

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development & Compliance Services & Chief Building Official

Subject: Application By: PenEquity / Goal Ventures Inc.
3130 & 3260 Dingman Drive and 4313 Wellington Road South
Public Participation Meeting on: October 9th, 2018

Recommendation

That, on the recommendation of the Manger, Development Planning, the following actions **BE TAKEN** with respect to the application of PenEquity / Goal Ventures Inc. relating to the properties located at 3130 & 3260 Dingman Drive:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of approximately 73,000m² of commercial space; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

Executive Summary

Summary of Request

The Site Plan Control application (SPA17-109) for 3130 & 3260 Dingman Drive is proposing approximately 73,000m² of commercial space including, through two separate and concurrent applications (SPA17-111 & SPA17-117), two large format commercial buildings specifically for an Ikea and a Costco with a gas bar. The remainder of the development is arranged around fourteen commercial buildings fronting onto a 'main-street' and eight other commercial buildings spread across the site. Access to the site is proposed via an extended Roxburgh Road which would be extended to connect to Dingman Drive. A system including private roads which connect to both Roxburgh Road and Dingman Drive are proposed as part of the application. The site includes a restored woodlot and linear storm water management blocks to be landscaped as features along the Dingman Drive frontage.

Purpose and the Effect of Recommended Action

The purpose of this application is to attain Site Plan Control Approval for approximately 73,000m² of commercial space including, through two separate and concurrent applications, two large format commercial buildings specifically for an Ikea and a Costco with a gas bar at 3130 & 3260 Dingman Drive. The site is subject to a holding provision (h-5) that requires a public site plan review, which is to be heard at a public meeting of the Planning and Environment Committee.

Rationale of Recommended Action

1. The proposed Site Plan is consistent with the Provincial Policy Statement, which directs development to designated growth areas and that development be adjacent to existing development.
2. The proposed Site Plan conforms to the policies of the Shopping Area Place Type and all other applicable policies of The London Plan.

3. The proposed Site Plan is in conformity with the policies of the New Format Regional Commercial Node designation of the Official Plan (1989) and will implement an appropriate range of commercial uses in accordance with the Official Plan policies.

4. The proposed Site Plan Control application integrates conforms to the Policies of the Southwest Area Secondary Plan.

5. The proposed Site Plan meets the requirements of the Site Plan Control By-law.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the north side of Dingman Drive, west of Wellington Road South and south of Highway 401. The site has a frontage of 606 metres along Dingman Drive and a lot area of approximately 19 hectares. In addition to the Dingman Drive frontage the site has frontage along Wellington Road South and exposure to Highway 401. The site will be accessed by way of a private spine road which connects Dingman Drive and Roxburgh Road. The site currently contains a single large format retail building and its associated parking area in the northeast corner of the parcel. The balance of the lands are presently undeveloped.

1.2 Current Planning Information

- Official Plan Designation – New Format Regional Commercial Node
- The London Plan Place Type – Shopping Area
- Existing Zoning – h*h-5*h-18*h-55*h-103*h-141*ASA3/ASA5/ASA6(3)/ASA7(1)/ASA8(11) and OS5

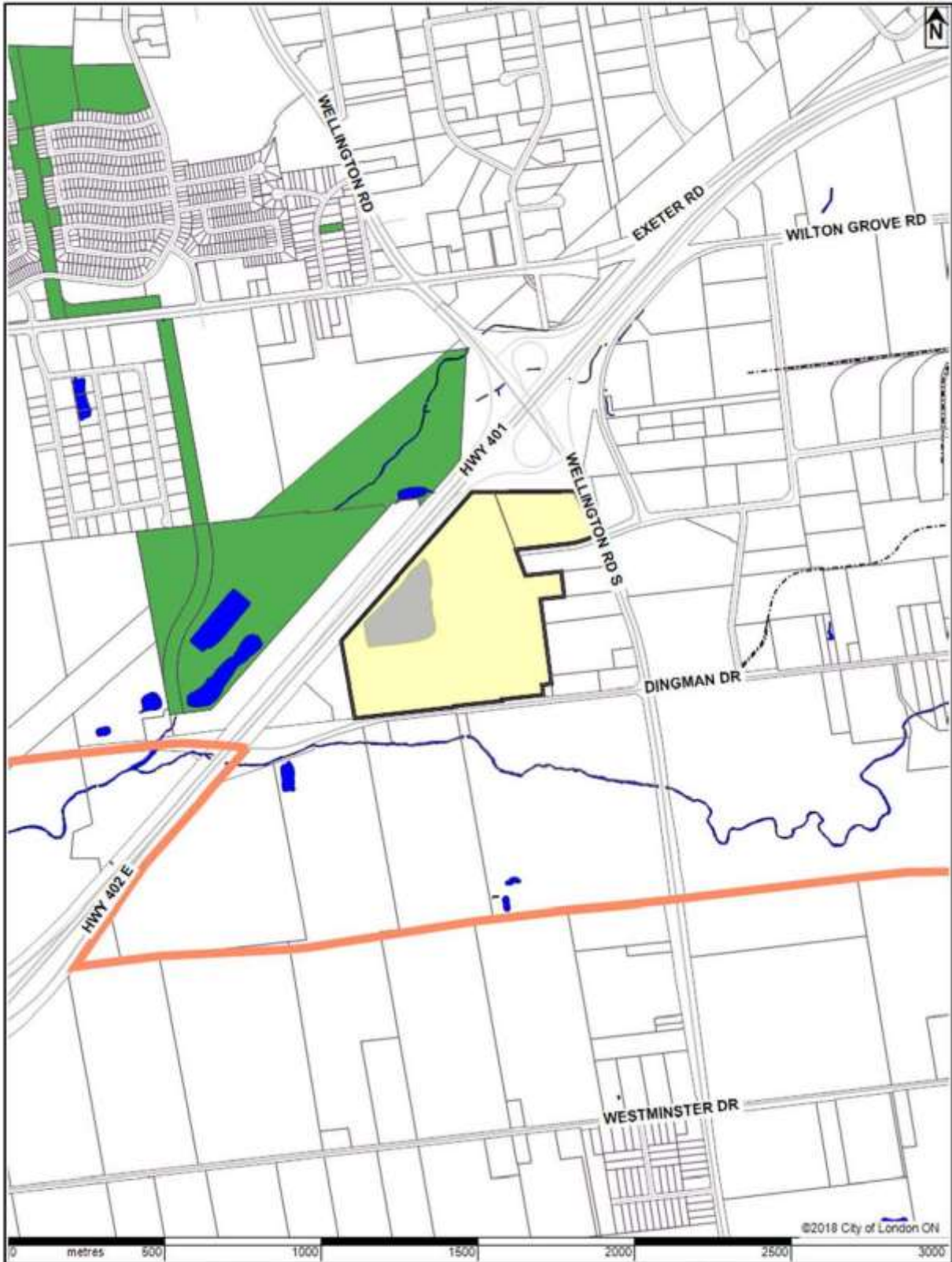
1.3 Site Characteristics

- Current Land Use – Vacant with the exception of a single large format commercial building and associated parking in the northeast corner of the site.
- Frontage – 606m (Dingman)
- Depth – 675m
- Area – 190,558.0 m²
- Shape – Irregular

1.4 Surrounding Land Uses

- North – A combination of a Provincial Highway transportation corridor(Highway 401), open space, and commercial uses
- East – Large format commercial uses
- South – A combination of open space and agricultural uses
- West – A combination of a Provincial Highway transportation corridor, open space, commercial and agricultural uses

1.5 Location Map



LOCATION MAP
Subject Site: 3130 and 3260 Dingman Dr and 4313 Wellington Road S
File Number: SPA17-109/111/117
Created By: Eric L Conway
Date: 2018-01-04
Scale: 1:15100

Corporation of the City of London
Prepared By: Planning and Development

LEGEND

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

2.0 Description of Proposal

2.1 Development Proposal

On December 19th, 2017, Staff received a Site Plan Control application for 3130 & 3260 Dingman Drive, and 4313 Wellington Road South proposing approximately 76,000m² of commercial space including, through two separate and concurrent applications, two large format commercial buildings specifically for an Ikea and a Costco with a gas bar. The remainder of the development is arranged around fourteen commercial buildings fronting onto a 'main-street' and eight other commercial buildings spread across the site. Access to the site is proposed on Wellington Road South via Roxburgh Road and Dingman Drive. A networks of private roads which connect to both Roxburgh Road and Dingman Drive are proposed as part of the application. The site includes a restored woodlot and linear storm water management blocks to be landscaped as natural features along the Dingman Drive frontage. The proposed development is consistent with the nature of what was contemplated as part of a planning application (OZ-8120) to amend the Official Plan and Zoning By-law to permit the use; however, there have been revisions to the original site plan concept presented at the time of the Zoning By-law and Official Plan amendment approvals

3.0 Relevant Background

3.1 Planning History

On November 6, 2012 the City of London accepted an application for an Official Plan and Zoning By-law Amendment for the properties at 3130 & 3260 Dingman Drive from the PenEquity Realty Corporation. The requested amendment sought an Associated Shopping Area Commercial Special Provision (ASA3/ASA5/ASA6 ()/ASA7()/ASA8) Zone and an Open Space (OS1) Zone to allow for 50,183m² of commercial retail use, 13,564m² of commercial recreational use, 3,921m² cinema use, a gas bar use and a passive recreational use. This change was to an area zoned Restricted Service Commercial (RSC) as well as Light Industrial and Community Shopping Area but used as a woodlot and for agricultural purposes at the time.

The application was addressed at the June 18, 2013 meeting of the Planning and Environment Committee. Council resolved on June 26, 2013 that the requested application be referred back to staff to modify the zoning by-law. The stated purpose of the referral was to examine the potential for a solution that would include holding provisions to the Zoning By-law which would ensure: "the provision of municipal servicing, archaeological evaluation be completed, a transportation study be completed, Ministry of Transportation permits be obtained, urban design matters be addressed, and a natural heritage compensation agreement between the City and the applicant be entered into to address the natural heritage compensation measures to be implemented resulting from the removal of the Unevaluated Vegetation Patch".

The decision of Council was subsequently appealed to the Ontario Municipal Board. On June 30, 2015 the Board issued its decision, following the withdrawal of the appeal by Greenhills SC Ltd. Minutes of Settlement dated June 24, 2014 between PenEquity Realty Corporation/Goal Ventures Inc. and the Upper Thames River Conservation Authority were provided to the Board indicating that both parties were satisfied with the proposed resolution. The Board ordered that the portion zoned Open Space (OS5) now present in the southeast corner of the site be created and that the applicable holding provisions regarding the environmental features on site be removed.

The Council resolution of June 26, 2013 provided the following additional direction with regards to Site Plan Approval:

"the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:

- *ensure a high level of architectural and landscape quality on all portions of the site with visual exposure to Highway 401;*
- *ensure that the design of the buildings located along Highway 401 and Dingman Drive are of a high design standard and do not appear as "the back of house";*
- *screen all parking areas visible from Highway 401 as well as Dingman Drive using enhanced landscaping;*
- *create a block pattern on the site in order to allow for future redevelopment;*
- *create a high quality main street through the centre of the site that includes:*
 - *on-street parking;*
 - *wide sidewalks;*
 - *street trees;*
 - *landscaping as well as street furniture (i.e.: lamp posts, signage, benches, garbage bins, etc...);*
 - *improved pedestrian experience and access throughout the site;*
- *locate buildings along the main street that are oriented towards the street with accented main pedestrian entry points, transparent glass, articulated facades and rooflines, in order to create an active frontage;*
- *include a key building at the view terminus of the proposed main street (e.g., proposed movie theatre);*
- *provision of a variety of high quality materials (such as transparent glass, brick, stone, etc.) on all proposed buildings, in particular the elevations facing Highway 401, Dingman Drive and the mainstreet;*
- *create a centralized public space, located along the main street;*
- *provide for continuous pedestrian connections through the site;*
- *ensure all buildings have a walkway to the proposed on site main street commercial corridor as well as continuous walkways connecting to other buildings on the site;*
- *include adequately sized landscape islands to break up large surface parking areas, these landscape islands should include trees as well as enhanced landscaping;*
- *submit an updated urban design brief to the Urban Design Review Panel for a more comprehensive review of the final proposal through the site plan process; and,*
- *plant three trees for every tree removed, at a location of the applicant's choice, on the property;"*

3.2 Community Engagement (see more detail in Appendix A)

Notice of Application

On January 4th, 2018, Notice of Application was sent to 17 property owners in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of the Londoner on January, 18th, 2018.

Notice of Public Meeting

On September 14th, 2018, Notice of Public Meeting was sent to 17 property owners in the surrounding area. Notice was also published in the Public Notices and Bidding Opportunities section of the *Londoner* on Thursday, September 20th, 2018.

At the time of the preparation of this report, there was a total of:

- 1 written response, 1 telephone response

Summary of Concerns and Comments:

Transportation: 1) Concern with traffic as the site will draw customers from London/Middlesex and beyond.

Response to Public Concerns

A Traffic Impact Assessment (TIA) was completed by R.J. Burnside & Associates Limited on behalf of PenEquity realty Corporation/Goal Ventures Incorporated on in December 2017. The City of London and the Ministry of Transportation (MTO) provided comments and an updated TIA was provided in August, 2018. The City has accepted the overall findings of the revised TIA with support of access scenario 1, which allows full access from Roxburgh Road, pending MTO's final comments. The City and MTO are actively working with the applicant on transportation related matters.

3.3 Policy and Regulatory Context

Provincial Policy Statement, 2014 (PPS)

The Provincial Policy Statement, 2014 directs, through policy 1.1.3.6 that “new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.” In accordance with the policies of the PPS, 2014, the location of the proposed development is identified as one of the designated areas for growth within The London Plan. The proposed development is adjacent to an existing development so as to make use of existing infrastructure. The proposed development is in conformity with the Provincial Policy Statement, 2014.

The London Plan

The City Design Policies in The London Plan encourages that built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, material, and cultural heritage (Policy 197, Under Appeal). Buildings should be sited with regard for the planned street wall or street line (Policy 256), and sited with minimal setback from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment (Policy 259, Under Appeal). To ensure safe and comfortable pedestrian networks, Policy 268 of the London Plan establishes that sites shall be designed with direct connection from the principle building entrances to the municipal sidewalk. Policy 291 (Under Appeal) in The London Plan establishes that principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

The impact of surface parking on the public realm should be minimized through a mix of strategic location and visual screening. Buildings should be sited to minimize the visual exposure of parking areas to the street (Policy 269). Surface parking areas will be designed to incorporate landscape/tree islands for visual amenity and to help convey stormwater and reduce the heat island effect (Policy 282, Under Appeal).

The proposed development conforms to the City Design Policies of the London Plan by siting buildings along gateway portion of the main street of the development. The building are situated with minimal setbacks from the spine road. Direct pedestrian connections are

proposed from principal entrances to the main pedestrian walkway. Active frontages are proposed along the main street corridor, and buildings located along the 401 are designed to not appear as 'back of house'. Surface parking is located behind buildings where possible, and a mix of low landscape walls and vegetation is introduced where appropriate. Landscaped islands are proposed within all surface parking and along all major pedestrian networks.

The London Plan encourages built form within the Shopping Area Place Type that allow for future redevelopment of large commercial blocks. Policy 879 of The London Plan specifically, directs that "a grid of driveways extend through the site" and that said driveways contain sidewalks and trees. The purpose of this approach includes the production of quality transit, pedestrian and cyclist circulation in the near term which can be maintained in any long term redevelopment which may not affect the entire site in a single phase. Development of large commercial blocks are also required to contain pedestrian amenities and wide tree-lined sidewalks. Pedestrian oriented commercial of a smaller scale should be situated to provide a street wall and oriented to provide continuous pedestrian shopping experience and a defined street wall. Conversely uses that are auto-centric such as gas bars should be situated where they do not detract from the development of a high quality pedestrian experience.

The proposed development conforms to the Shopping Area Place Type policies of The London Plan through locating smaller scale commercial together in the north and east of the site in a continuous manner whilst maintaining an overall site layout that is conducive to future redevelopment.

Official Plan (1989)

As a New Format Regional Commercial Node, under the policies of the Official Plan (1989), the area where the proposed development is located is intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs. New Format Regional Commercial Nodes are also regarded as major activity centres by reason of their size and range of uses, and may have trade areas that also extend beyond the municipal boundary. The proposed development fulfills this function through the proposed site plan. The proposed development is in conformity with the City of London Official Plan (1989).

Southwest Area Secondary Plan

The properties at 3130 & 3260 Dingman Drive fall within the Wellington Road South/Highway 401 Neighbourhood outlined by the Southwest Area Secondary Plan (SWAP). The lands purpose, as set out in 20.5.15 of SWAP, is to provide "a range and mix of commercial and office uses, and continue to support and promote employment lands." The area policies direct that development on the lands provide:

- An integrated streetscape having quality and varied built forms
- Parking facilities screened by small floor plate buildings adjacent to Wellington Road South and Highway 401
- Overall site design and built form of commercial and industrial buildings along the road edge of Wellington Road South and Highway 401 supportive of a high quality gateway image
- Enhanced landscaping along the gateway corridors including a minimum 10 metre landscaped area along Wellington Road South

The policies for the Wellington Road South/Highway 401 Neighbourhood also require that direct access to Wellington Road South may be limited and that pedestrian "connections between buildings on large sites and between sites shall be clearly established with landscaping and identifiable surface treatments used to clearly indicate pedestrian areas."

The general policies of SWAP provide direction on public realm, buildings and site design and are applicable to the site plan application. The public realm policies direct for street planting and a high level of design treatment along Wellington Road South and Dingman

Drive, which is achieved through proposed plantings. Commercial buildings provided within SWAP are to be oriented and designed for a quality pedestrian experience through elements such as entrance location, use of awnings and canopies, window and signage design and the development of a street wall. These elements are achieved through the site plan and utilize landscape features to achieve the desired pedestrian experience. The screening, buffering and locating of parking areas and their access points to reduce their impact is directed through SWAP.

The proposed site plan locates parking and large format commercial buildings behind the pedestrianized commercial core adjacent to Wellington Road South and Fronting on Roxburgh roads and provides significant landscaping to screen parking expanses where they are visible. The policies of SWAP with regards to public realm, buildings and site design are being met.

Z.-1 Zoning By-law

Through the Zoning By-law Amendment (OZ-8120) and the subsequent OMB decision, the compound zone of h-h-5-h-18-h-55-h-103-h-141*ASA3/ASA5/ASA6(3)/ASA7(1)/ASA8(11) was applied to the majority of the lands at 3130 & 3260 Dingman Drive. The remainder of the lands were applied an OS5 zone to provide for a restored woodlot. The existing zoning permits:

- A wide range of retail, personal service, community facility, automotive and office uses. Special provisions allow for additional uses beyond the base zones including, hotels, cinemas, and a gas bar.
- An OS5 zone has been established in the southwest corner of the site to provide for a woodlot restoration feature.

The holding provisions delineate additional requirements specifically:

- h Requires a subdivision agreement or development agreement prior to development
- h-5 Requires a public site plan review process be undertaken
- h-18 Requires adequate archaeological review and necessary follow-up and prevents demolition until the review is completed.
- h-55 Requires a Traffic Impact study be conducted.
- h-103 Requires that a development agreement be entered into which implements the urban design objectives identified through rezoning process.
- h-141 Requires the issuance of permits by the Ministry of Transportation as required by the Public Transportation and Highway Improvement Act prior to any development.

This report addresses the requirement of the h-5 holding provision whilst the remainder will continue to be addressed through the Site Plan Control Process. Building construction will not commence until all holding provisions have been removed.

Board Order

On June 30, 2015, the Ontario Municipal Board issued an Order on the Zoning By-law and Official Plan amendment for the lands. The Zoning By-law amendment was issued on a contingent basis which requires confirmation from the parties that satisfactory arrangements have been made to address the transportation matters on surrounding lands. Potential remains for further adjudication if matters are not addressed between parties. As a condition of Site Plan Control Approval the Ontario Municipal Board order shall be finalized. This would ensure that the Zoning for the development is in force and effect.

4.0 Key Issues and Considerations

4.1 Use

The Shopping Area Place Type allows for a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses (Policy 877). This site proposes multi-use buildings with a variety of uses allowing for flexibility for future development. The zoning established through the zoning amendment allows for a wide range in retail, personal service, community facility, automotive and office uses.

4.2 Form

All Shopping Area Place Types should be designed to allow for future development of large commercial blocks. This is achieved by creating a grid of driveways that extend through the site, spaced appropriately across the width of the property, designed to include sidewalks and trees (Policy 879.2. Under Appeal). Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street (Policy 879.3. Under Appeal). Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking should not be permitted between these smaller buildings and the street (Policy 879.4. Under Appeal). Roxburgh Road dissects the site with smaller driveways crossing the main intersection at three points, dividing into seven "parcels". This proposal has made efforts to create a main street along Roxburgh Road by including pedestrian entrances along the street and connecting buildings by pedestrian walkways. Large fields of parking are generally located behind buildings, out of view from Roxburgh Road, Wellington Street and the 401.

4.3 Traffic and Transportation

The site is located with frontage on Wellington Road South, Dingman Drive, and along the 401. One access is proposed from Wellington Road South (via Roxburgh Road) and three accesses are proposed along Dingman Drive. The site is within proximity of an eastbound and westbound connection to and from the 401, which is within the jurisdiction of the Ministry of Transportation.

A Traffic Impact Assessment (TIA) has been submitted by R.J. Burnside & Associates Limited to determine whether there is sufficient capacity for a full access on Roxburgh Road. The City has reviewed the latest version of the TIA and accept the overall findings with support for Access Scenario 1, allowing for full access to Wellington Road South at Roxburgh Road. The TIA is still under review by the Ministry of Transportation (MTO). The City and the MTO are actively working with the applicant to finalize the TIA.

The MTO has been working with the City and the developer throughout the development proposal and approval process. A holding provision is in place to ensure that the necessary Ministry permits are in place, prior to a building permit being issued. With respect to the development proposal, the MTO has been reviewing the aforementioned TIA to ensure that there are no impacts on the abutting highway corridor and interchange as a result of development. Staff will continue to work with the agency and the developer in this regard. Recommendations and outcomes of the TIA may result in revising access arrangements, access management, and improvements to external roadways.

4.4 Enhanced Landscaping

The existing site was highly vegetated with a variety of mature trees and shrubs. Through the Site Plan process, and with permits from the MTO, the applicant was granted permission to remove the existing trees on site in preparation for grading. As per The London Plan, all Shopping Area development should include abundant tree planting, in conformity with the Forest City and City Design policies of The London Plan to provide shaded areas for parking, and comfortable pedestrian environments (Policy 879. 8. Under Appeal). Planted islands are provided at the end of each drive aisle and every 15 parking stalls. Shade trees and

vegetation are included along pedestrian networks and surrounding proposed site furniture. Additionally, surface parking located in highly visible areas should be screen by low wall and landscape treatment (Policy 278, Under Appeal). A robust vegetation buffer is proposed along all frontages; a 14m setback is required by the MTO along the 401 and Wellington Road South frontages, and is planted with native vegetation and large storm water management ponds are located along the Dingman Drive frontage with a mix of vegetation.

4.5 Response to Council Resolution

In response to the June 26, 2013 Council resolution, the latest submission provides for many of the matters which were directed to the Site Plan Approval Authority by Council. With respect to landscaping, a 14m MTO setback from the 401 is being utilized as a vegetation buffer to ensure a high quality of landscape quality along all portion of the site that are visible from the 401 and screen all visible parking areas. To ensure a high level of architectural quality along these portions and ensure they do not appear “back of house”, the City is working with the applicant to create buildings that have high quality materials and buffer all loading areas from surrounding streets.

A spine road is proposed through the site as a continuation of the existing Roxburgh Road. Private interior drive aisles intersect the spine road to create a block pattern for future redevelopment. The City is working with the applicant to create a “main street” feel along the northern portion of the spine road by incorporating wide sidewalks, street trees, landscaping and street furniture. The buildings along this portion will be oriented to the spine road with pedestrian connections to the central pedestrian walkway that continuous throughout the site.

Landscape islands are incorporated at the end of all drive aisles and every 15 parking stalls to break up large surface parking areas, including shade trees and a mix of vegetation.

The City will continue to work with the applicant to ensure buildings have high quality materials on all proposed buildings including accented main pedestrian entry points, transparent glass and articulated facades and rooflines.

As noted in the June 26, 2013 Council resolution, it was requested that an updated Urban Design Brief be submitted to the Urban Design Peer Review Panel (UDPRP) for comment. The Site Plan Approval Authority is satisfied that a second submission to the UDPRP is not required and that urban design matters can be sufficiently addressed through staff review of the original URPRP comments to ensure that the recommendations of the Panel and City policies are being met. The proposed site design and interfaces are significantly improved from the original zoning submission in 2013.

4.6 Outstanding Site Plan Comments

On February 7th, 2018, Staff provided comments to the applicant with respect to their first submission for Site Plan Control Approval. A partial second submission for consideration before the Planning and Environment Committee has been received and is currently under review with City staff. A full second submission is forthcoming from the applicant. Below are a summary of the outstanding matters:

Transportation

The City has reviewed the updated Traffic Impact Assessment (TIA) for SPA17-111, which can be found at 3130 & 3260 Dingman Drive. The updated TIA is dated August 2018 and was submitted by R.J. Burnside & Associates Limited on behalf of PenEquity Realty Corporation/Goal Ventures Incorporated.

The City of London accepts the overall findings of the revised TIA with support of the proposed Access Scenario 1, which permits a full movement access to Wellington Road South at Roxburgh Avenue. “Appendix B” provides more detailed comments that will need to be addressed / considered when finalizing the TIA, subject to MTO’s final comments.

Transportation has provided additional comments regarding the preliminary second submission drawings:

- Confirm a road widening of 22.5 metres along the Wellington Road frontage
- Revisions to signalized intersections required
- Consider transit shelters at the proposed bus stop locations
- Attempt to line up the internal drive aisles

Form and Design

The City has reviewed the drawings submitted for consideration of the Planning and Environment Committee. The following high level comments were provided:

To ensure a high quality main street along Wellington Road, Roxburgh Road, and the private drive the applicant is further requested to include wider sidewalks, street trees, landscaping and street furniture in a manner which promotes street facing orientation. Incorporating the main street into the overall design of the development will improve the pedestrian experience and access throughout the site in accordance with City design policies.

Lastly, the applicant is being requested to ensure that buildings located along the main street are oriented towards the street with accented main pedestrian entry points, transparent glass, articulated facades and rooflines. Ensuring this will create an active frontage in accordance with City policy.

For detailed Urban Design comments please refer to “Appendix D”.

Zoning

Currently a slight increase in height for one of the commercial buildings is proposed. The opportunity to address this deficiency in Zoning may be remedied through mechanisms of the *Planning Act* (e.g. Minor Variance, or the potential for modification of the Boards Order). The Ontario Municipal Board’s order, with respect to the Zoning on the lands, is interim until such time that all parties finalize the transportation matters on the subject and surrounding lands. Once finalized, the Zoning outlined in the interim order, will permit the development.

Site Plan Control

A Development Agreement is required to address the outstanding matters and any additional issues as directed by Council, by incorporating the site plan, landscape plan, site engineering plans, and building elevations design that is necessary for Site Plan Approval. Special provisions in the development agreement will address any other outstanding issues pertaining to the site.

The Owner must provide the necessary security at the time of executing the agreement to ensure all surface works are completed in accordance with the approved plans.

Once the development agreement has been entered into, in accordance with the Site Plan Control Area By-law, a separate application to remove the h-5 holding provisions will be brought forward to Council to recommend the removal of the holding provisions.

5.0 Conclusion

The proposed Site Plan Application is consistent with the Provincial Policy Statement, is in conformity with The London Plan and 1989 Official Plan, and policies of the Southwest Area Secondary Plan. Upon the Ontario Municipal Board issuing a Final Order of the Zoning By-law amendment, the development will conform to the regulations of the Z.-1 Zoning By-law. The proposed Site Plan and elevations will result in development that will maintain the character of the area and is in compliance with the Site Plan Control By-law.

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Concurred in by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
<p>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 Development Services.</p>	

October 1, 2018

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