

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: John M. Fleming
Managing Director, Planning and City Planner

Subject: 552062 Ontario Ltd
661-675 Wharncliffe Road South

Public Participation Meeting on: July 16, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 552062 Ontario Ltd relating to the property located at 661-675 Wharncliffe Road South:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 24, 2018 to amend the Official Plan to add a special policy to permit the open storage of vehicles;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 24, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a holding Residential R5/R9(h-5*R5-7/R9-7*H48) Zone, **TO** a holding Residential R5/R9/Restricted Service Commercial Special Provision (h-__*R5-7/R9-7*H48/RSC1(_)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Address stormwater management at west boundary (rear) of site to mitigate standing water and existing pooling
 - ii) Provide a 1.8m (6ft) wooden, board on board fence along the west boundary (rear) of the site
 - iii) Provide enhanced landscaping along the west boundary (rear) of the site for the screening and buffering of adjacent residential properties
 - iv) Direct any lighting used on site away from nearby residential areas

Executive Summary

Summary of Request

Request to extend the vehicle parking associated with the car dealership to the rear (west) of the site.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment will allow for the open (outdoor) storage of vehicles in association with the existing car dealership at the rear of the site.

Rationale of Recommended Action

- 1) The recommended amendment is consistent with the Provincial Policy Statement 2014 which facilitates an expansion of an existing employment use;
- 2) The recommended amendment conforms to the Official Plan through a site specific special policy to allow for the open storage use;
- 3) The recommended amendment conforms to the policies of the Urban Corridor Place Type and the Transitional Segment policies of The London Plan;
- 4) The required setback between the abutting residential zones ensures a sufficient buffer between proposed open storage and the existing neighbourhood.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is municipally addressed as 661-675 Wharncliffe Road South which is currently being used as an automobile sales and service establishment (Subaru Dealership) along the east (front) portion. The lots along Wharncliffe Road South in this location are very deep; and abut residential uses to the west and north, and the Wharncliffe Road commercial corridor to the east. The vacant space located at the west (rear) of the site behind the dealership building is the portion of the subject site for the Official Plan and Zoning by-law Amendment Application.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – AOCC & MFHDR
- The London Plan Place Type – Urban Corridor
- Existing Zoning – RSC1/RSC2/RSC3/RSC4;h-5*R5-7/R9-7*H48

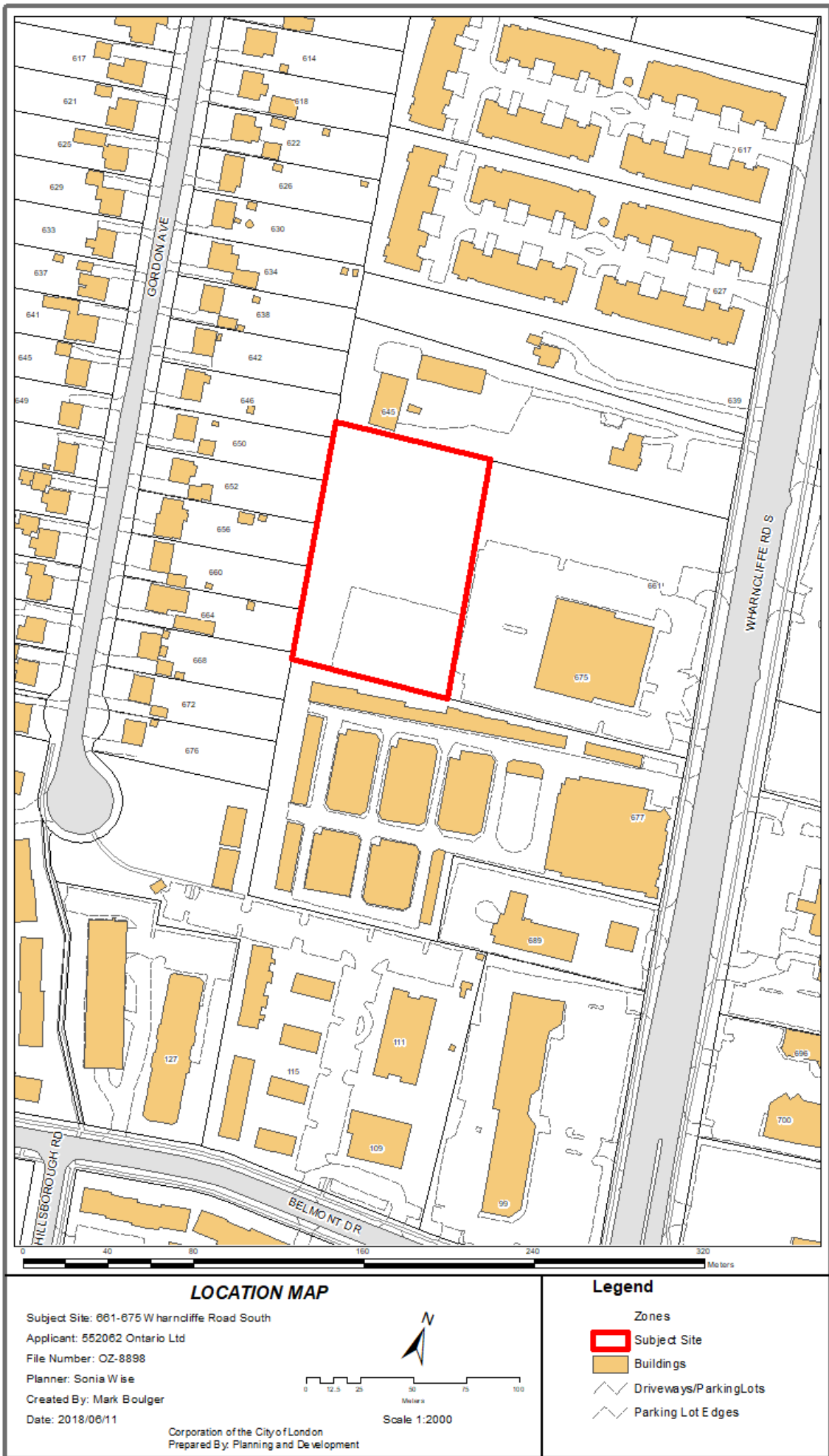
1.3 Site Characteristics

- Current Land Use – Automobile sales and service establishment
- Frontage – 140m (459 ft)
- Depth – 190m (295 ft)
- Area – 2.156ha (5.3 ac)
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Mixed Residential uses
- East – Commercial Corridor
- South – Personal Storage Facility
- West – Low Density Residential

1.6 LOCATION MAP



2.0 Description of Proposal

2.1 Development Proposal

The proposal is to allow for additional open (outdoor) storage of vehicles associated with the existing dealership on-site. An unloading space for large transport vehicles (car-carriers) is proposed to the north of the existing building including a turnaround bulb (see figure 1). The new open storage location for the vehicles is proposed to be located west and north of the existing lot and building. No new building is proposed through this application.

3.0 Relevant Background

3.1 Planning History

Z-6981/OZ-7116

In 2006, the subject site was within the Restricted Service Commercial Designation, and zoned holding Residential R9 (h-5*R9-7*H48). Through application Z-6981/OZ-7116, the westerly (rear) portion site was re-designated from the Restricted Service Commercial designation to the current Multi-Family, High Density Residential designation. The intention was to preserve lands on the west side of Wharncliffe Road South for residential uses. The front (easterly) portion of the site was also re-zoned from the holding Residential R9 (h-5*R9-7*H48) Zone to the existing Restricted Service Commercial (RSC1/RSC2/RSC3/RSC4) Zone.

3.2 Requested Amendment

Official Plan Amendment: Chapter 10 Site Specific Policy

The request amendment is for a specific policy to allow for the open storage of vehicles without re-designating the lands. Policies for Specific Areas may be applied where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the land. The London Plan contains the long-term intent for the future development of the lands as a mixed-use corridor, and a specific policy is an appropriate approach to allow the requested use on a site specific basis while maintaining the planned function for this site. The adoption of policies for Specific Areas may be considered where one or more of the following conditions apply:

- i) *The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding.*

The proposed open storage of vehicles is related to the existing Subaru dealership and is a site specific amendment. There is a self-storage facility to the south, commercial uses to the east, and residential uses to the west and north. The site specific amendment would only allow the limited use of the property for vehicle open storage but not the full range of uses contemplated in the commercial designations. The AOCC designation could be extended to the entire property which would also permit the requested use, though the maintenance of the residential permissions of the site is more consistent with the long-term intent to develop the Urban Corridor as a mixed-use residential and commercial area. The AOCC policies have been considered as they relate to managing the commercial and residential interface through the use of buffering, screening and setbacks.

- ii) *The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.*

The underlying Multi-Family, High Density Residential designation is appropriate to maintain to facilitate a mixed-use corridor, which was recently adopted by Council as the long-term intended use of the site. The site specific use of the property will not result in any new buildings, and will be easily converted to other uses in the future.

- iv) *The policy is required to restrict the range of permitted uses, or to restrict the scale and density of development normally allowed in a particular designation, in order to protect other uses in an area from negative impacts associated with excessive noise, traffic, loss of privacy or servicing constraints*

The proposed amendment will restrict the range of permitted uses to one specific use for the open (outdoor) storage of vehicles. The proposed specific policy will allow vehicle parking on site which will have a limited impact on the nearby area, and allows for the orderly expansion of the existing dealership. Any future change or additional uses would require consideration through a subsequent amendment.

Zoning Amendment

The requested amendment is to allow for the open storage of vehicles through a special provision and extension of the Restricted Service Commercial (RSC1) to the rear. The amendment is specific to the requested use of open storage for vehicles, and will not allow for any new construction or other commercial uses.

3.3 Community Engagement (see more detail in Appendix C)

On April 25, 2018, notice of application was circulated to the neighbours.

A total of 5 responses were received, including the following summarized comments:

- concern for stormwater management and water pooling at rear of property
- impacts of noise and lighting associated with the operation of the dealership
- improved fencing is required between residential properties and the commercial uses on site for screening and security
- better property maintenance (ie- regular grass cutting) should occur
- support for the on-site vehicle unloading space

3.4 Policy Context (see more detail in Appendix D)

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs.

Official Plan

A portion of the subject site is located within the Auto-Oriented Commercial Corridor (AOCC) designation which is applied to commercial areas along arterial roads. The AOCC designation allows for service commercial uses that generate significant amounts of traffic and draw patrons from a wide area. The AOCC designated lands are not proposed to change.

A portion of the site is within the Multi-Family, High Density Residential (MFHDR) Designation located at the rear of the site, which predominantly allows for high-rise, high intensity forms of housing. The MFHDR portion of the site is the subject of this amendment application, and is proposed to be retained for future development.

The London Plan

The London Plan promotes a strong and vibrant business environment that offers a wide range of economic opportunities (55). The subject site is located within the Urban Corridors Place Type in The London Plan which is intended to support mid-rise residential and mixed-use development (828). Urban corridors vary from segment to segment (depending upon their context), and the degree to which they are transitioning from one form to another (829). The site is located within the Wharncliffe Road South Transitional Segment which extends along Wharncliffe Road South - from Commissioners Road to Southdale Road, and contemplates large-scale retail & service uses in this location (853.3).

4.0 Key Issues and Considerations

4.1 Use

Provincial Policy Statement

The PPS promotes economic development and competitiveness by providing for an appropriate mix and range of employment uses, and providing opportunities for a diversified economic base (1.3). The proposed amendment will allow for the expansion and more functional operation of the existing business on the premises. The PPS also encourages municipalities to provide opportunities for economic development and community investment-readiness, which is consistent with the enhanced viability of the automobile sales and service establishment (1.7).

Official Plan

The Auto-oriented Commercial Corridor (AOCC) designated portion of the site allows for service commercial uses that generate significant amounts of traffic and draw patrons from a wide area (4.4.2.4). This area is currently being used as an automobile sales and service establishment (the Subaru dealership) and is not proposed to change.

The proposed amendment and subject portion of the site applies to the western (rear) half of the site which is in the Multi-Family, High Density Residential Designation. This designation is primarily intended to accommodate high-rise and high-intensity forms of residential apartments up to 150 units per hectare outside of Central London. Some small-scale secondary uses that are often accessory to, and integrated with residential areas are also permitted. These secondary uses can include personal service establishments and small-scale offices, but do not include large commercial uses such as the automobile sales and service establishment. The additional use of the open storage of vehicles associated with the dealership requires consideration through a site specific special policy on the MFHDR portion.

The London Plan

Within the Urban Corridor Place Type, a range of residential, retail, service, office, cultural, recreational, mixed-use and institutional uses may be permitted (837.1 & 2). Normally, large floor plate, single use buildings will be discouraged in the general Corridor policies; though the Wharncliffe Road South Transitional Segment specifically allows for the consideration of "large-scale retail and services uses" in this location (837.3 & 856).

Segment-specific policies are used to provide more specific development guidance for certain areas of the corridors (830.3). The Transitional segment policies are meant to guide development and allow proposals that do not generally fulfil the long-term vision of the Urban Corridor Place Type on a transitional basis, without precluding the future redevelopment into more compact and transit-oriented mixed-use corridors (855). The existing Subaru dealership is considered to be a large-scale retail and service use, and the proposed extension of this use through associated open storage of vehicles conforms to the intent of the segment specific policies.

4.2 Intensity and Form

Within the Urban Corridor Place Type, built form is intended between a minimum of 2 storeys or 8m, and a maximum standard height of 6 storeys, with the potential to bonus up to 8 storeys (table 9). The proposed amendment will allow for additional use of the site for the open storage of vehicles at the rear, but does not have an associated built form or allowances for new commercial buildings. Within the Urban Corridors Place Type, buildings should be sited close to the front lot line, and be of sufficient height to create a strong street wall and to create separation distance between new development and properties that are adjacent to the rear lot line (841.2). If the intention for the site changes in the future, an additional zoning amendment will be required to allow for the construction of commercial building(s), which would be encouraged to locate along Wharncliffe Road and away from abutting residential uses. Commercial buildings in the Transitional Segment may exceed 6,000m² in size, where appropriate (857.1).

Lots within the Urban Corridors will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses (840.4). The site is large enough to accommodate the additional open storage of vehicles while still providing adequate space to mitigate any impacts. The location of the open storage of vehicles behind and beside the Subaru dealership conforms to the policies that direct surface parking areas to be located at the rear and interior side yard (841.12).

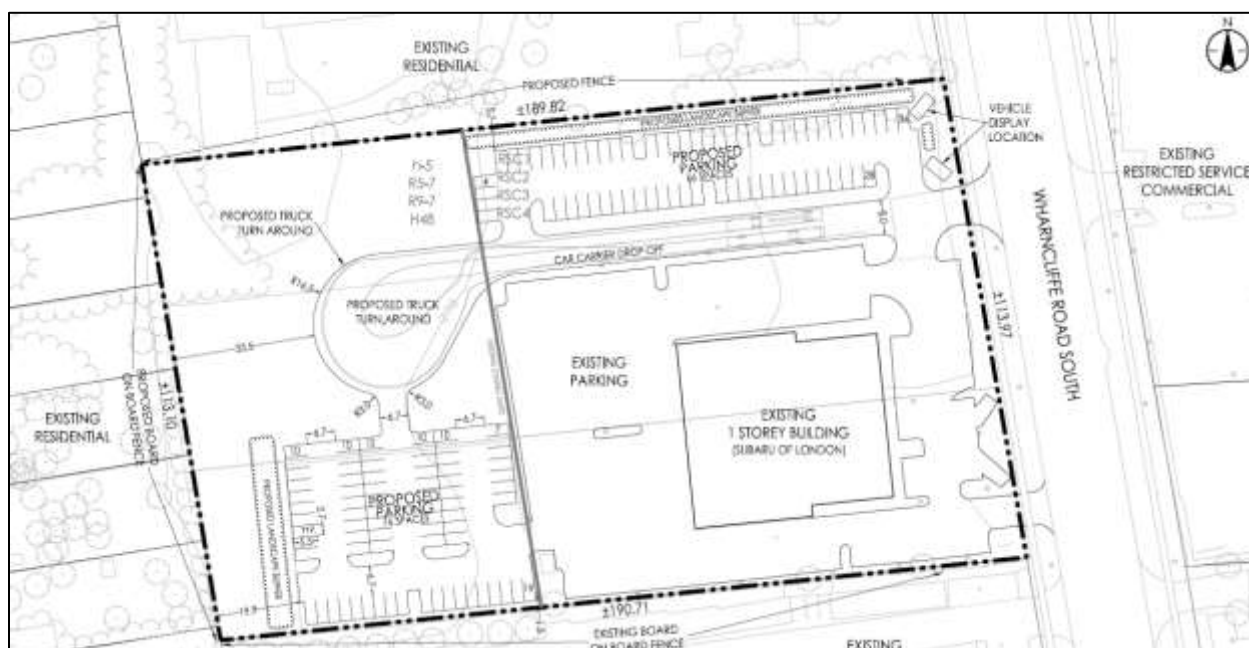


Figure 1: Conceptual Site Plan

4.3 Privacy, Buffering and Screening

The proposed use of land abuts residential uses to the west and potential impacts such as privacy associated with the residential/commercial interface needs to be addressed. Within the Auto-Oriented Commercial Corridor and the Urban Corridor Place Type, the policies identify that appropriate buffering through rear yard setbacks, landscaping, privacy screening and other appropriate measures is required to ensure adjacent new development is sensitive and compatible with residential areas (4.4.2.6.4 & 840.1). Such buffering and mitigation shall be applied through the Zoning By-law and Site Plan Approvals Process. Through the community consultation, compatibility concerns such as better stormwater management, fencing, lighting, noise, and landscaping were raised.

Direction will be provided to the site plan approval authority to install a 1.8m (6ft) wood, board on board fence along the west property boundary to address privacy and security concerns. Landscaping along the rear property boundary between the fence and vehicle open storage will also be required to provide buffering and screening. Lighting will be managed at the time of site plan as per the Site Plan Approval By-law which has standards for directional lighting to minimize impacts on neighbouring land uses. The

open storage of vehicles should not result in additional noise through normal use and only periodic noise associated with the delivery, movement and ignition of vehicles is expected. Stormwater management will be addressed through the Site Plan review, including consideration for inclusion of landscape islands with trees in the parking areas to provide canopy cover and stormwater benefits (282).

4.4 Zoning

The general purpose of the Restricted Service Commercial zone is to implement the Auto-Oriented Commercial Corridor designation. The Zone provides for and regulates a range of moderate intensity commercial uses, and trade service uses, which may require significant amounts of land for outdoor storage or interior building space and a location on major streets. The recommended Zoning By-law amendment will only permit one use on the subject portion of the site which is the open storage of vehicles. The by-law will also contain a special provision that requires a greater setback of 18 metres from abutting residential uses, as the London Plan requires that appropriate adequate setback distances should be provided between the Corridor and adjacent neighbourhood areas to carefully manage the interface between our corridors and the adjacent lands within less intense neighbourhoods (830.6 & 841.13). This distance provides additional space where no vehicles could be located and where landscaping can be provided to provide buffering and screening to abutting residential dwellings.

An h-5 holding provision currently applies to the subject site which requires public site plan approval prior to development. A new h-__ holding provision is proposed to ensure that public site plan approval remains in place prior to any new residential development of the site, while also allowing for the standard site plan approval to occur for the proposed open storage of the vehicles.

More information and detail is available in Appendix C and D of this report.

5.0 Conclusion

The recommended amendment is consistent with the PPS, and conforms to the Official Plan and The London Plan. The recommendation provides for an appropriate use on the subject site for the orderly expansion of the automobile sales and service establishment. The retention of the residential designation and zoning permissions will facilitate the long-term, future intent of the corridor as a mixed-use area. The subject site is of an adequate size to mitigate impacts on the abutting residential neighbourhood which are addressed through site plan considerations and zoning by-law regulations.

Prepared By:	Sonia Wise, MCIP, RPP Planner II, Current Planning
Submitted By:	Michael Tomazincic, MCIP, RPP Manager, Current Planning
Recommended By:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

July 5, 2018

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 661-
675 Wharncliffe Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 24, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – July 24, 2018
Second Reading – July 24, 2018
Third Reading – July 24, 2018

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10 of the Official Plan for the City of London to allow for the open storage (vehicles) use.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 661-675 Wharncliffe Road South in the City of London.

C. BASIS OF THE AMENDMENT

The site specific amendment would only allow the limited use of the property for vehicle open storage, while retaining the underlying Multi-Family, High Density Residential Designation to facilitate the long-term intent to develop the Urban Corridor as a mixed-use residential and commercial area.

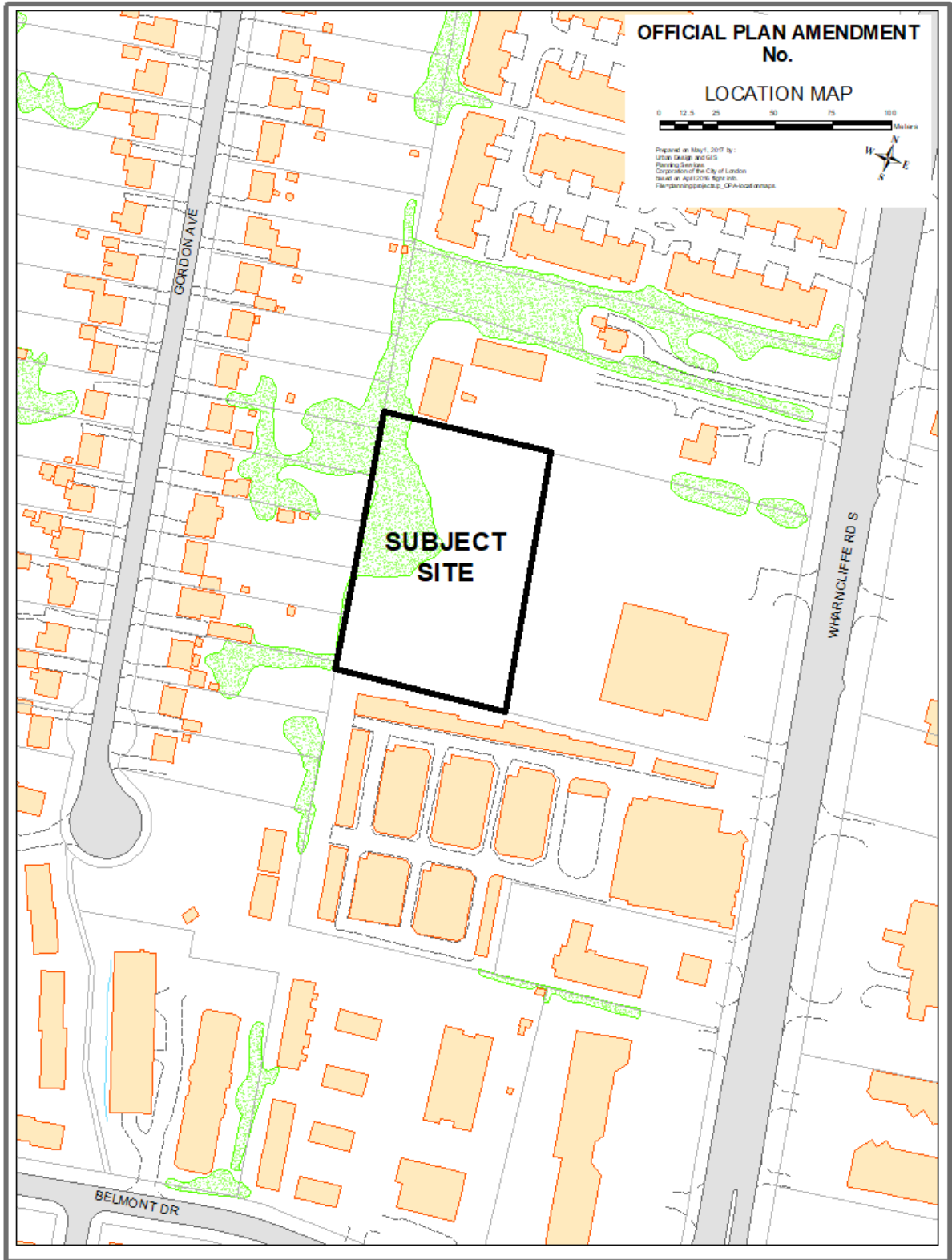
D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Section 10 of the Official Plan for the City of London is amended by adding the following:

661-675 Wharncliffe Road South

In the Multi-Family, High Density Residential Designation at 661-675 Wharncliffe Road South, in addition to the uses permitted in the Multi-Family, High Density Residential Designation, the open storage of vehicles may be permitted in association with an automobile sales and service facility.



Appendix B

Bill No. (number to be inserted by
Clerk's Office)
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 661-
675 Wharncliffe Road South .

WHEREAS 552062 Ontario Ltd has applied to rezone an area of land located at 661-675 Wharncliffe Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 661-675 Wharncliffe Road South as shown on the attached map comprising part of Key Map No. A.111, from a holding Residential R5/R9 (h-5*R5-7/R9-7*H48) Zone to a holding Residential R5/R9/Restricted Service Commercial Special Provision (h-__*R5-7/R9-7*H48/RSC1(_)) Zone.

2) Section Number 3.8 of the Holding "h" Zone is amended by adding the following Holding Provision:

3.8) h-(_)

Purpose: To ensure that residential development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-_" symbol.

Permitted Interim Uses: Non-residential uses

3) Section Number 28.4 of the Restricted Service Commercial (RSC1(_)) Zone is amended by adding the following Special Provision:

RSC1() 661-675 Wharncliffe Road South

a) Regulations

i) Permitted Use:

Open storage (vehicles) in association with an automobile sales and service establishment

ii) The minimum rear (west) yard setback for open storage (vehicles) abutting a residential zone shall be 18m (59 feet).

iii) Lot coverage for open storage (vehicles) 80%
(maximum)

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

OZ-8898
Sonia Wise

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

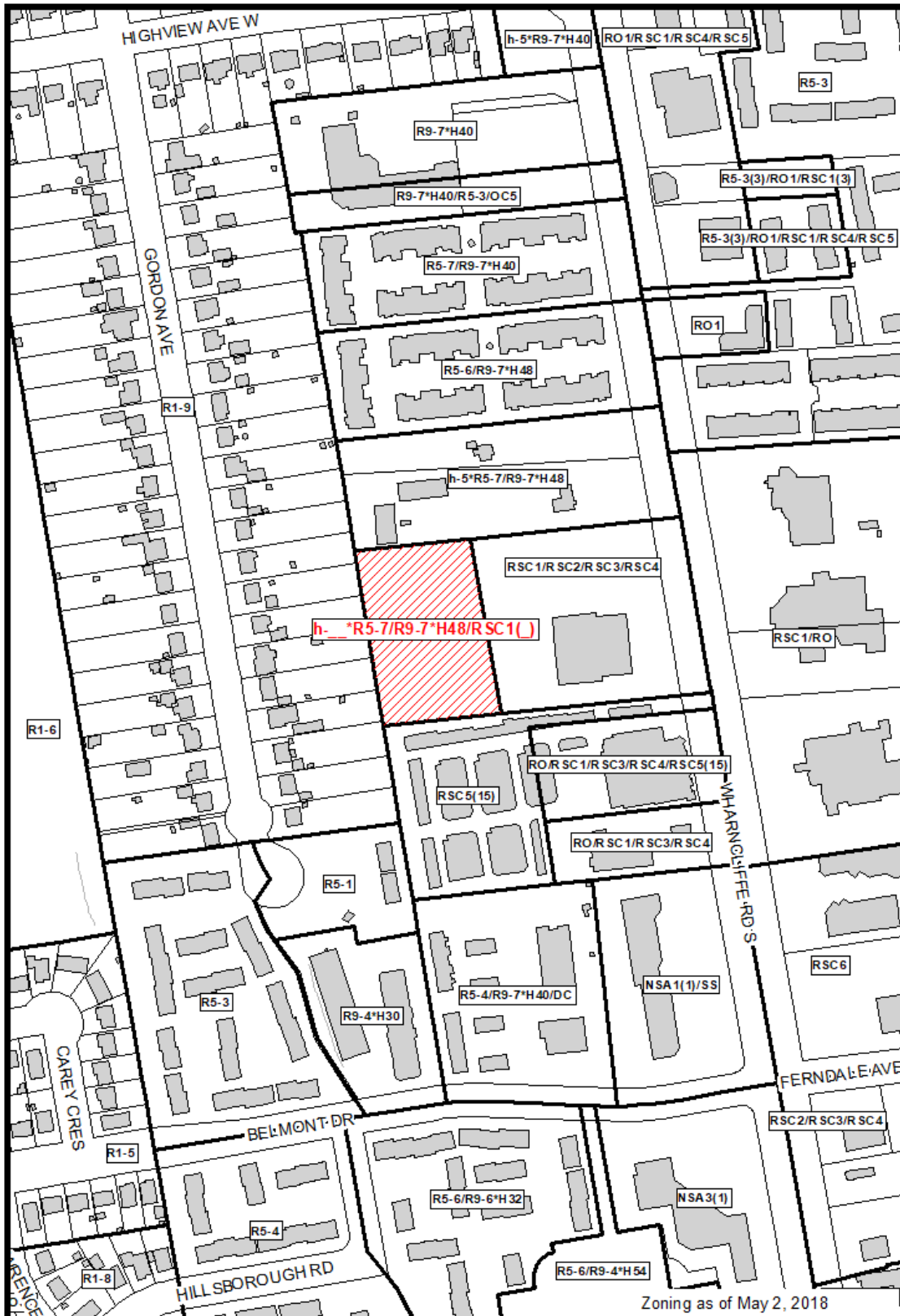
PASSED in Open Council on July 24, 2018.


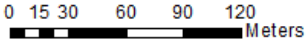

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – July 24, 2018
Second Reading – July 24, 2018
Third Reading – July 24, 2018

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



<p>File Number: OZ-8898 Planner: SW Date Prepared: 2018/06/11 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p> Meters</p> <p></p>
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Appendix C – Public Engagement

Community Engagement

Public liaison: On April 25, 2018, Notice of Application was sent to 183 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 26, 2018. A “Planning Application” sign was also posted on the site.

5 replies were received

Nature of Liaison: Requested amendment to add a special policy to the Official Plan to permit the outdoor open storage of vehicles associated with the automobile sales and service establishment, and to change the zoning from a holding Residential R5/R9 (h-5*R5-7/R9-7*H48) Zone to a holding Residential R5/R9/Restricted Service Commercial Special Provision (h-5*R5-7/R9-7*H48/RSC1(_)) Zone.

Responses: A summary of the various comments received include the following:

Concern for:

- concern for stormwater management and water pooling at rear of property
- impacts of noise and lighting associated with the operation of the dealership
- improved fencing is required between residential properties and the commercial uses on site for screening and security
- better property maintenance (ie- regular grass cutting) should occur
- support for the on-site vehicle unloading space

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

Telephone	Written
Maria Wojcicki 660 Gordon Avenue	Maria Wojcicki 660 Gordon Avenue
Frank Cuzzocrea 656 Gordon Avenue	Ryan Chappell 642 Gordon Avenue
Ali Basher 652 Gordon Avenue	Sara Rowland

From: Maria Wojcicki [mailto:]
Sent: Saturday, May 12, 2018 10:26 PM
To: Wise, Sonia <swise@london.ca>
Cc: Maria Wojcicki < >
Subject: File: OZ-8898

Dear Sonia We spoke this week about expanding outdoor car storage with existing car dealership, I OPPOSE IT because people run through my back yard to GORDON AVE" I do have a fence I would like to have a 6-8 ft FENCE Few years ago we were promised a wooden fence but it not happen It must be tall wood fence The back of our property is not kept clean the grass is cut once in the summer there is a pond with millions of mosquitos all summer .I would be very thankful for that Yours truly Maria Wojcicki of 660 Gordon Ave

From: Rowland, Sara [mailto:]
Sent: Friday, April 27, 2018 9:58 AM
To: Wise, Sonia <swise@london.ca>

Subject: FW: Notice of Application - 661-675 Wharncliffe Rd. S. (Ward 10) - OZ-8898 - Sonia Wise, Planner

Hi Sonia,

I have just one request, however this application proceeds. Please could you work to ensure that dedicated on site space is provided for off-loading cars from car transport trucks (those double-decker trailers that you see new cars on). I have complained to the police - not about this dealership *per se* but about the entire Wharncliffe corridor of car dealerships from Commissioners down to Legendary Drive - because too often I have seen them flout the (No Stopping At Any Time) signs/symbols to off load cars either in the centre turn left/right lane OR in the right lane of the carriageway. This causes horrendous tailbacks in peak times, and is especially awkward for emergency services when traffic backs up - but it shouldn't happen at all, at any time.

Thank you!

From: Ryan Chappell [mailto:]

Sent: Wednesday, May 23, 2018 7:33 AM

To: Wise, Sonia <swise@london.ca>

Subject: File: OZ-8898 for 661-675 Wharncliffe Rd S.

Re: Sonia Wise

Hello my name is Ryan Chappell who resides at 642 Gordon Avenue and my property backs onto the property to the North of Subaru and Subaru with the proposed property addition will come up to the South East corner to my property.

Now, I have a clear site of the dealership thru the thin existing tree line and the concerns I have are concerns to which are already present now and will most likely increase being that much closer.

I fully understand the need for expansion for growth and especially parking with a business that deals with vehicles. I also work at a automotive dealership on Wharncliffe Rd, so most of the noise and traits associated with the business I do not mind. Just want to ensure that the business stay neighbourly and ensures that all thoughts to how it will affect the residences are considered.

Now, the two main reasons I purchased the property on Gordon Ave was because of it's lot size & how quiet it was considering it backed onto Wharncliffe Rd and still could barely hear the traffic.

The mentioned concerns associated with the dealership are minor but are noticeable.

1) have heard the radio playing thru outside PA speakers past business hours to which you can clearly hear while sitting on back patio.

2) vehicles being off loaded from car hauler late at night which was around 11pm-12am

3) the brightness of the lights thru treeline

Now the questions and possible concerns going forward would be:

-with the increase in lot size for parking & truck turn around obviously are going to have more LED high bay lights on tall light standards and would like assurance that my back yard isn't going to be lit up with the additional lighting and that the outdoor sound system is shut off at end of business hours or just outside hours of operation

-is the frequency of car haulers going to increase and shipment times to be at all hours of the night/morning since the noise of cars driving off steel ramps echos.

-are business hours going to change in future to incorporate a night shift to which techs may utilize the panic alarm to locate a vehicle on lot to which sounds the vehicle horn? This was a problem for a friend of mine who backs onto the Kia dealership and techs were sourcing vehicles this way past 12am.

-What is the height of the board on board wooden perimeter fence since did not note within planning explanation? Fence obviously being used for security, cosmetics but don't believe it aids a large amount in noise reduction.

-Are the landscape buffers being used for sound dissipation? If so only see illustrated in a couple spots near proposed parking only not near rest of the rear of property to corner and as stated before the treeline may appear thick but are a lot of dead trees within tree area.

Thank you for reviewing my thoughts and concerns.

Sincerely

Ryan Chappell

Agency/Departmental Comments

April 30, 2018: UTRCA excerpt

No objections

May 1, 2018: Transportation

No comment

May 22, 2018: London Hydro excerpt

London Hydro has no objection to this proposal

May 23, 2018: Development Services Engineering

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Zoning By-Law amendment application:

WADE Division:

The sanitary sewer available for the subject lands is the 450mm trunk sanitary sewer on the west side of Wharncliffe Road South.

SWM Division:

SWED staff have no additional comments to those provided during the pre-application consultation (see attached e-mail).

Attached e-mail:

The Stormwater Engineering Division staff have no objection to this pre-application.

Please feel free to inform the applicant about the following general SWM issues/requirements to be considered/addressed by the applicant's consultant engineer when preparing the storm servicing strategy for this land during the development application stage:

- The site is service by the 1350mm municipal storm sewer on Wharncliffe Road South at a $C=0.65$ (refer to as-constructed drawing 10523). Changes in the "C" value required to accommodate the proposed redevelopment will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate the capacity of the existing storm sewer system is not exceeded and that on-site SWM controls will be design to the satisfaction of the City Engineer.
- The subject lands are located in the Dingman Creek Subwatershed. The applicant shall be required to provide a Storm/Drainage Servicing Report/Brief demonstrating that the proper SWM practices will be applied to comply with the SWM criteria and environmental targets identified in the Dingman Creek Subwatershed Study that may include but not be limited to, water balance, quantity/quality control, erosion, stream morphology, etc.
- The design and construction of SWM servicing works for the subject land shall be in accordance with:
 - The SWM criteria and targets for the Dingman Creek Subwatershed,
 - Any Municipal Class Environmental Assessment in the area,
 - The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion controls, and

- The City's Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.
- The design of the SWM servicing work shall include but not be limited to such aspects as on-site SWM controls design, possible implementation of SWM Best Management Practices (e.g. Low impact Development "LID" features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, etc.
- Considering the nature of the proposed development, the owner may be required to have a consulting Professional Engineer confirming that water quality has been or will be addressed to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc.
- The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from existing external drainage areas through the subject lands are preserved, all to the satisfaction of the City Engineer.
- The Owner shall ensure that increased and accelerated Stormwater runoff from this site shall not cause damage to downstream lands, properties or structures beyond the limits of this site.
- Additional comments may be provided upon future review of the site.

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.

Appendix D – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014

- 1.3 Employment
- 1.7 Long-term Economic Prosperity

Official Plan

Chapter 3 – Multi-Family, High Density Residential

3.4.1 Permitted Uses

Chapter 4 – Auto-Oriented Commercial Corridor

4.4.2.4 Permitted Uses

4.4.2.6 Form

4.4.2.6.4 Buffering

4.5 Planning Impact Analysis

The London Plan

55 Plan strategically for a prosperous city

282 Stormwater management and Landscape islands

Urban Corridors Place Type

828 Vision

829 Role within the City Structure

830 How to realize the Vision

837 Permitted Uses

840 Intensity

841 Form

853 Transitional Policies

855 Segment Goals

856 Permitted Uses

857 Intensity

Z.-1 Zoning By-law

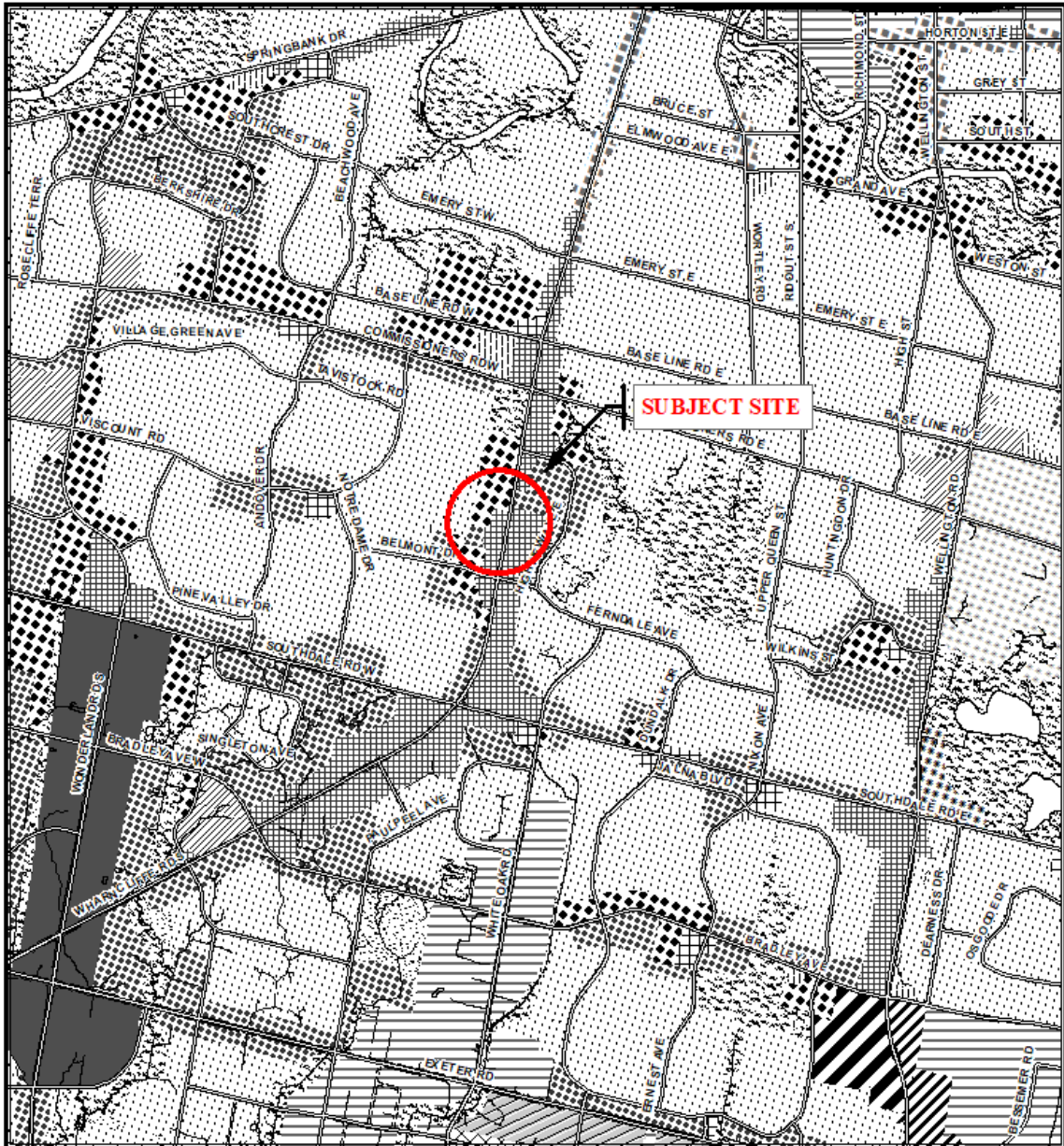
Chapter 3 Zones and Symbols

Chapter 4 General Provisions

Chapter 28 Restricted Service Commercial Zone

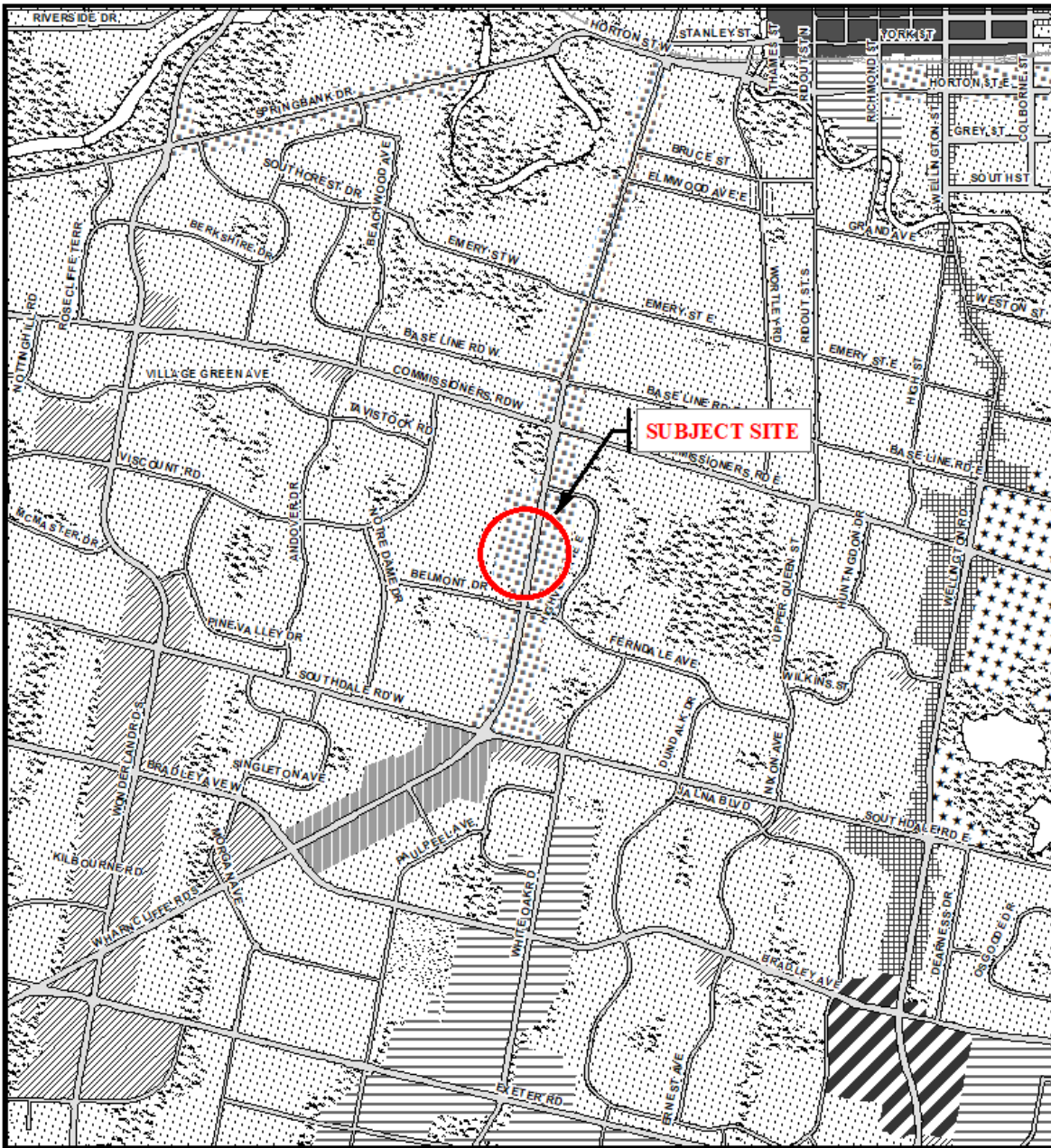
Appendix E – Relevant Background





Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8898</p>
		<p>PLANNER: SW</p> <p>TECHNICIAN: MB</p> <p>DATE: 2018/06/11</p>



Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

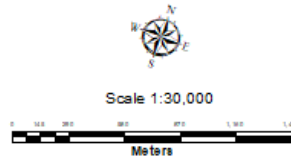
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

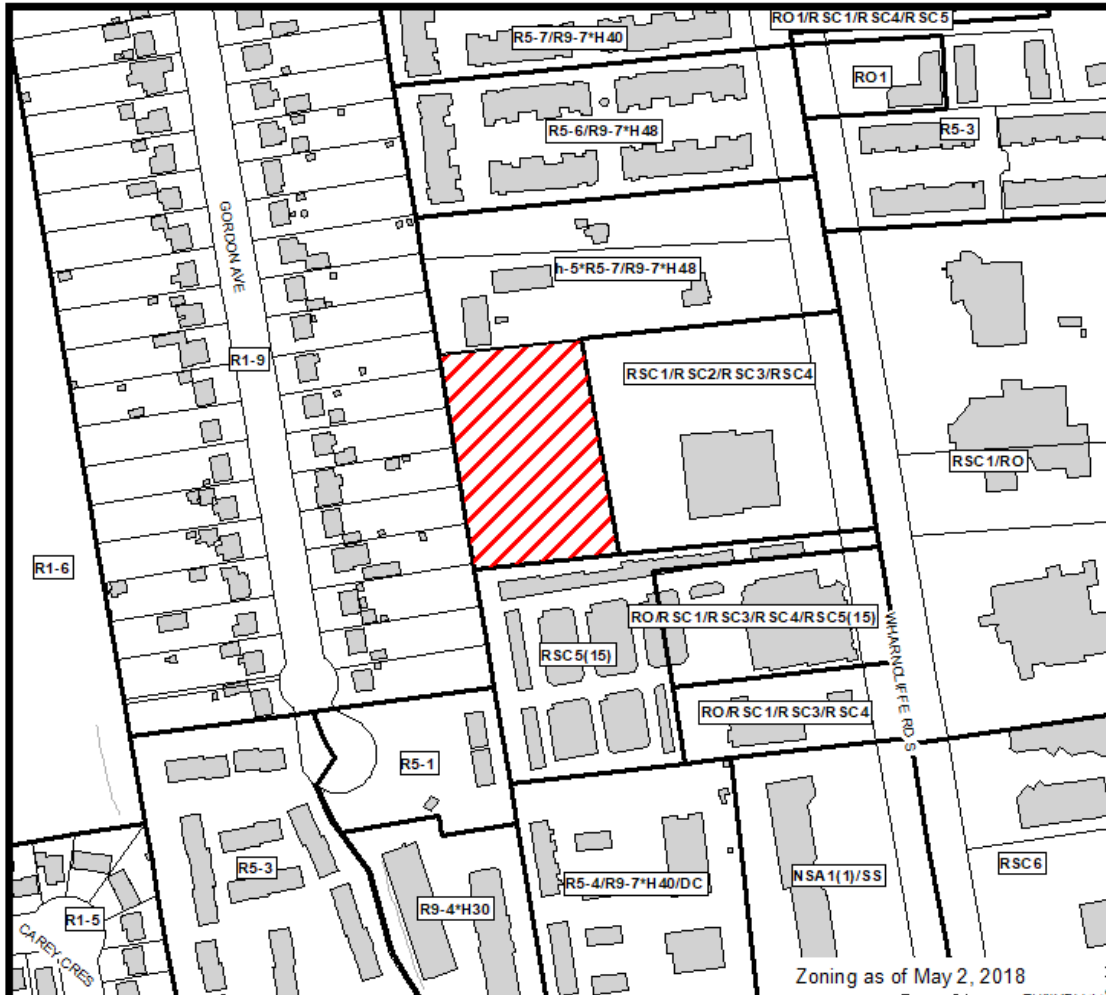
CITY OF LONDON
Planning Services /
Development Services


LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



File Number: OZ-8898
Planner: SW
Technician: MB
Date: June 11, 2018



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-5*R5-7/R9-7*H48**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R8 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | |
| R10 - HIGH DENSITY APARTMENTS | OB - OFFICE BUSINESS PARK |
| R11 - LODGING HOUSE | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

OZ-8898

SW

MAP PREPARED:

2018/06/11

MB

1:3,000

0 15 30 60 90 120

Meters

Additional Reports

Z-6981/OZ-7116: Official Plan and Zoning By-law Amendment from the Restricted Service Commercial designation to the current Multi-Family, High Density Residential designation, and from the holding Residential R9 (h-5*R9-7*H48) Zone to the existing Restricted Service Commercial (RSC1/RSC2/RSC3/RSC4) Zone.