

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: WLR Capital Inc. c/o Zelinka Priamo Ltd.
1170 Wellington Road

Public Participation Meeting on: June 4, 2019

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of WLR Capital Inc. c/o Zelinka Priamo Ltd. relating to the property located at 1170 Wellington Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting June 11, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Highway Service Commercial (HS1/HS4) Zone **TO** an Associated Shopping Area Commercial/Highway Service Commercial (ASA1/ASA2/ASA3/ASA4/HS1/HS4) Zone.

Executive Summary

Summary of Request

The requested amendment would permit an increased range of retail, personal service, community facility and office uses for the subject lands.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to expand the range of commercial uses permitted for the subject lands.

Rationale of Recommended Action

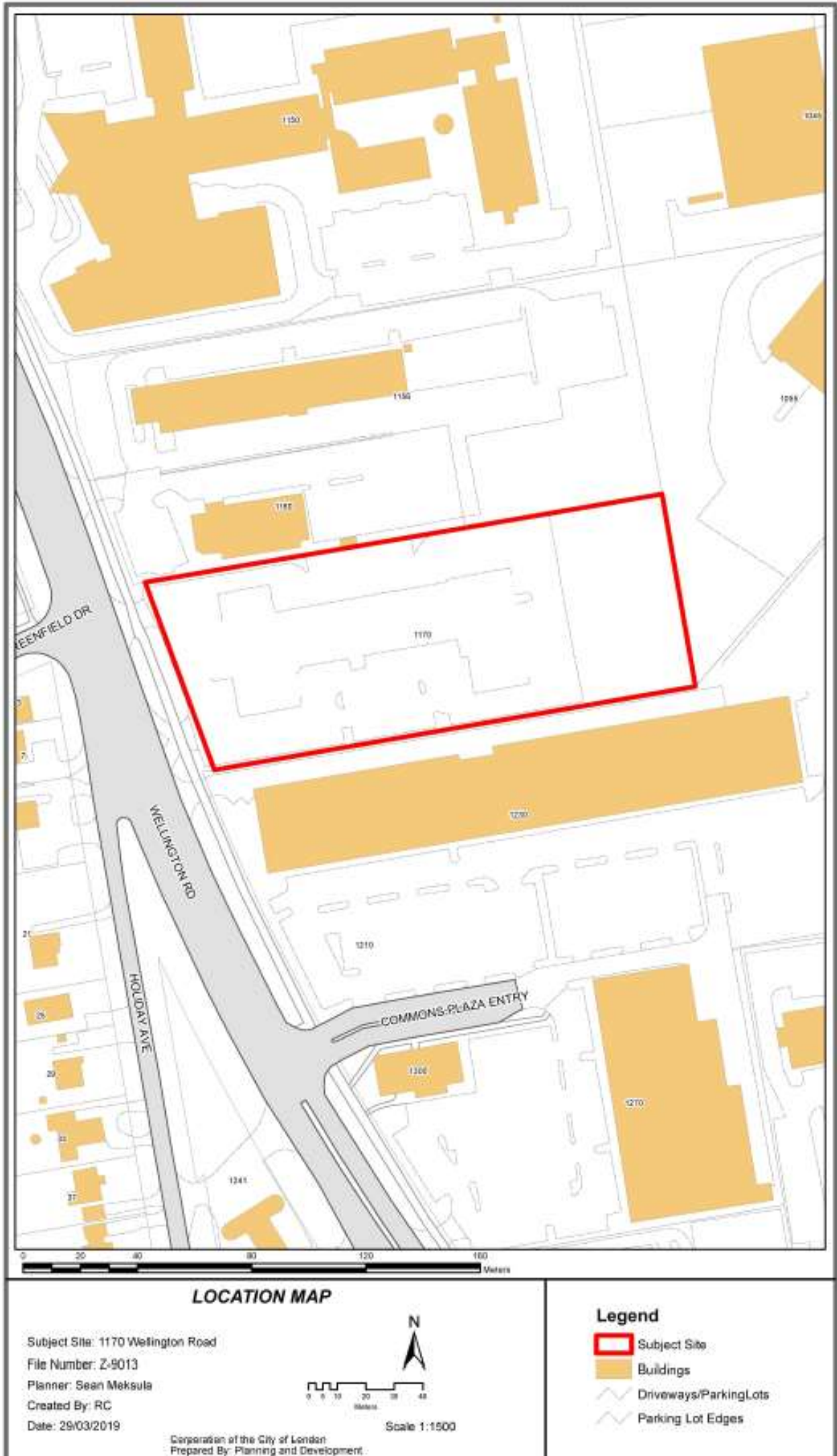
1. The recommended amendment is consistent with the Provincial Policy Statement 2014.
2. The recommended amendment conforms to the '89 Official Plan policies and the permitted uses policies of the Rapid Transit Corridor Place Type in The London Plan.
3. The recommended amendment provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to effectively utilize the proposed multi-use building on the rear portion of the subject lands.
4. The existing, proposed building and on-site parking are capable of supporting the requested commercial type uses without resulting in any negative impacts on the abutting lands.

1.0 Site at a Glance

1.1 Property Description

The subject site is part of a long commercial corridor which spans the east side of Wellington Road (south of Exeter Road) with light industrial uses located behind the commercial properties and a mix of low density residential and commercial uses to the west of the site fronting the Wellington Road corridor . The subject site is located approximately 320 metres north of the Wellington Road and Exeter Road intersection.

1.2 Location Map



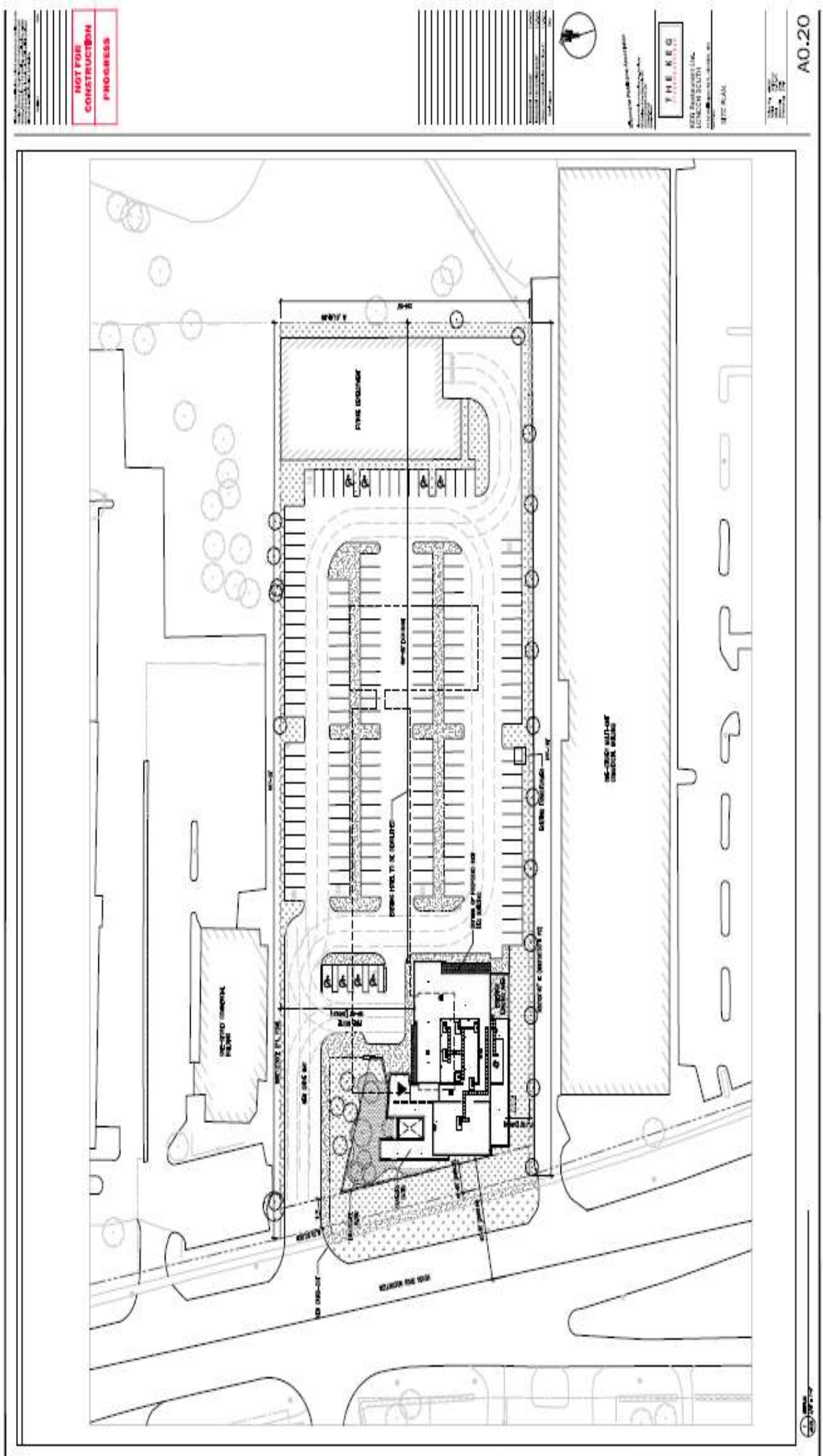


Figure 1: Existing site plan

NOT FOR
CONSTRUCTION
PROGRESS

THE KEG
INCORPORATED
1000 BROADWAY, SUITE 100
ALBANY, NEW YORK 12208
TEL: 518.263.1111
WWW.THEKEG.COM

A0.20

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

- Official Plan Designation - New Format Regional Commercial Node
- The London Plan Place Type – Shopping Area
- Existing Zoning – Highway Service Commercial (HS1/HS4) Zone

1.4 Site Characteristics

- Current Land Use – Vacant (future commercial plaza and restaurant)
- Frontage – 175 metres (574.15 feet)
- Depth – 354 metres (1161.42 feet)
- Area – 1.25ha
- Shape – Rectangular

1.5 Surrounding Land Uses

- North – Restaurant/Hotel
- East – Light Industrial
- South – Commercial
- West – Low Density Residential/Commercial

2.0 Description of Proposal

2.1 Development Proposal

The recommended amendment would result in an increased range of permitted commercial uses for the subject lands and the proposed multi-unit commercial building on the rear portion of the site.

3.0 Relevant Background

3.1 Planning History

The subject site was previously occupied by a hotel and restaurant use which closed in 2017, and has since been demolished. The lands are currently under development for a new restaurant use (The Keg) and associated parking area (Site Plan SPA18-005). Vehicular access will be provided by a single driveway via Wellington Road, opposite Greenfield Drive. A total of 181 parking spaces are to be provided on the subject lands. The subject site has not been the subject of a recent *Planning Act* application prior to the present zoning and site plan applications.

3.2 Requested Amendment

The requested amendment would permit an increased range of commercial uses on the subject site. The amendment will require a change to the Zoning By-law Z.-1 from an Highway Service Commercial (HS1/HS4) Zone to an Associated Shopping Area Commercial/Highway Service Commercial (ASA1/ASA2/ASA3/ASA4/HS1/HS4) Zone to permit the existing Highway Service Commercial uses as well as the following: dry cleaning and laundry plants, duplicating shops, financial institutions, grocery stores, retail stores, pharmacies, printing establishments, repair and rental establishments, service and repair establishments, studios, supermarkets, clinics, day care centres, laboratories, medical/dental offices, professional and service offices, assembly halls, commercial recreation establishments, funeral homes, private clubs and schools on the subject site.

3.3 Community Engagement (see more detail in Appendix B)

On February 26, 2019, Notice of Application was sent to all property owners within 120 metres of the subject lands. No responses were received at the time this report was prepared. Notice of Application was published in The Londoner on February 27, 2019.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. Section 1.1 *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* of 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 directs cities to make sufficient land available to accommodate this range and mix of land uses to meet projected needs for a time horizon of up to 20 years.

The PPS also directs planning authorities to promote economic development and competitiveness by 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. Compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities is encouraged to help facilitate the goals of the PPS (1.3 Employment, 1.1.2, 1.3.1). The PPS 2014 also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs while directing settlement areas [1.1.3 Settlement Areas] to be the main focus of growth and development and their vitality and regeneration shall be promoted.

The long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7.1).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report and include many of the Shopping Area Place Type policies pertinent to this planning application. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is within the Shopping Area Place Type which permits broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses. Mixed-use buildings will be encouraged. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses (Permitted Uses *877_)

New developments should be designed to implement transit-oriented design principles. Buildings within the Shopping Area Place Type will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan. Development within the Shopping Area Place Type will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. Total aggregate office uses will not exceed 2,000m² within a Shopping Area Place Type (*878_).

The Shopping Area Place Type ensures that planning and development applications will conform to the City Design policies of this Plan. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to:

- a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.
- b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.

- c. Allow for better connections through the site for pedestrians, transit users, and cyclists.
- d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood.

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. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings (*879).

1989 Official Plan

The subject site is designated New Format Regional Commercial Node. This designation promotes the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers. The objectives of the designation include: minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads; provide sufficient land at appropriate locations to meet the need for new commercial development; and, encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas. (4.2.1. Planning Objectives). New Format Regional Commercial Node designation is intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs.

Areas designated New Format Regional Commercial Nodes are primarily intended for retail and service commercial uses, and, to a lesser extent, small scale offices that are suited to a location with an integrated form of development that encourages multi-purpose shopping trips. Specific ranges of uses for the commercial nodes will be determined on the basis of their size, location and proximity to sensitive land uses. These uses will be identified in the Zoning By-law.

These nodes may have a higher concentration of retail uses than the Enclosed Regional Commercial Nodes. 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 (4.3.6.1. Function).

Uses considered to be appropriate include all types of large and small-scale retail outlets; including supermarkets and food stores; department stores; retail warehouses, building supply, and home improvement and furnishings stores; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries; and professional and medical/dental offices. Within New Format Regional Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Transit facilities and commuter parking lots are also encouraged in this designation. Hotels may also be permitted through a zoning by-law amendment. Zoning on individual sites may be for less than the full range of permitted uses (4.3.6.2. Permitted Uses).

New Format Regional Commercial Nodes typically have a “big-box” or “new-format” form of development and fewer small-scale uses than the Enclosed Regional Commercial designation. There may or may not be public common areas. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops, encourage pedestrian connectivity with adjacent uses and reduce the visual impact of large open parking lots. While these areas generally serve the traveling public, they should be designed to incorporate public spaces and facilities at

central locations.

New Format Regional Commercial Node designations should comprise lands that are in a nodal configuration, including lands on other quadrants of major road intersections. However, some existing designations may be in a linear format. Infilling within the designation is permitted but extensions will be evaluated through an application for an Official Plan amendment (4.3.6.4.Form).

4.0 Key Issues and Considerations

Through the circulation process there were no substantial concerns or issues raised by internal departments or commenting agencies based on the proposal submitted, and there were no responses from the public regarding this application. The section below identifies key issues and considerations in detail.

4.1 Issue and Consideration # 1 - Use

Provincial Policy Statement, 2014 (PPS)

The PPS requires municipalities to accommodate an appropriate range and mix of uses and promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (1.1.1b, 1.3.1a). It also requires municipalities to provide 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 (1.3.1b)

The recommended amendment is in keeping with the PPS 2014 as it provides additional uses on the subject site that contribute to an appropriate range and mix of employment uses helping meet long-term needs. The amendment increases the site's ability to provide a diversified economic base, and remain suitable for employment uses taking into account the needs of existing and future businesses and provides a range of compatible employment uses helping support a liveable and resilient community while supporting the long-term economic prosperity by promoting community investment-readiness.

London Plan

The London Plan designates the site as a Shopping Area Place Type which permits a range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses. Mixed-use buildings will also be encouraged (Permitted Uses *877_). The additional uses are in keeping with the permitted uses of the Shopping Area Place Type.

1989 Official Plan

The subject site is located within a New Format Regional Commercial Node which is most commonly implemented through an Associated Shopping Area Commercial (ASA) zone.

The recommended ASA1/ASA2/ASA3/ASA4 zones provide a range large and small-scale retail outlets; including supermarkets and food stores; department stores; retail warehouses, building supply, and home improvement and furnishings stores; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries; and professional and medical/dental offices. Office uses and places of entertainment will be permitted in limited amounts. Transit facilities and commuter parking lots are also encouraged in this designation. Hotels may also be permitted through a zoning by-law amendment. (4.3.6.3. Permitted Uses). These uses are intended to facilitate the grouping of service commercial uses into an integrated form with similar functional characteristics in conformity to the policies of the 1989 Official Plan.

The recommended additional commercial uses, together with the existing Highway Service Commercial (HS1/HS4) zone variations, provide a range of permitted uses that are in keeping with the Planning Objectives and Function of the 1989 Official Plan. The polices encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing city infrastructure and to strengthen the vitality of these areas (4.4.2.1. Planning Objectives). The polices also contemplate that these areas are intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs. These nodes may have a higher concentration of retail uses than the Enclosed Regional Commercial Nodes. 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 (4.4.6.1. Function). The recommended amendment fulfills this function.

Planning Impact Analysis

A Planning Impact Analysis is used to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses (4.5.1). Section 4.5.2. establishes proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. The criteria that will be considered include:

- i) the policies contained in the Section relating to the requested designation;
The Official Plan Designation of the subject lands is New Format Regional Commercial Node which is not being amended as part of this application.
- 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 new buildings on the subject lands are commercial uses which are similar to existing commercial uses on the abutting lands. No new impacts are anticipated as a result of the proposed commercial 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;
The subject site is rectangular in shape and is of adequate size to support the proposed commercial uses, as demonstrated on the site plan in Figure 1 of this report. The site is of adequate size to accommodate the future building and on-site parking for the proposed uses without resulting in any negative impacts on the abutting lands.
- iv) the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses;
There is no vacant land in the direct vicinity that is already zoned for the proposed use. Commercial shopping centres zoned to permit the use also exist in the area however appear to be fully tenanted.
- 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;
The subject lands front on to Wellington Road, an arterial road as identified on Schedule C – Transportation Corridors, which sustains high traffic volumes. Since this is already a high volume road there will not be increased impacts of additional traffic, pedestrian and vehicular safety, or on surrounding properties than already exists. The proposed uses will maintain the existing traffic on Wellington Road by the proposed change.
- vi) the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;
The height, location, and spacing of the proposed buildings are consistent with that of neighbouring commercial uses. The form of the proposed building will be addressed

through the Site Plan Approval stage, therefore no impacts on surrounding land uses are anticipated.

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;

The site is currently accessed off of Wellington Road. No new accesses to the site are proposed and no impacts to traffic, pedestrian and vehicle safety, and surrounding properties are anticipated. Any required refinement to the site access and parking area will be determined at the Site Plan Approval stage.

viii) where adjacent to sites under separate ownership, access and traffic circulation should be co-ordinated:

The property is not adjacent to sites under separate ownership, therefore access and traffic circulation does not have to co-ordinated with the adjacent site.

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;

The bulk, scale, and layout of the future building will be addressed through the Site Plan Approval stage with Urban Design. Therefore there are no concerns with respect to integration of the proposed use with present and future land uses.

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

There are no natural features or heritage resources surrounding the site that will be impacted by the proposed development.

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;

There are no constraints posed by the environment on these lands.

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;

Staff are satisfied the proposed commercial uses are in conformity with the 1989 Official Plan and meets the general intent of the Zoning By-law. The Site Plan Control By-law will be implemented at the Site Plan Approval stage although no inconsistencies have been identified as part of the review of this Zoning By-law amendment.

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

Compliance with the Ministry of the Environment (MOE) noise guidelines will be addressed through the Site Plan Approval stage to see if a noise study is required for the site.

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.

Opportunities for additional landscape buffers providing separation between the parking area and adjacent commercial properties will be determined at the Site Plan Approval stage. No other adverse impacts have been identified.

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

No impacts on the transportation system, including transit, are anticipated as a result of the requested zoning. No additional site accesses are proposed.

Planning staff is satisfied the requested amendment is in conformity with the Form criteria of Section 4.3.6.4. as well as the relevant Planning Impact Analysis criteria of Section 4.5. As such, the requested amendment is in conformity with the 1989 Official Plan.

4.2 Issue and Consideration # 2 – Intensity

Provincial Policy Statement, 2014 (PPS)

The PPS promotes cost-effective development patterns and standards to minimize land consumption and servicing costs and encourages densities and a mix of land uses which will efficiently use the existing land and resources (1.1.1e, 1.1.3.2.a(1)).

The additional uses are of similar or less intensity than the existing range of permitted uses on the site and abutting uses resulting in no new additional impacts on the surrounding land uses. The new uses, in combination with the existing permitted uses, are in keeping with the goals of the PPS as they will continue to efficiently use the existing site and resources available.

The London Plan

The Shopping Area Place Type in The London Plan requires that development not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of the Plan. Development within the Shopping Area Place Type will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility (*878_). The site is being redeveloped with a one storey building (The Keg) at the front of the property and a future one storey building at the rear of the lands, thereby maintaining the character of the area. The applicant's proposal would constitute the requested multi-unit commercial building as a 1-storey building at the rear of the property. This is consistent with the height requirement of The London Plan, and the subsequent Site Plan approval will ensure that the height proposed is consistent with the existing zoning. The City of London's Zoning By-law is currently in the process of being updated to reflect The London Plan. Any future development of the subject site would be required to implement the regulations that will apply at that time.

The existing building (The Keg) is 887m² in size and the lot is of sufficient size and configuration to accommodate this development and future additional uses. The Shopping Area Place Type limits individual buildings to no more than 2,000m² of office space. The requested ASA1/ASA2/ASA3/ASA4 zones include regulations to ensure that the intensity of future development on this site is appropriate.

1989 Official Plan

The Official Plan ensures that lands shall be of a suitable depth and size to accommodate the permitted uses and shall be on lands separated from existing or planned residential development by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts (4.4.2.5 Location)

As mentioned, the recommended amendment will facilitate the establishment of the new uses in the existing and future buildings and include restrictions that ensure that the appropriate development standards are maintained. The depth and size of the existing lot has proven capable of accommodating the existing future uses and provides sufficient buffering between the existing built forms and abutting commercial and industrial neighbourhoods. Since the new uses are considered as similar as or less intense than the abutting uses no new impacts are anticipated.

Similar to The London Plan, the 1989 Official Plan limits the scale of office buildings to 2000m² in size to help maintain a neighbourhood scale of development (4.4.2.6.7. Office Buildings). As previously mentioned the recommended ASA3 zone mirrors the policy of the Official Plan restricting office buildings to 2000m² ensuring this policy is met.

4.3 Issue and Consideration # 3 - Form

Provincial Policy Statement, 2014 (PPS)

The PPS encourages a compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities (1.3.1c). The recommended amendment will provide additional employment uses within the existing building and expand the range of use in the future buildings thereby ensuring a compact, mixed-use development is maintained as well as contributing to, and supporting, a livable and resilient community.

The London Plan

The London Plan provides a new vision for how Shopping should develop and how those forms of development should address the street, provide for transit-oriented design and integrate themselves with the public realm. The intent of these form policies is to facilitate pedestrian, cycling and transit-supportive design through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation (Form 879_2,4,5,7,8).

1989 Official Plan

The existing and future form of development is consistent with the 1989 Official Plan and existing New Format Regional Commercial Node policy context in regards to how these forms of development should occur. The existing and proposed form of development is still considered appropriate and in keeping with certain New Format Regional Commercial Node policies (4.3.2 Access) as it provides limited access along the arterial road, and maintains a low, single storey form of development in keeping with the intent of the New Format Regional Commercial Node designation that helps to ensure it is compatible within its surrounding context (4.3.3. Height).

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

5.0 Conclusion

The requested amendment to add an Associated Shopping Area ((ASA1/ASA2/ASA3/ASA4/HS1/HS4)) Zone to permit additional commercial uses to the subject site is considered appropriate as the recommended zoning is consistent with the PPS 2014 and conforms to the City of London 1989 Official Plan and future London Plan. The recommended zone provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to effectively utilize the proposed new building. The future buildings and on-site parking are capable of supporting the requested uses without resulting in any negative impacts on the abutting lands.

Prepared by:	Sean Meksula, MCIP, RPP Planner II, Current Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
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	

MT/mt

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1170
Wellington Road.

WHEREAS WLR Capital Inc. c/o Zelinka Priamo Ltd. has applied to rezone
an area of land located at 1170 Wellington Road, as shown on the map attached to this
by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 1770 Wellington Road, as shown on the attached map comprising
part of Key Map No. A.112, from a Highway Service Commercial (HS1/HS4) Zone
to an Associated Shopping Area Commercial/Highway Service Commercial
(ASA1/ASA2/ASA3/ASA4/HS1/HS4) Zone.

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

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

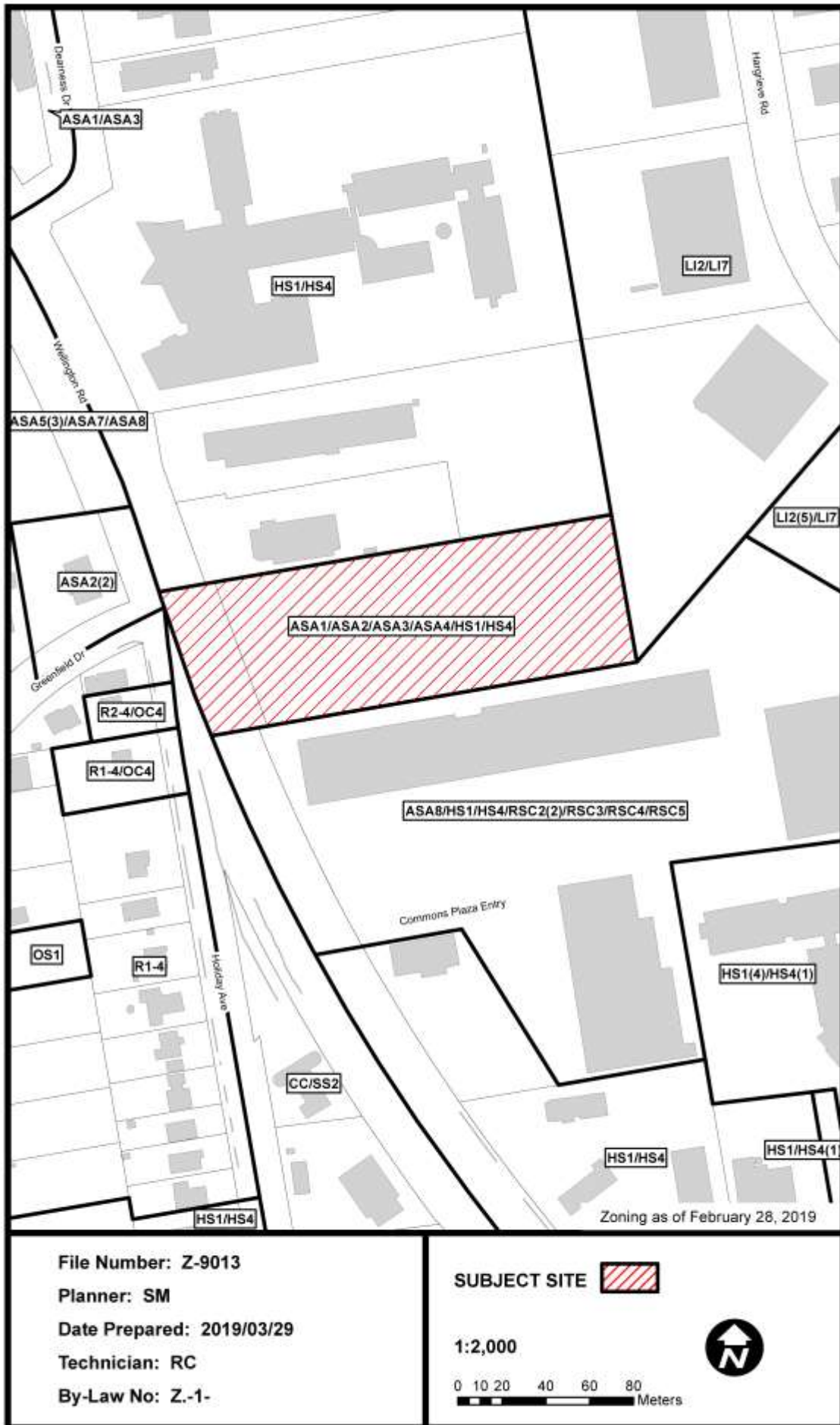
PASSED in Open Council on June 11, 2019.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – June 11, 2019
Second Reading – June 11, 2019
Third Reading – June 11, 2019

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



File Number: Z-9013
Planner: SM
Date Prepared: 2019/03/29
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On February 26, 2019, Notice of Application was sent to 26 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 21, 2019. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit an increased range of uses on the subject site. Possible change to Zoning By-law Z.-1 FROM a Highway Service Commercial (HS1/HS4) Zone, TO an Associated Shopping Area Commercial/Highway Service Commercial (ASA1/ASA2/ASA3/ASA4/HS1/HS4) Zone to permit additional commercial uses on the subject site and the proposed building.

Responses: 0 inquiries were received.

Agency/Departmental Comments

UTRCA - February 26, 2019

The UTRCA has no objections to this application.

London Hydro – March 5, 2019

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Development Services – February 26, 2019

Sanitary

- The sewer available for the subject lands is the 600mm municipal trunk sanitary sewer on Wellington Road.
- To reuse the existing 250mm san. p.d.c. the Applicant’s Engineer must field verify the size, location and condition of the sanitary private drain connection. See City Plan # 15917.
- Reuse of the existing p.d.c. will be dependent on approval by the City’s Customer Relations Division and the applicant will be required to provide a video of the p.d.c. for their review.
- A sanitary inspection manhole will be required and is to be on private property but as close to streetline as possible or in a location to the satisfaction of the City Engineer.
- If the existing sanitary manhole located on the streetline can be used as an inspection manhole, it can be relabelled on the site plan.

Stormwater

- A portion of this site is located within the Dignman Creek screening area. The applicant is encouraged to contact the UTRCA regarding future development requirements.

Appendix C – 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

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a, b, c,

1.1.2

1.1.3 Settlement Areas

1.3 Employment

1.3.1

1.7 Long-Term Economic Prosperity

1.7.1

1989 Official Plan

4.2.1. Planning Objectives

4.3.6 Auto Oriented Commercial Corridor

4.3.6.1. Function

4.3.6.2. Permitted Uses

4.3.6.4. Form

London Plan

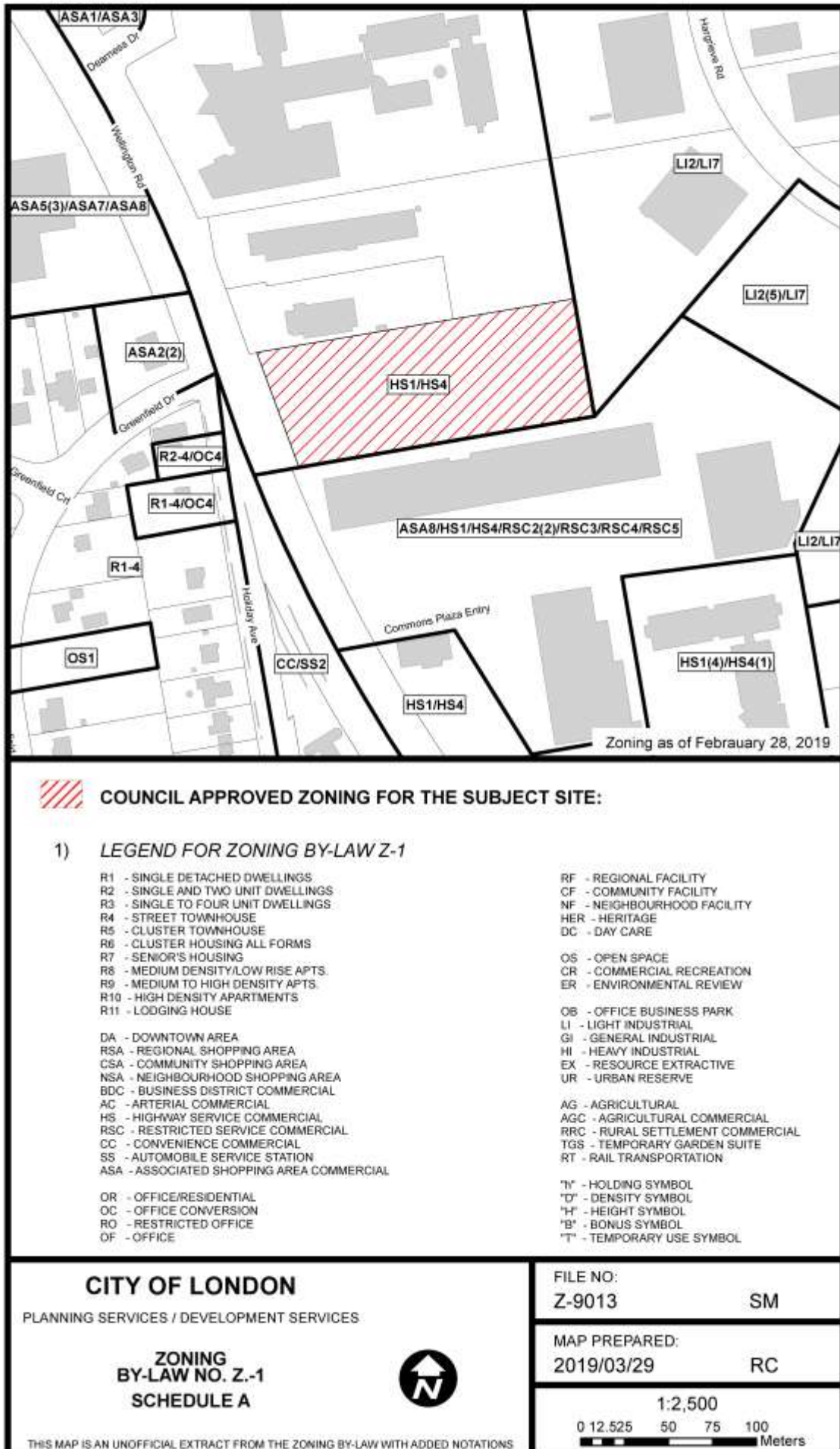
Shopping Area

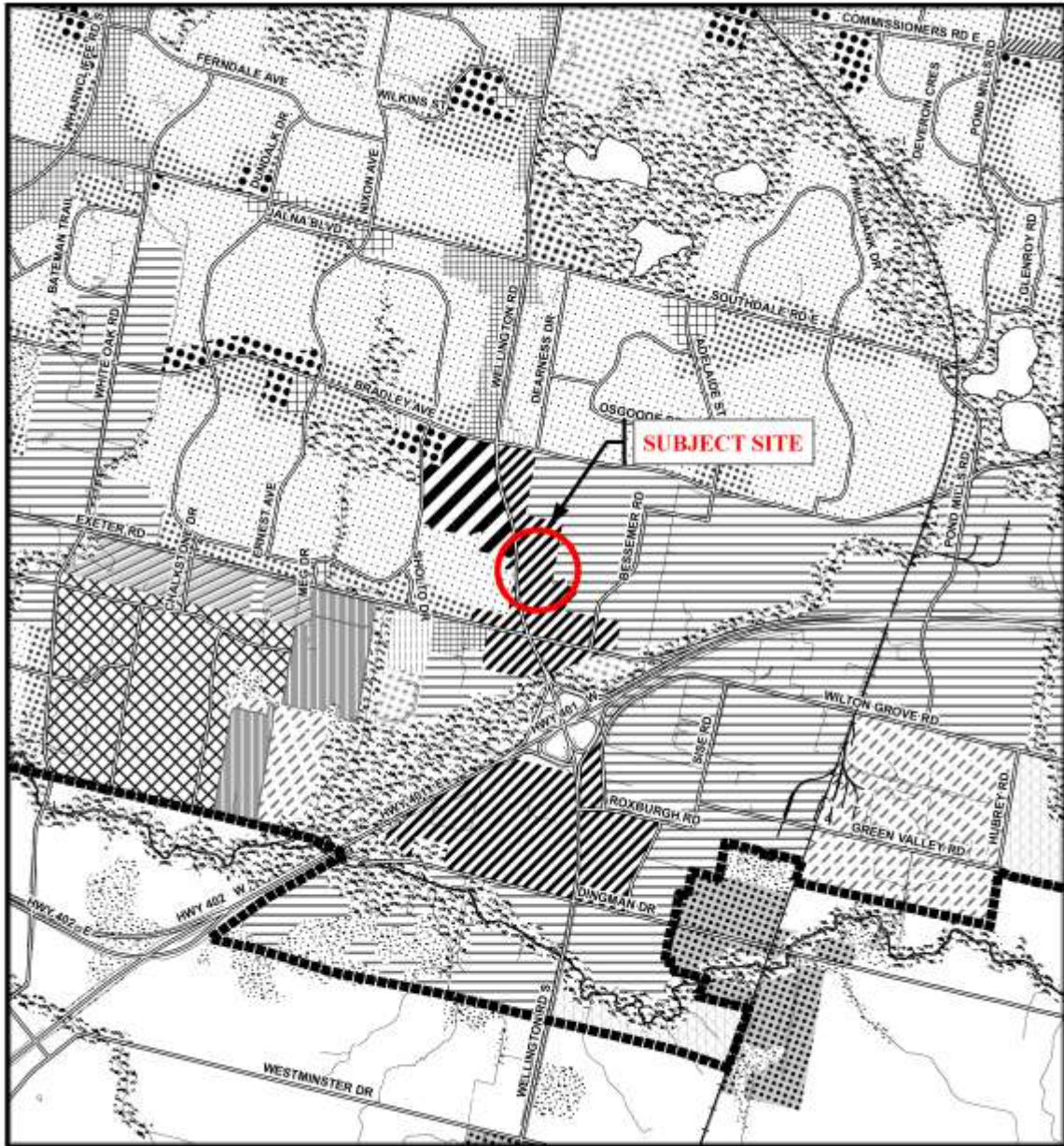
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Intensity – 878_

Form - 879_

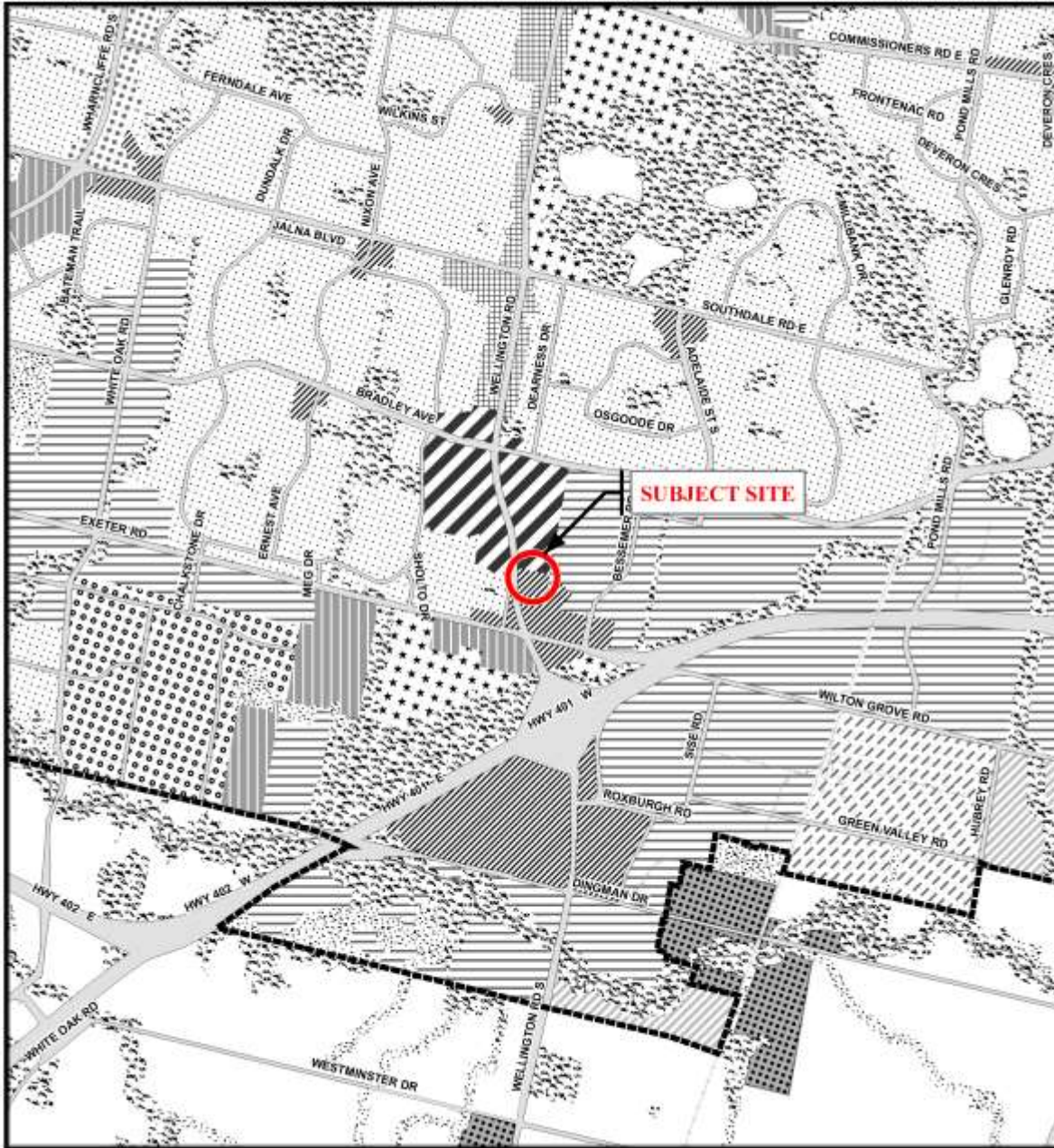
Appendix D – Relevant Background
 Additional Maps





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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>		<p>FILE NUMBER: Z-9013</p>
		<p>PLANNER: SM</p>
		<p>TECHNICIAN: RC</p>
		<p>DATE: 2019/03/29</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.

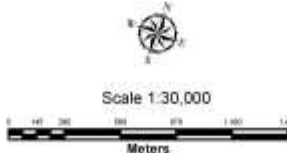
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

**LONDON PLAN MAP 1
 - PLACE TYPES -**

PREPARED BY: Planning Services



File Number: Z-9013
Planner: SM
Technician: RC
Date: March 29, 2019