landscaped areas and linkages to surrounding properties. The intent is to create a well designed and functional development that will result in a high quality retail centre to complement the existing commercial node.

The consolidation of site access locations onto Wonderland and Fanshawe Park road will minimize traffic impacts onto the abutting street network. Further, the use of shared access points and easements onto abutting lands will allow for a more cohesive development layout.

Section 4.3 provides the policy goals and objectives for all forms of commercial nodes within the City of London. Section 4.3.1 lists overall planning objectives for commercial nodes, which include:

- i) *Encourage the grouping of retail and service commercial uses into nodal areas that serve multi-purpose shopping trips;*
- ii) *Promote the development of these areas into a nodal configuration rather than strip configuration so that their impact on traffic and adjacent land uses is minimized; and,*
- iii) *Support the distribution of retail and service commercial uses in each nodal classification based on location, size, function, scale and form criteria to meet the shopping needs of residents.*

The subject lands are located at Wonderland Road and Fanshawe Park Road and are adjacent to other lands designated as "Neighbourhood Commercial Node". The development of the subject lands for commercial uses will augment and build upon the existing commercial enterprises already located at this intersection. The design of the site allows for shared access between abutting properties which facilitates traffic circulation within the node. The addition of other retail uses along Wonderland Road North will facilitate a nodal configuration, rather than strip configuration which helps to concentrate the commercial activity in a defined area. As noted previously, the size of the node exceeds the threshold normally envisioned for a "Neighbourhood Commercial Node"; however the node caters to local neighbourhood needs and will continue to do so after the introduction of the proposed supermarket. There is a healthy supply of retail, personal service and office uses surrounding the subject lands. Most of these businesses cater to the daily and weekly shopping patterns of residents in the surrounding neighbourhoods.

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The subject lands have been underutilized for a considerable period of time thereby suggesting a weaker demand for office space than retail as there have been other planning applications within and adjacent to the node to expand retail uses. The lands to the north and northwest contain a growing residential community that will increase the demand for additional commercial space in close proximity to meet future shopping needs.

Section 4.3.8 provides the policy framework for the Neighbourhood Commercial Node. Within the Primary Study Area five additional Neighbourhood Commercial nodes have been identified on the Official Plan mapping (Schedule A) which includes the following locations:

- Wonderland Road N & Sarnia Road
- Sunningdale Road W & Adelaide St N.
- Western Road & Sarnia Road
- Wharncliffe Road & Oxford Street W
- Proud foot Lane & Oxford Street W

Of the five identified Neighbourhood Commercial Nodes, only one has any substantial vacant land available that is designated for commercial development (Sunningdale & Adelaide). The other four nodes besides the Wonderland & Fanshawe Park node have little available space to accommodate additional commercial uses. They are, for the most part, long established commercial areas that cater to surrounding neighbourhoods.

Section 4.3.8.1 of the Official Plan notes that Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping needs of nearby residents, and to a lesser extent passing motorists. As discussed previously, it is desired to maintain the neighbourhood focus on the subject lands and surrounding commercial properties, notwithstanding that it presently represents the largest neighbourhood node found within the study area. The focus has been to preserve the function by limiting the range of uses.

The York proposal conforms to Section 4.3.8.1 as the proposal will not impact the function of the other higher order commercial nodes within the study area as they provide a wider range of uses that cater to both a community and regional scale market. Further, the introduction of additional retail spaces, as confirmed by the accompanying Market Impact Report shows that the additional services and enhanced comparison shopping will be facilitated with the proposed additional commercial uses.

Section 4.3.8.2 of the Official Plan gives location criteria for Neighbourhood Commercial Nodes, namely:

- i) at the intersection of two arterial roads, primary collector roads and secondary collector roads;*

The node in its current form is located at the intersection of two arterial roads, Wonderland Road and Fanshawe Park Road.

- ii) on sites close enough to pedestrian and bicycle pathways and transit services;*

There is an existing sidewalk along the entire Wonderland Road frontage which connects to the sidewalk along Fanshawe Park Road. As there is still a fair bit of residential development expected to the north and west of the site, the full network of pathways has not yet been established.

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However, it is possible to travel along the arterial sidewalk system to access the site. London Transit operates one bus route (#39 – Fanshawe West) that follows Fanshawe Park Road West, past the intersection with Wonderland, and continues westerly to Hyde Park Road where it loops back along Fanshawe Park Road in an easterly direction. Several other routes collect riders in the communities to the south through routes 9A-9B-9C-31 (White Hills/Orchard Park). These routes connect to other transfer locations to provide interconnectivity to other parts of the City.

*iii) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks from adjacent uses; and*

The site is adequately sized to accommodate the proposed building envelope, parking and loading facilities while ensuring good traffic circulation. The surrounding lands to the south and west are comprised of similar commercial uses so buffering is not as critical in these circumstances. The property immediately to the north is a Bell Canada utility building and hydro transmission towers. Neither of these uses would require buffering from the proposed commercial development.

*iv) on sites with good pedestrian access to the neighbourhood.*

A public sidewalk extends along the entire Wonderland Road frontage where it connects up with an existing sidewalk along Fanshawe Park Road. The intersection is signalized to facilitate movement from the subject lands to neighbourhoods to the south. As there is still a considerable amount of new residential development occurring to the north and west of this site, all of the pathway and sidewalk networks have not been completed. As future development occurs in the neighbourhoods to the north, it is expected that pedestrian connections will be established.

Section 4.3.8.3 lists a number of permitted uses for Neighbourhood Commercial Nodes. Permitted uses include:

*Small retail stores; food stores; pharmacies; convenience commercial uses; personal services; financial institutions; service-oriented uses such as retail estate, insurance and travel agencies; community facilities such as libraries or day care centres; professional and medical/dental offices; small scale restaurants; commercial recreation establishments; and similar uses that draw customers from a neighbourhood-scale trade area.*

The Wonderland/Fanshawe Park node generally contains these listed uses. The York development proposal would allow for retail uses listed above plus the development of a supermarket (not to exceed a GFA of 3,200 sq. m) which is similar in scale to the existing No Frills supermarket located on the north east corner of the intersection. A Special Policy would be established in the Official Plan to allow this use.

Section 4.3.8.4 provides general policy statements that describe the form of Neighbourhood Commercial Node sites.

*Neighbourhood Commercial Nodes generally have a strip plaza focus with a combination of small free-standing uses or small uses in a plaza format but can be applied to a collection of small stores intended to serve the surrounding neighbourhood. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops*

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*and reduce the visual impact of large open parking lots. The design, appearance and scale shall be in harmony with the surrounding residential areas with adequate screening and buffering between uses. Parking areas should be carefully designed and shared parking should be accommodated where possible.*

*Neighbourhood Commercial Node designations should comprise lands that are in a nodal configuration. Extension of the designation shall be subject to the consideration of land use compatibility, vehicular access, pedestrian safety and priority, the integration of development in terms of design, appearance and pedestrian and vehicle manoeuvrability between or among sites.*

The York proposal will result in an expansion of the Wonderland/Fanshawe Park node, and will extend retail uses further north along Wonderland Road. The proposal will contribute towards a nodal configuration for the intersection and align with the northerly extent of commercial uses on the east side of Wonderland Road.

As this node has developed over time, it consists of a series of small buildings providing a diverse range of neighbourhood oriented uses. There are a number of automobile oriented uses that have been in this location for a number of years and are not normally considered to fall within the planned function of a Neighbourhood Commercial Node. These uses were previously designated as Highway Service Commercial but were redesignated to Neighbourhood Commercial Node as part of the comprehensive Official Plan review (OPA 438). The expectation being that these uses would transition over time to more neighbourhood oriented uses in keeping with the NCN designation.

This Site, while previously designated as Restricted/Highway Service Commercial, was designated as Office Area through OPA 438. In follow up consultation with City staff, it was confirmed that the decision to designate the Site as Office Area was based on several factors, including that no development application had been received to suggest commercial uses should be considered, the property was oriented towards Wonderland Road which had, historically, supported office uses and the underlying zoning for the Site was Restricted Office. As a result, the Office Area designation appears to have been applied to the Site based on factors other than the planned function of the NCN.

Although there are a number of individual parcels comprising the node, there is strong integration between them through shared driveway and parking access.

Section 4.3.8.5 provides guidance on the size of a neighbourhood node.

*Commercial development within a Neighbourhood Commercial Node shall normally range in size from 1,000 square metres to 13,000 square metres of gross floor area.*

The existing commercial lands designated as Neighbourhood Commercial Node already exceed the upper range of 13,000 square metres. It is worth noting the Policy 4.3.8.5 is suggestive rather than prescriptive and does not prevent neighbourhood nodes from exceeding the "normal" range in size. At the time the planning applications were being considered for the Site, it was estimated that the amount of commercial floor area was in excess of 19,000 square metres. As noted previously, a number of existing uses comprise automobile oriented businesses such as automotive repair shops, an auto glass store, and several car washes. While these uses would not normally be considered as

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falling within the range of uses permitted within a Neighbourhood Commercial Node, they existed prior to the change in land use designation and represent the evolution of this node. Notwithstanding, the proposed Official Plan amendment for the Site will strengthen and reinforce the neighbourhood focus.

An examination of the range of uses shows a healthy mix of retail, personal service and office uses within the node and on abutting lands. The size of this node, while larger than most, continues to provide uses that cater to daily and weekly shopping needs.

In addition to the application by York to expand the Neighbourhood Commercial Node, a number of similar applications were submitted for lands along Fanshawe Park Road West. These applications were considered by staff and recommended for approval, notwithstanding the size guideline set out above. Several of these applications received final approval by Council in mid 2011. As no appeals were filed on any of these applications, they are now in effect thereby increasing the size of the node even further.

The York application can be seen to counter balance the extension of commercial uses along Fanshawe Park Road and encourages the clustering of commercial uses around the intersection. With the focus on neighbourhood type uses, the node can maintain its purpose as established in the Official Plan.

Sections 4.3.10 and 4.5 of the Official Plan set out policies to address proposals to Add, Expand or Upgrade Commercial Nodes.

Section 4.3.10 of the Official Plan states that proposals to create a new commercial node or expand an existing node shall require an amendment to the Official Plan. Further, to ensure that the intent of the existing policies is not compromised, a number of conditions shall be satisfied. These conditions include:

- i) *the proposed expansion or enlargement does not significantly affect the scale, location, form or function of the expanded node;*

The existing Wonderland/Fanshawe Park node currently exceeds the scale contemplated for a neighbourhood commercial node. As noted elsewhere in this report, the scale of development at this intersection is partially due to the existence of a number of long standing uses along Fanshawe Park Road and the southern portions of Wonderland Road that have 'extended' the outer limits beyond what may typically be required for a neighbourhood node. In addition to the request by York to designate their lands as Neighbourhood Commercial Node, several other landowners along Fanshawe Park Road, west of Wonderland have filed OPA and ZBA applications. These applications sought to designate the lands at 725 and 751 Fanshawe Park Road as Community Commercial Node. In their review and evaluation of the applications, staff recommended a designation for Neighbourhood Commercial Node to maintain the range of uses normally found in these areas. It was acknowledged that the scale of development at this intersection was beyond the normal limit of a Neighbourhood Commercial Node but not desirable to designate this node as Community Commercial node given the broader range of comparison shopping uses that would be permitted at the larger Enclosed Regional Commercial nodes to the east and west along Fanshawe Park Road. In percentage terms, the addition of the subject lands will not substantially increase the size of the node as it exists today.



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The uses within the York development proposal are consistent with the commercial uses already found within the Wonderland/Fanshawe Park node, which therefore will not impact on the planned form and function of the Wonderland/Fanshawe Park node.

- ii) the implementing zoning by-law and site plan address the size and nature of specific uses and the impacts relating to noise, vibration, emissions, lighting, parking and traffic generation resulting from the expansion; and,*

The size of the proposed retail uses is consistent with other existing uses already located within the existing Wonderland/Fanshawe Park node. Should the building be used entirely as a supermarket, the proposed zoning bylaw amendment contemplates this size of use. Should the building be developed as a multi-tenant building no one use within the York proposal would be out of scale with the existing commercial uses within the node.

Given that the proposed uses are of retail or service commercial nature, excessive amounts of noise, vibration, and emissions are not expected to have a negative impact. The Transportation Impact Assessment prepared by Dillon Consulting Ltd. further confirms that that the existing arterial road network will be able to absorb traffic expected to be generated from development of the Site.

- iii) the neighbouring uses are protected where necessary by provisions for landscaping, buffering or screening, as well as measures to reduce impacts which may be provided through site plan control and zoning provisions.*

Existing neighbouring uses are not expected to be impacted by the York Development proposal, given that a Bell Canada utility building and property abuts the Site to the north along the common property line. Commercial uses surround the site to the south and west. Regardless, the site plan and zoning provisions will ensure that adequate screening, landscaping and buffering of storage areas and site lighting are addressed.

Section 4.3.10.1 provides further general evaluation criteria for major expansions to existing commercial nodes. Council is to encourage infilling and the consolidation of existing commercial nodes rather than the extension or introduction of new nodes. It should be noted that the Wonderland/Fanshawe Park commercial node has received staff support and Council approval for a number of new development proposals that has allowed it to expand in scale. As the proposal is to expand the existing node, the proposal must be evaluated against the following criteria:

- i) compliance with the size, functions, and form criteria of this Plan for the specific nodal area;*

The subject application proposes to expand and round out the existing Wonderland/Fanshawe Park commercial node. As discussed earlier, although the proposal would expand the Neighbourhood Commercial Node beyond the normal scale, it is intended to cater to daily and weekly shopping needs of surrounding residents. By limiting the range of uses to those that currently exist within the node, it reinforces its purpose as a neighbourhood focused centre. The extension of commercial uses along Wonderland Road will strengthen the nodal configuration as envisioned by the Official Plan policies.

- ii) consideration of traffic impacts through the preparation of a traffic study which identifies and addresses the timing of proposed future road infrastructure improvements relative to the proposed expansion or new area and ensures that there is adequate capacity in the road system to accommodate new commercial development or expansion to existing nodes;*

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A traffic impact study has been prepared by Dillon Consulting Ltd., and concludes that the proposed development can be accommodated on the surrounding road network.

*iii) consideration of noise impacts on abutting sensitive land uses;*

The proposed commercial development is not expected to generate excessive noise, and there are no sensitive noise receptors (e.g. residential land uses) in close proximity to the development. Therefore the criterion is not applicable to the proposal.

*v) completion of a commercial justification report which addresses the availability of other designated lands to accommodate the uses proposed, the effect of the change in designation on the supply of commercial lands; and to determine the need for new commercial floor space in this area;*

A Market Impact Report has been prepared by Robin Dee & Associates to assess the market support and impact evaluation for a proposed supermarket on the subject lands. The Dee Report focused on the market impact of a proposed discount supermarket (to analyse a worst case scenario) of approximately 40,000 sq. ft on the subject lands. As the OPA and ZBA applications request this use, the report was intended to specifically assess impacts on both existing food stores within the Primary Study Area as well as identify other designated lands that could accommodate such a use. The No Frills currently generates a per-square-foot sales volume that is approximately three times the industry average. The findings of the Report were that the impact on existing supermarkets in the study area would be minimal with the exception of the No Frills supermarket across Wonderland Road from the subject site. With a projected impact of -20% on sales volume, the Dee Report finds that this impact will not have an adverse affect on the viability of the store given its significantly high sales volumes relative to all other food stores in the area.

The report finds that the introduction of a new supermarket use will not adversely affect other similar uses in the study area.

*v) submission of an overall design concept and design guidelines;*

The applicant submitted an urban design brief with the original application which recommends the following guidelines be adhered to: retention of desirable trees and/or vegetation on site, where possible; the incorporation of high design standards in the building design; the incorporation of street oriented features that enhance the pedestrian environment; the use of landscaping to enhance the appearance of the building and yard areas; the incorporation of City of London Facility Accessibility and Design Standards; and the design of parking and loading areas to facilitate manoeuvrability on site and between adjacent sites

*vi) consideration of design improvements contained in the Commercial Design Guidelines including enhanced street edge landscaping, street-oriented buildings, limited and joint access and pedestrian connections to the street and transit;*

See above.

*vii) conceptual site plan which identifies how the proposed expansion or new area relates to the existing node and surrounding areas with respect to land use, privacy, noise, signage, lighting, appropriate building height, location and height of parking areas and structure, the location and*

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*function of delivery routes and bays as well as site access and circulation including pedestrian and transit access and connections;*

A concept plan is included within this report as Figure 2. The Plan provides for proper massing of buildings along Wonderland Road with the larger parking areas shielded from the street. The loading area is positioned out of the way to minimize visual impact and avoid conflict with vehicular traffic. The provision of two main drive aisles around the building with direct access to Wonderland Road and will facilitate good traffic circulation through the site. Joint access onto abutting lands will also assist in facilitating good traffic management measures.

*viii) the availability of municipal services to accommodate the proposed use; and,*

The following summarizes the existing servicing for the Site based on an analysis undertaken by Stantec Consulting:

Storm sewers have been constructed to the property line, however the downstream sewers and stormwater management pond have yet to be constructed. These works are through the Drewlo lands on the east side of Wonderland Road and are currently under construction.

Sanitary sewers have been constructed to the property line for this property, however the downstream sewers have yet to be completed. These works are through the Drewlo lands on the east side of Wonderland Road and are currently under construction.

An existing watermain in on Wonderland Road across the frontage of the property and connection can be made to this watermain for servicing.

*ix) Planning Impact Analysis according to the provisions of Section 4.5.*

A full evaluation of the listed Planning Analysis criteria is included in the following sub-section.

### **7.2.3 Planning Impact Analysis**

Section 4.5 of the Official Plan defines the elements of the Planning Impact Analysis that City Planning Staff undertake for all applications to amend the Official Plan. The proposed Planning Impact Analysis for commercial developments includes the following criteria:

*i) the policies contained in the Section relating to the requested designation;*

The previous section of this report outlined how the York proposal complies with the policies of Section 4.2.3, including those related to scale, function, and range of uses.

*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;*

The proposed commercial-retail development is compatible with the existing commercial and uses present on the east side of Wonderland Road and along Fanshawe Park Road. There no compatibility issues expected between the proposed development and the abutting land uses.

*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;*

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The site is of sufficient size to accommodate the proposed development, parking and loading facilities as well as to provide pedestrian connections to Wonderland Road and to abutting commercial properties. The site is rectangular in size thereby allowing for an efficient layout of the property to facilitate good traffic circulation. Therefore, it is our opinion that the size and shape of the Site is adequate for the type and amount of development proposed.

*iv) the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses;*

Over the last several years there were several vacant parcels of land along Fanshawe Park Road within the existing Wonderland/ Fanshawe Park Commercial node. However a number of these have been subject to recent development applications to allow for a variety of uses including a furniture store, self storage facility and a multi-tenant commercial plaza. The site immediately to the south of the subject lands has seen recent upgrades with new tenants occupying the building. Based on our review of the surrounding properties, it appears that the majority of space is leased with a limited number of vacancies.

*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;*

Dillon Consulting Limited (Dillon) was retained by York Developments to prepare a Transportation Impact Study (TIS) related to an application to amend the Official Plan and Zoning By-Law associated with their proposed development. The study concluded that the proposed development can be accommodated on the study area road network.

*vi) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;*

The proposed buildings will be one storey in height with an approximate building height of 12 metres ( 40 feet). This is greater than the maximum height provision of the Neighbourhood Shopping Area 5 (NSA5) zone of 8.0 metres (26.2 ft.) therefore a site specific zone variation will be required. The commercial building is proposed to be located at the front of the Site, along the Wonderland Road frontage so the increased height of the building will not impact on surrounding land uses. The building will provide screening for associated parking areas.

Given the nature of uses in the immediate area, it is our opinion that the proposed commercial development will not impact adversely upon surrounding properties.

*vii) the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;*

As previously stated, the traffic study completed by Dillon concluded that the proposed development can be accommodated on the study area road network. In terms of site access the report concluded:

- The northerly driveway will function as a one-way outbound access only with site access directly onto Wonderland Road ;

- 
- The southerly access drive will function with restricted right-in/right-out movements;
  - Access through lands to the south and west will allow for an additional connection to Fanshawe Park Road.

*viii) where adjacent to sites under separate ownership, access and traffic circulation should be coordinated;*

The Site is to be developed with access and traffic circulation co-ordinated with abutting properties.

*ix) 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;*

An Urban Design Brief has been prepared by York Developments which outlines how the site layout addresses the form and function of the site.

*x) the potential impact of the proposed development on surrounding natural features and heritage resources;*

No natural features of significance have been identified on the subject lands. No heritage resources have been identified.

*xi) constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration, and rail safety may limit development;*

The Site is not encumbered by any adverse environmental conditions that would limit its development.

*xii) compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;*

The development proposal will generally conform to the above By-Laws, with special provisions required within the amending Zoning By-Law to confirm the landscaped area requirements, building height and a requested additional use. Detailed site drawings will conform to the City's Site Plan Control By-Law and proposed signage on the site will conform to the City's Sign Control By-Law.

*xiii) compliance with Ministry of the Environment (MOE) noise guidelines;*

The uses proposed for the Site are normal retail/commercial uses and are not expected to be subject to Ministry of the Environment noise guidelines.

*xiv) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis; and*

The location and uses proposed within the Site make the generation of adverse impacts on surrounding properties unlikely. As is usually required within a commercial development, care will be taken to address potential issues relating to overhead and building lighting.

*xv) impacts of the proposed change on the planned transportation system, including transit.*



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The Site is already serviced by London Transit with the No. 39 – Fanshawe West bus route a short distance away.

### **7.2.5 Chapter 11 – Urban Design Objectives**

Chapter 11 of the Official Plan provides direction for matters related to the “visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development.”

The urban design principles listed within Chapter 11 are intended to supplement the applicable land use policies of each designation listed within the Official Plan. Urban design principles are intended to be viewed as guidelines, but are to be addressed in the preparation and review of development proposals.

Section 11.1 of the Official Plan lists several urban design principles that are relevant to the proposed development. As part of the site plan review process, these design principles will be further reviewed:

- iv) Emphasis will be placed on the promotion of a high standard of design for buildings to be constructed in strategic or prominent locations such as within, and at the perimeter of, the Downtown, near the edge of the river valleys, or along the major entryways to the City.*
- vi) The relocation or replacement of incompatible land uses and the redevelopment of derelict properties will be encouraged.*
- vii) A coordinated approach should be taken to the planning and design of streetscape improvements in commercial areas, including the upgrading of building facades, signage, sidewalks, lighting, parking areas and landscaping.*
- viii) In pedestrian traffic areas, new development should include street-oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.*
- x) Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.*
- xiii) Parking and loading facilities and driveways should be located and designed to facilitate manoeuvrability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.*
- xix) In order to encourage the reduction, re-use and recycling of waste, new development should incorporate waste handling, composting and recycling facilities into their site design.*

The preliminary concept plan accompanying these planning applications demonstrates compliance with the above noted policies. The building orientation provides a strong street presence while shielding parking and loading areas away from the street. Access to the Site is coordinated with adjacent properties to provide for a more cohesive development. Further design will be provided

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at the site plan approval stage to incorporate landscaping, attractive building facades, sensitive lighting design and strong pedestrian connectivity.

### **7.2.6 Summary**

From our assessment of the various policies set out within the City of London Official Plan, it is our conclusion that the proposal to expand the existing Wonderland Road/Fanshawe Park Road Neighbourhood Commercial Node is generally consistent with the policies of the City's Official Plan.

The development proposal will add additional space to the existing node. The Market Impact Study has confirmed that the site can be developed with a 40,000 sq. ft supermarket without significant impact on existing supermarkets in the Primary Study Area. The size of the York proposal, along with the expected use of the development will not impact on the existing form and function of the node. This development will allow for increased competition, greater shopping choice and increased commercial space to accommodate projected residential growth in the surrounding community.

Therefore, in our opinion, the York proposal to develop the property at 1761 Fanshawe Park Road is consistent with the policies of the City of London Official Plan.

### **7.3 Zoning By-Law Analysis**

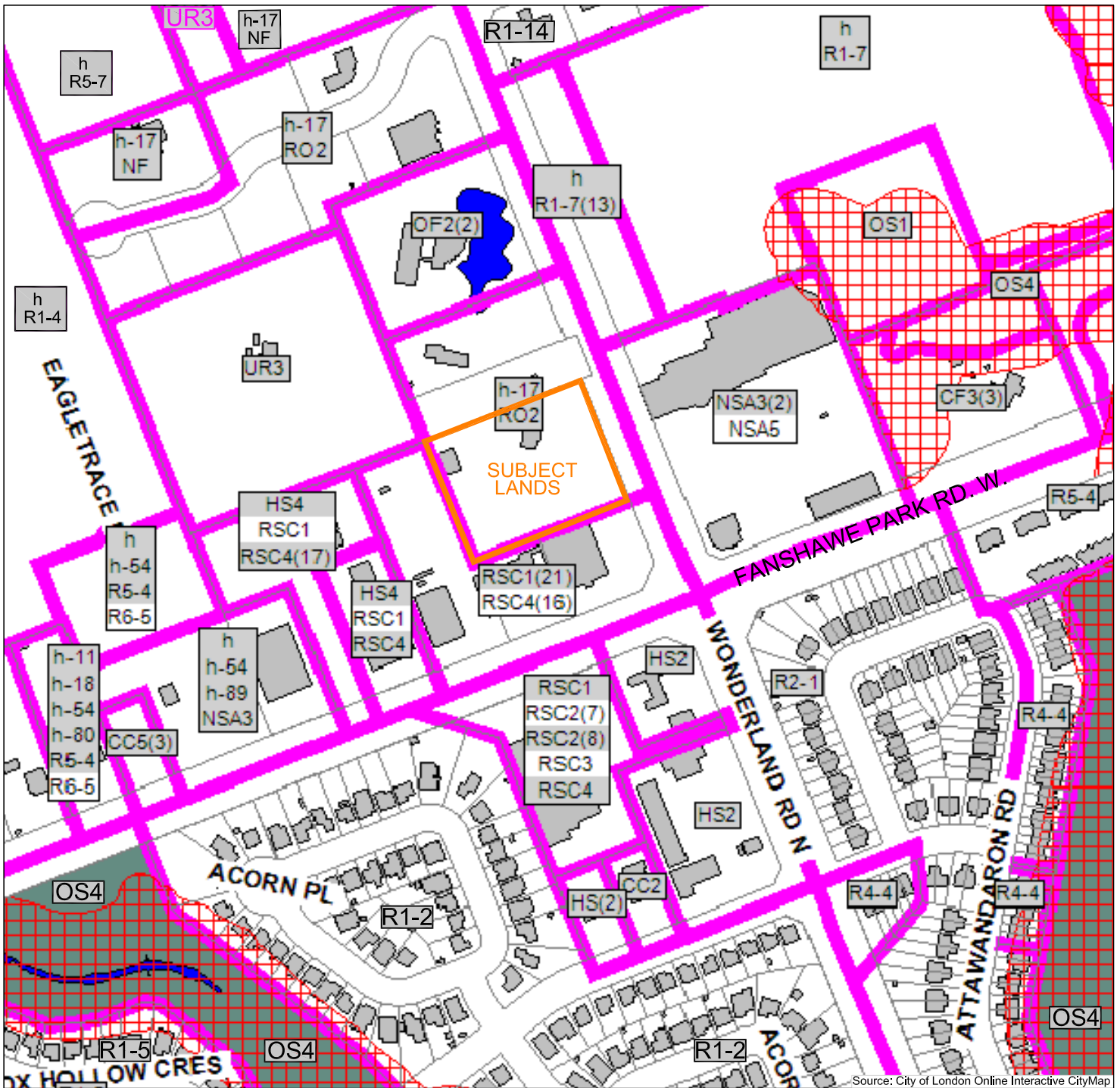
The Subject lands are zoned Holding Restricted Office (h-17\*RO2) Zone within the City of London Zoning By-law Z-1. (See **Figure 5**) The RO2 Zone permits the following uses:

- Medical/dental offices;
- Medical/dental laboratories;
- Clinics; and
- Offices.

The current zoning permissions and standards will not permit the proposed retail/supermarket development. As such, a Zoning By-law Amendment application was submitted concurrently by the owner to rezone the subject lands to accommodate the development.

Neighbourhood Commercial centres within London, similar to the York development proposal, are generally zoned Neighbourhood Shopping Area (NSA). The intent of the NSA zone is noted within Section 23.1 of the Zoning By-Law:

*This zone provides for and regulates a range of neighbourhood scale commercial retail, service and office uses which are primarily intended to provide for the convenience shopping and service needs of nearby residents. The permitted uses are the same for all NSA Zone variations; however, zone variations of the zone may occur based on the scale and intensity of development. Shopping centres are the permitted form of development; however, stand alone buildings which are not part of a shopping centre may also be permitted through the use of zone variations. A limited range of automotive uses may be permitted by compounding with the Automotive Service Station (SS) Zone.*



Source: City of London Online Interactive CityMap

**ZONING LEGEND**

- h HOLDING ZONE PROVISIONS
- R1 RESIDENTIAL R1 ZONE
- R2 RESIDENTIAL R2 ZONE
- R4 RESIDENTIAL R4 ZONE
- R5 RESIDENTIAL R5 ZONE
- R6 RESIDENTIAL R6 ZONE
- CF COMMUNITY FACILITY ZONE
- NF NEIGHBOURHOOD FACILITY ZONE
- RO RESTRICTED OFFICE ZONE

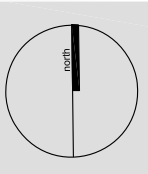
- OF OFFICE ZONE
- NSA NEIGHBOURHOOD SHOPPING AREA ZONE
- HS HIGHWAY SERVICE COMMERCIAL ZONE
- RSC RESTRICTED SERVICE COMMERCIAL ZONE
- CC CONVENIENCE COMMERCIAL ZONE
- UR URBAN RESERVE ZONE
- OS OPEN SPACE ZONE

- CONSERVATION AUTHORITY REGULATED AREAS
- SUBJECT LANDS

# Figure 5 Existing Zoning

**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE**  
**MHBC PLANNING**

630 COLBORNE STREET,  
 SUITE #202  
 LONDON, ON, N6B 2V2  
 P: 519 333-2777 F: 519 333-2920  
 WWW.MHBCPLAN.COM



DATE: Sept 30, 2011

SCALE 1 : 4,000

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Figure 5 Existing Zoning - Sept 30 2011

**York Developments**  
1761 Wonderland Road North  
London

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With the uses contemplated for the development and shown on the concept plan, the NSA5 Zone variation would be most appropriate. (See **Figure 6**) The shopping centre on the east side of Wonderland Road has a combined NSA3/NSA5 which allows for similar uses but with a maximum Gross Floor Area of 6000 sq. m. As this site is larger than the subject lands it is appropriate to have the NSA3 zone variation in addition to the NSA5 zone. Special provisions will be required for the subject lands to allow for a Maximum Gross Floor Area of 3200 sq. metres rather than the 500 sq. meters as set out in the Zoning bylaw (Table 23.3 – Neighbourhood Shopping Area Zone Regulations).

The specific zone regulations for the NSA5 Zone do however, allow for a Food store up to 3,200 sq. m. (34,444.5 sq. ft) elsewhere in Section 23.3 (5). The proposed supermarket would comply with this size requirement. It is recommended that the bylaw include supermarket as a permitted use consistent with the regulations for Food Stores.

A reduction in the landscaped open space will be required to permit a minimum of 7% of the lot area for such purposes rather than 15% as set out in the zone regulations. The zoning bylaw allows for maximum lot coverage of 30% and with the decrease in building size, the coverage complies at 29.9 %. The concept plan proposes a building of approximately 3,200 sq. metres whereas the original zone amendment requested 3600 sq. meters of GFA which translates to a 34% coverage requirement. The most recent proposal would satisfy the lot coverage requirements.

The NSA5 zone variation allows a Food Store as a permitted use with a maximum gross floor area of 3200 sq. metres. Zoning By-Law No. Z.-1 defines a Food Store as a “retail store selling food and associated small household items, and having a gross leasable floor area of less than 2000.0 square metres ( 21,528 sq. ft.) or as determined by the zone standard. There is no floor area cap for Supermarket uses as defined in the Zoning By-Law.No.1. As the proposed supermarket is 3,200 sq. m., it would fall within the maximum range permitted. As noted above, to provide clarity, a zone provision should include supermarket as a permitted use subject to the maximum floor size of 3,200 sq. m.

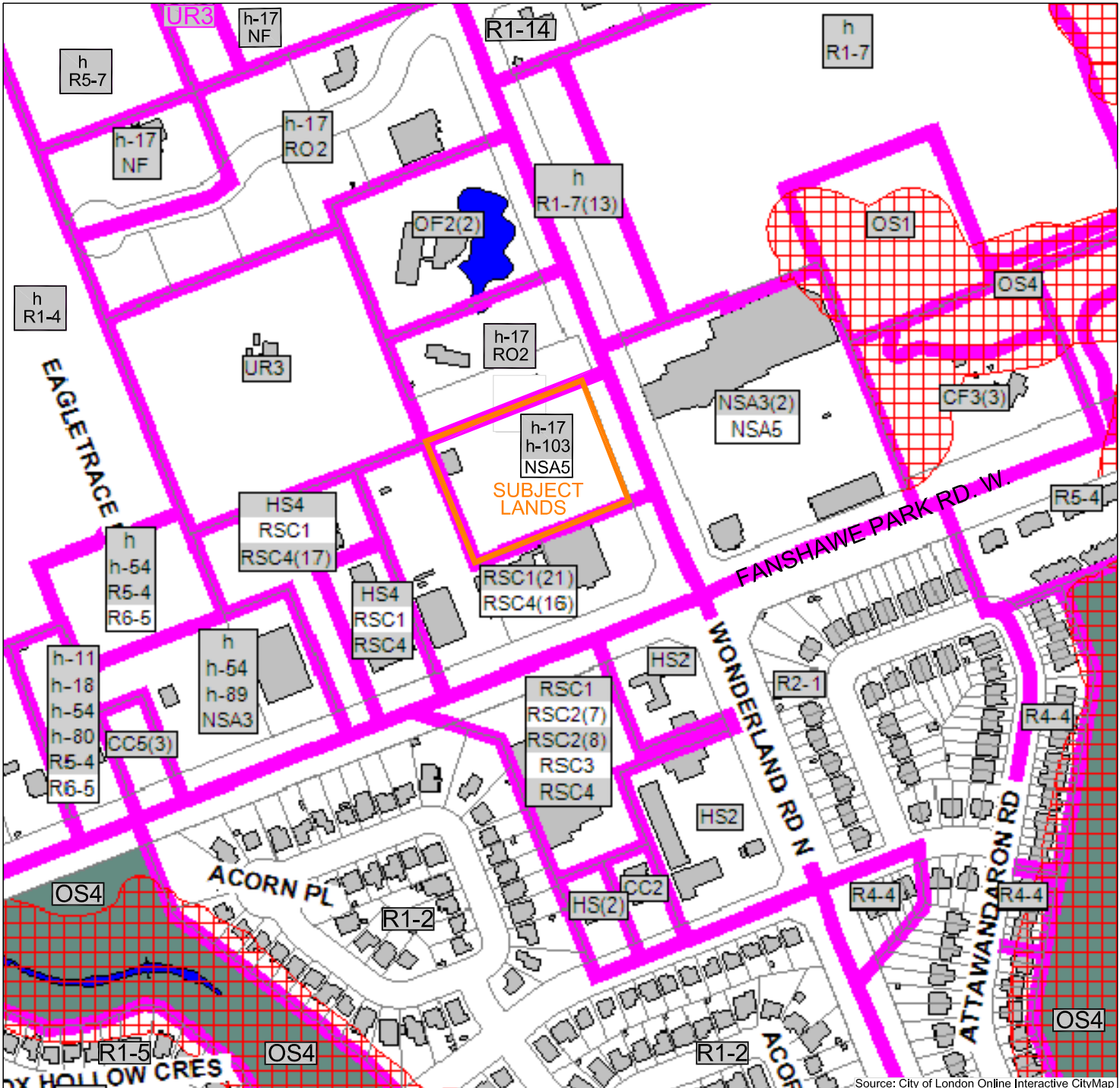
Adequate parking and loading facilities can be accommodated in accordance with the zoning regulations.

In summary the following special regulations are required for the subject lands:

- Add supermarket as a permitted use
- Allow for a maximum gross floor area of 3200 sq. metres for supermarket use
- Minimum landscaped open space of 7%
- Maximum height of 12 metres

The staff report recommended Holding Zone Provisions to address adequacy of servicing and completion of a development agreement with the City of London and to ensure that urban design is addressed at site plan.





Source: City of London Online Interactive CityMap

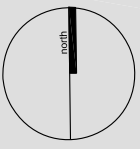
ZONING LEGEND	
h	HOLDING ZONE PROVISIONS
R1	RESIDENTIAL R1 ZONE
R2	RESIDENTIAL R2 ZONE
R4	RESIDENTIAL R4 ZONE
R5	RESIDENTIAL R5 ZONE
R6	RESIDENTIAL R6 ZONE
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OF	OFFICE ZONE
NSA	NEIGHBOURHOOD SHOPPING AREA ZONE
HS	HIGHWAY SERVICE COMMERCIAL ZONE
RSC	RESTRICTED SERVICE COMMERCIAL ZONE
CC	CONVENIENCE COMMERCIAL ZONE
UR	URBAN RESERVE ZONE
OS	OPEN SPACE ZONE

 CONSERVATION AUTHORITY REGULATED AREAS  
 SUBJECT LANDS

## Figure 6 Proposed Zoning

  
**PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE**  
**MHBC PLANNING**  
630 COLBORNE STREET,  
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LONDON, ON, N6B 2V2  
P: 519 858 2797 F: 519 858 2920  
WWW.MHBCPLAN.COM



DATE: Sept 30, 2011

SCALE 1 : 4,000

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Figure 6 Proposed Zoning - Sept 30 2011

**York Developments**  
 1761 Wonderland Road North  
 London



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## 9.0 CONCLUSIONS

It is concluded that:

1. The Site is well suited for use as a retail-commercial centre in terms of its location at the intersection of two existing Arterial Roads and in terms of its physical characteristics;
2. The current designation of Office Area reflects a historical orientation of office uses further north along Wonderland Road however with the Official Plan orientation to nodes and corridors, the expansion of the Neighbourhood Commercial Node to incorporate this Site is appropriate ;
3. The proposed retail will not generate land use conflicts with adjacent properties;
4. The Site can be serviced with the extension of the existing sanitary sewer located at the intersection of Wonderland Road and Fanshawe Park Road;
5. The Market Impact Report indicates that there is sufficient market demand to support a supermarket use of approximately 3,716 sq. m. (40,000 sq. ft.) without adverse impact or closure on existing supermarkets within the study area;
6. Impacts on road infrastructure are acceptable, as confirmed by the Transportation Impact Study, and safe and efficient access can be provided to the proposed development;
7. The proposed developed will result in a well designed site to complement the existing commercial node and address the goals and objectives of the City of London's Official Plan;
8. The development proposal is consistent with the Provincial Policy Statement;
9. The development proposal complies with the goals, objectives and policies of the City's Official Plan, including those policies that consider expansion of commercial nodes;
10. The proposed changes to the Zoning By-Law will appropriately implement the development and the provisions of the Official Plan Amendments, if approved; and
11. The applications by York Developments represent good planning and it is recommended that they be approved.

Respectfully Submitted,

**MHBC Planning**



Carol Wiebe, BES

Partner

May 18, 2012

Date