

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: JFK Holdings
666-670 Wonderland Road North

Public Participation Meeting on: November 18, 2019

Recommendation

That, on the recommendation of the Director, Development Services with respect to the application of JFK Holdings relating to the property located at 666-670 Wonderland Road North, the proposed by law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 26, 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 Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(1)) Zone, **TO** a Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(__)) Zone.

Executive Summary

Summary of Request

The requested amendment will permit a medical/dental office within an existing retail commercial plaza.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to allow for a medical/dental office, in addition to the uses permitted by the existing zoning, and to recognize a parking rate, previously approved through a minor variance application, of 1 space per 11 square metres for all uses on site.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS, 2014;
2. The recommended amendment conforms to the in-force policies of the (1989) Official Plan, including but not limited to the Auto-Oriented Commercial Corridor designation;
3. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Transit Village Place Type.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located along Wonderland Road North, to the north of the intersection of Wonderland Road North and Oxford Street West. The site is currently used for retail commercial purposes within the existing one-storey commercial plaza with surface parking. The site also contains a second building for the use of a fast-food restaurant, being Tim Hortons, and its associated drive-thru facilities.

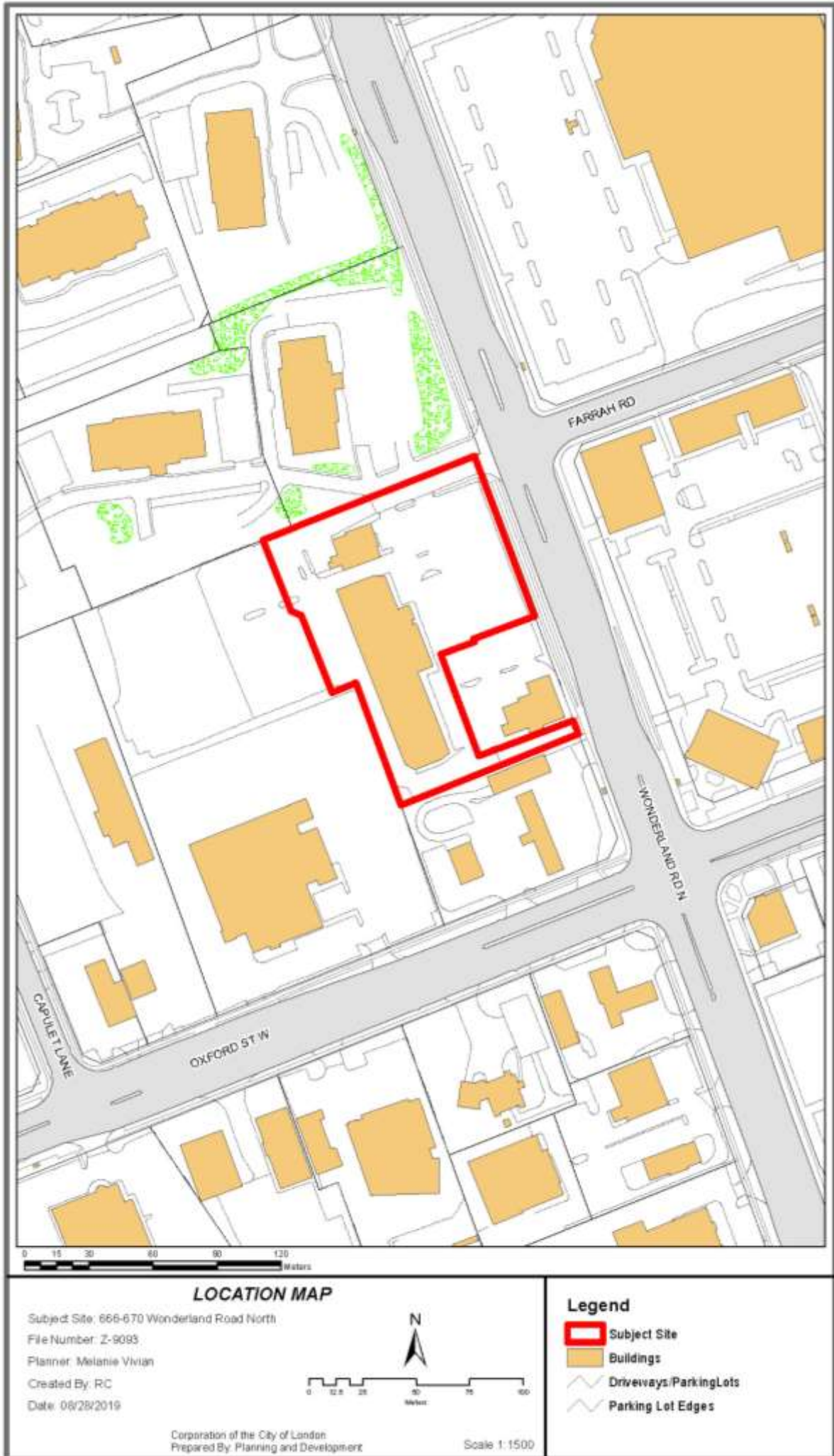


Figure 1: Subject site (front view from Wonderland Road North)



Figure 2: Second building located on the subject site

1.2 Location Map



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

- Official Plan Designation – Auto-Oriented Commercial Corridor
- The London Plan Place Type – Transit Village Place Type
- Existing Zoning – Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(1)) Zone

1.4 Site Characteristics

- Current Land Use – Retail commercial plaza
- Frontage – 80.5 metres (264.1 feet)
- Depth – 106.5 metres (349.4 feet)
- Area – 1.111 hectares (2.745 acres)
- Shape – Irregular

1.5 Surrounding Land Uses

- North – High density residential uses
- East – Auto-oriented uses
- South – Commercial uses
- West – Retail commercial plaza

2.0 Description of Proposal

2.1 Development Proposal

JFK Holdings has requested to rezone their property at 666-670 Wonderland Road North to permit the use of a medical/dental office within the existing commercial plaza as well as to recognize a parking rate previously approved through a minor variance application of 1 space per 11 square metres for all uses on site. All other permitted uses will remain as part of this application. The proposed medical/dental office is requested to be added to expand the range of uses currently permitted on site for future occupancy within the existing building. No exterior works are proposed as part of this application.



Figure 3: Conceptual site plan for 666-670 Wonderland Road North

3.0 Relevant Background

3.1 Planning History

In November 2012, a Site Plan Application (SP12-022503) was granted to demolish the existing building, located on the northern portion of the subject lands, for the construction of a Tim Horton's fast-food restaurant, including the drive-thru facilities.

A Minor Variance Application (A.011/07) was granted to maintain an existing plaza of 23,828.8 square metres (25,067 square feet) with 172 parking spaces at a rate of 1 space per 11 square metres in place of the required 218 parking spaces by using the individual parking rates. The minor variance application included the conversion of 99.59 square metres (1,072 square feet) of office space to restaurant use.

3.2 Requested Amendment

The applicant is requesting to rezone 666-670 Wonderland Road North from a Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(1)) Zone to a Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(__)) Zone to permit the proposed medical/dental office use in addition to the uses permitted by the existing zoning. The applicant is also proposing an additional special provision to recognize a parking rate previously approved through a minor variance application of 1 space per 11 square metres for all uses on site. The existing Highway Service Commercial Special Provision (HS(3)) Zone will remain unchanged.

3.3 Community Engagement (see more detail in Appendix B)

Staff received no written responses from neighbouring property owners. Comments from external agencies and departmental correspondence expressed no objections to the application.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest relating to land use planning and development. All decisions affecting land use planning matters shall be "consistent with" the policies of the PPS.

Section 1.1 of the PPS, *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* encourages healthy, liveable 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 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 (1.3.1.b)).

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. *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 located in the Transit Village Place Type of The London Plan, in

accordance with *Map 1, located along a Rapid Transit Boulevard, in accordance with *Map 3. The Transit Village Place Type's vision is for high-density, mixed-use neighbourhoods to be occupied by extensive retail and commercial services and will allow for substantial office spaces; resulting in complete communities. Intensity policies of the Transit Village Place Type contemplate buildings to be a minimum of either two (2) storeys or eight (8) metres in height and will not exceed 15-storeys in height (*813_1). Furthermore, the form policies of the Place Type provide direction as to the overall site function and design.

The long term intent, in terms of form and intensity, on the subject lands over the life-time of The London Plan is to have retail and commercial service uses located on the ground floor of a multi-storey, mixed-use building. In the near term, the recommended amendment will allow for the existing commercial building to continue being utilized and allow vacant spaces to be re-tenanted, while not affecting the long-term ability of the subject lands to redevelop in accordance with The London Plan once market conditions warrant the redevelopment of the site. The proposed additional permitted use will be permitted only within the existing building. The recommended amendment demonstrates reasonable consideration during this period in time when the City is transitioning from the 1989 Official Plan to The London Plan.

1989 Official Plan

The subject site is designated Auto-Oriented Commercial Corridor designation in the (1989) Official Plan in accordance with Schedule A. The objectives of the Auto-Oriented Commercial Corridor designation is to promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities (4.4.2.1.i)). The designation is primarily intended for commercial uses that cater to the needs of the travelling public and include secondary uses which serve employees of adjacent employment areas including restaurants, personal services, medical and dental offices, and a variety of other uses in appropriate locations (4.4.2.4.).

Section 4.5 of the (1989) Official Plan outlines criteria for a Planning Impact Analysis used to evaluate applications for an Official Plan amendment and/or Zoning By-law amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses (4.5.2.). Throughout the review of the submitted application, all criteria were evaluated however, as the building and layout of the site are existing, the most applicable criteria are as follows:

- i) *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 use of a medical/dental office at this location is compatible with the surrounding residential and commercial land uses. As no development is proposed in conjunction with the application, no impacts to present and future land uses in the area are expected to occur.

- ii) *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;*

As the subject lands and commercial plaza are existing, the proposed medical/dental office use will be added as a permitted use to occupy an existing unit within the commercial plaza when a vacant space is required to be re-tenanted. As such, the site can accommodate the intensity of the proposed use being added to the list of existing permitted uses.

- iii) *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 applicant is proposing to add a previously approved parking rate of 1 space per 11 square metres for all uses on site as a regulation within the Zoning By-law Z.-1. This rate was approved in 2007 by way of minor variance and did not result in the creation of adverse impacts. As the requested rate is more restrictive than the rate for the proposed medical/dental office, and the site along with its associated building are existing, no additional impacts to traffic on City streets are expected. Additionally, as the subject lands are located along an Arterial Road in the (1989) Official Plan and Rapid Transit Boulevard in The London Plan, the site is highly accessible via public and active transportation methods.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Proposed Medical/Dental Office Use

Provincial Policy Statement, 2014 (PPS)

The PPS states that planning authorities shall 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 economic activities (1.3.1.b)). The PPS also identifies that planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment and institutional uses to meet long-term needs (1.3.1.a)). Lastly, the PPS identifies that planning authorities shall consider the use of existing *infrastructure* and *public service facilities* to be optimized (1.6.3.a)). The applicant's proposal to add a medical/dental office as a permitted use within the existing building further allows for a mix of uses to serve the surrounding area, ensuring the long-term needs are met, while utilizing existing infrastructure.

The London Plan

The subject lands are located within the Transit Village Place Type where the overall vision of the Place Type contemplates extensive retail and commercial services as well as allowing for substantial office spaces in order to create complete communities (806_). The Transit Village Place Type permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses (811_1). The proposed use, being a medical/dental office, is permitted within the Place Type providing a new service to the surrounding area and expanding the range of permitted uses on the subject lands. The added use of a medical/dental office at this location also allows residents of the surrounding community to access services within walking distance.

The Transit Village Place Type provides policies regarding intensity of development which is evaluated to ensure that an adequate level of intensity is provided to support the goals of the Place Type including supporting rapid transit, efficiently utilizing infrastructure and services, and ensuring that the limited amount of land within the Place Type is fully utilized (*813_2). In this situation, through the utilization of the existing building on the lands, the addition of the medical/dental office expands the range of uses able to occupy the building and assists in supporting the goals of the Place Type.

1989 Official Plan

The subject lands are designated Auto-Oriented Commercial Corridor in the (1989) Official Plan which is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses (4.4.2.). Also permitted within the designation are secondary uses which serve employees, or adjacent employment areas, including the use of medical/dental offices (4.4.2.4.). The proponent is proposing to add a medical/dental office as a permitted use to the Restricted Service Commercial Special Provision (RSC2(_)) Zone; an identified permitted use within the Auto-Oriented Commercial Corridor designation. As the proposed medical/dental office use will be located within an existing plaza and be added

as an additional use to the uses already permitted on the lands, it further encourages intensification in existing commercial areas within the built-up area of the City to meet commercial needs to effectively make better use of existing City infrastructure and strengthen the vitality of these areas (4.2.1.iv)). Additionally, the intent of areas designated Auto-Oriented Commercial Corridor is to promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers (4.2.1.i)). As the existing plaza is located in an area surrounded by existing residential development and various forms of commercial development, the addition of a medical/dental office at this location provides an additional service to the surrounding community.

4.2 Issue and Consideration # 2: Parking

The proponent is requesting the parking rate, previously approved through a Minor Variance Application (A.011/07), of 1 space per 11 square metres be added as a regulation to the zone for all uses on site. As part of the application, no new reduction to parking is being requested as the proposed medical/dental office use parking rate is 1 per 15 square metres; requiring less on-site parking than the requested, and previously approved, 1 space per 11 square metres.

Provincial Policy Statement, 2014

The PPS states that planning authorities shall promote land use patterns, densities and a mix of uses that minimize the length and number of vehicle trips and support current and future uses of transit and *active transportation* (1.6.7.4.). The PPS also directs planning authorities to support active transportation along with densities and a mix of land uses which are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2.a) 4. & 1.1.3.2.a) 5.). A reduction in parking, as previously approved, further promotes the use of both public and active transportation to the subject lands. As the subject lands are located adjacent to a variety residential development forms, the site is easily accessible without relying on a motorized vehicle. Furthermore, the site is located along a well serviced arterial roadway providing easy access to transit to access the variety of uses at both the subject lands and surrounding uses.

The London Plan

The role of the Transit Village Place Type is to support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city through pedestrian-oriented and cycling-supported development and design (808_). Furthermore, the vision of the Place Type is to plan for retail and service commercial uses, plaza spaces and attractive outdoor seating areas, accessible to the public, located adjacent to transit stations (810_7). In this situation, the parking layout and functionality is existing on the subject lands. Within the Transit Village Place Type, the use of transit, cycling and pedestrian forms of travel are encouraged. The existing parking rate of 1 space per 11 square metres has achieved a measure of compatibility on the site and is appropriate at this location as the subject lands are located adjacent to multiple forms of residential development where residents can access the site through active transit measures such as walking or cycling.

The subject lands are also located within the Primary Transit Area where there is a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within the urban neighbourhoods (*90_). As previously mentioned, given that the site is surrounded by multiple forms of residential development, pedestrian access to the site is accommodated through existing sidewalks and cycling lane along Wonderland Road; further promoting the use of active transportation measures to the site.

1989 Official Plan

The Auto-Oriented Commercial Corridor designation applied to the subject site, is located along an arterial road where high volumes of traffic are present and where

services to the travelling public can be concentrated and supported (4.4.2.5.). The designation encourages a form of development that is oriented towards automobiles and vehicular traffic which serve both a local and broader market area (4.4.2.3.). General urban design principles within the designation include providing convenient, attractive and safe pedestrian and transit access through the consideration of matters such as building location and orientation, pedestrian amenities and site connections to transit (4.4.2.8.vi)). As existing, the site provides pedestrian connections to transit via Wonderland Road North as well as pedestrian movement to and from the site through both the sidewalks along Wonderland Road North and direct access to several abutting apartment buildings.

As the subject lands are located within the Primary Transit Area, in proximity to public transit routes and active transportation routes, maintaining the parking rate is not anticipated to result in any adverse impacts to the surrounding area and site itself. Furthermore, the recommended on-site parking reflects an existing situation where the existing uses have demonstrated their ability to function without generating negative impacts and the proposed new use is not anticipated to result in new adverse impacts.

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

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the in force policies of The London Plan and the (1989) Official Plan. The recommended amendment will provide opportunity for additional services to be introduced to the surrounding community while promoting both active and public transportation to the subject lands.

Prepared by:	Melanie Vivian, Planner I, Development Services
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.	

November 7, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

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 666-
670 Wonderland Road North.

WHEREAS JFK Holdings has applied to rezone an area of land located at 666-670 Wonderland Road North, 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 666-670 Wonderland Road North, as shown on the attached map comprising part of Key Map No. A101, from a Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(1)) Zone to a Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(____)) Zone.

2) Section Number 28.4 of the Restricted Service Commercial (RSC2) Zone is amended by adding the following Special Provision:

-) RSC2() 660-670 Wonderland Road North
- a) Permitted Uses, limited to the existing buildings
- i) Animal hospitals;
 - ii) Bulk beverage stores;
 - iii) Catalogue stores;
 - iv) Dry cleaning and laundry depot;
 - v) Duplicating shops;
 - vi) Hardware stores;
 - vii) Home appliance stores;
 - viii) Home improvement/furnishing stores;
 - ix) Kennels;
 - x) Liquor, beer and wine stores;
 - xi) Medical/dental offices;
 - xii) Repair and rental establishments;
 - xiii) Retail stores;
 - xiv) Service and repair establishments;
 - xv) Studios;
 - xvi) Taxi establishments
- b) Regulation
- i) Parking rate for all permitted uses on site (Minimum) 1 space per 11m² gross floor area

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

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

PASSED in Open Council on November 26, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – November 26, 2019
Second Reading – November 26, 2019
Third Reading – November 26, 2019

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On August 7, 2019 Notice of Application was sent to 36 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 8, 2019. A “Planning Application” sign was also posted on the site.

No replies were received from the public.

Nature of Liaison: Zoning Amendment to allow a medical/dental office in addition to the uses permitted by the existing zoning and to recognize a parking rate previously approved through a minor variance application of 1 space per 11 square meters for all uses on site.

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

Agency/Departmental Comments

August 16, 2019 – Upper Thames River Conservation Authority

The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. The UTRCA has no objections to this application.

September 12, 2019 – London Hydro Engineering

The site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate these changes. Any new and/or relocation of existing infrastructure will be at the applicant’s expense. Above-grade transformation is required. London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of existing service will be at the expense of the owner.

September 16, 2019 – Water Engineering

Water engineering has no objection to this application.

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, 2014

1.1.3.2. a) 4. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which support *active transportation*.

1.1.3.2. a) 5. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which are *transit-supportive*, where transit is planned, exists or may be developed.

1.3.1. a) Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs.

1.3.1. b) Planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice for 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.

1.6.3.a) Before consideration is given to developing new *infrastructure* and *public service facilities*: the use of existing *infrastructure* and *public service facilities* should be optimized

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

The London Plan

*90_ Primary Transit Area

The Primary Transit Area will be the focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. The Primary Transit Area will also have heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.

806_ Vision for the Transit Village Place Type

Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station.

808_ Role within the City Structure

They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian-oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

810_7 How Will We Realize Our Vision?

Plan for retail and service commercial uses, plaza spaces and attractive outdoor seating areas, accessible to the public, located adjacent to transit stations.

811_1 Permitted Uses

A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.

*813_1 Intensity

Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan.

*813_2 Intensity

Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.

1989 Official Plan

4.2.1. Planning Objectives for all Commercial Land Use Designations

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

- iv) 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. Auto-Oriented Commercial Corridor

Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses, that for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area. Auto-Oriented Commercial Corridors, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are more appropriately located in the Downtown, Commercial Nodes or Main Street Commercial Corridor designations. Policies contained in this Section of the Plan describe the function, permitted uses, location and development form of the designation. One of the key goals of the Plan is to improve the aesthetics of these commercial corridors which are normally located on arterial roads which serve as major entryways into the City. Issues addressed through the Zoning By-law, site plan approval process and urban design guidelines include street edge landscaping, internal access, joint access and multi-use integration and design.

4.4.2.1. Planning Objectives

- i) Promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities.

4.4.2.3. Function

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

The form of development is oriented towards automobiles and vehicular traffic and serves both a local and broader market.

4.4.2.4. Permitted Uses

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These uses have limited opportunity to locate within Commercial Nodes or Main Street Commercial Corridors by

reason of their building form, site area, location, access or exposure requirements; or have associated nuisance impacts that lessen their suitability for a location near residential areas. Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.

4.4.2.5. Location

The Auto-Oriented Commercial Corridor designation will be applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported. The designation shall include lands of suitable depth, size and accessibility to accommodate the permitted uses and shall be on lands separated from existing or planned residential development or other sensitive land uses by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts. The designation may also be applied in areas which are situated on arterial or primary collector roads adjacent to or on the perimeter of industrial areas. The creation of small isolated Auto-Oriented Commercial Corridor designations shall be discouraged so that service commercial uses are not unnecessarily dispersed throughout the City. A coordinated approach to the development of these areas shall be encouraged. Proposals to amend the Official Plan to allow the creation of new designations or the major extension of existing designations may be required to include a concept plan for the integration of access points, parking areas, landscaping, setbacks, and other buffering measures on the subject lands and on adjacent properties that may be appropriate for service commercial development.

4.4.2.8. Urban Design

Commercial Corridors should be developed and maintained in accordance with the general urban design principles in Chapter 11 and in accordance with the Commercial Urban Design Guidelines, Specific Commercial Corridors may also provide for specific design guidelines.

Urban design within the Commercial Corridors should:

vi) provide convenient, attractive and safe pedestrian and transit access, considering such matters as building location and orientation, pedestrian amenities and site connections to transit.

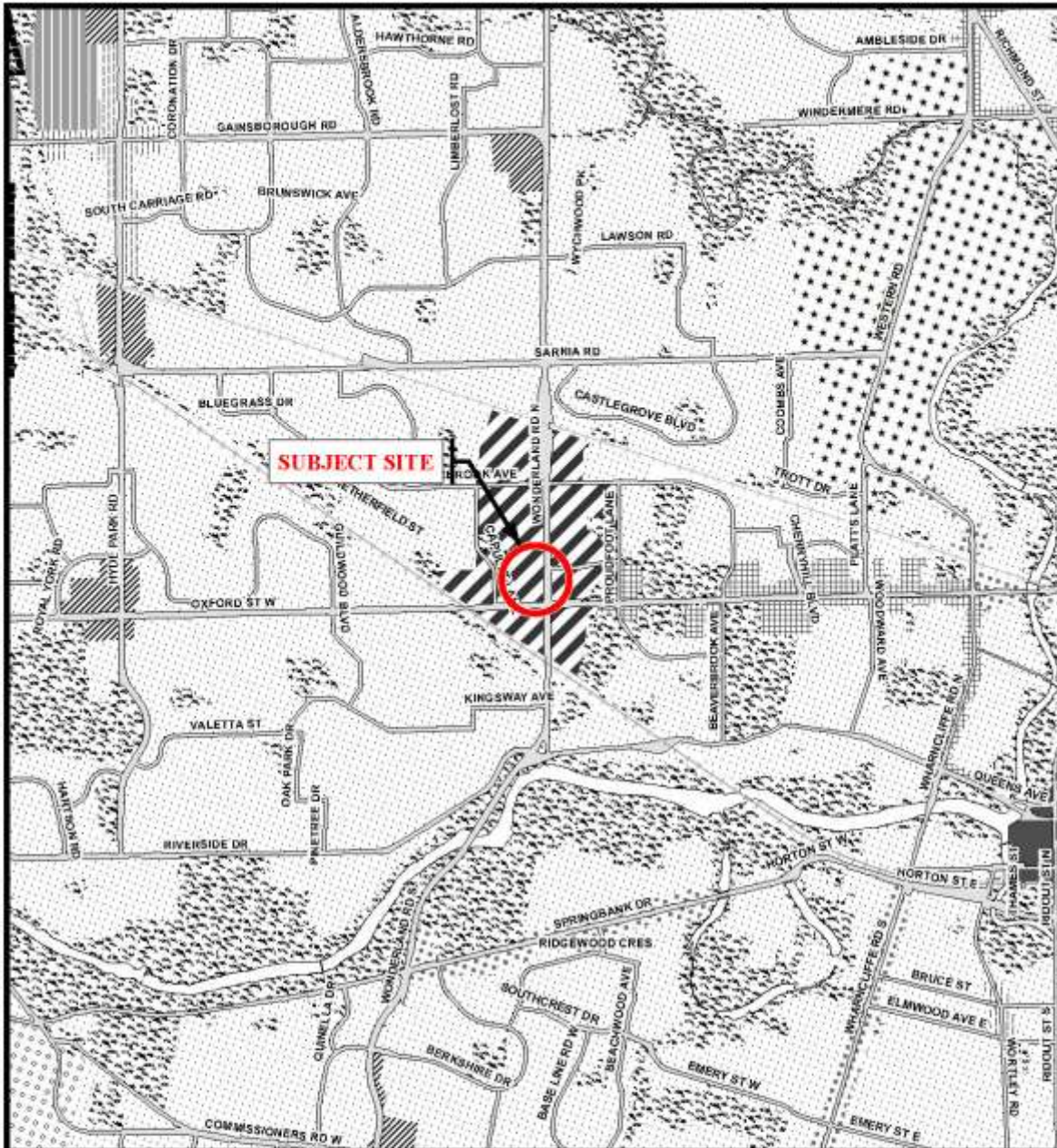
4.5.2. Planning Impact Analysis

Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public, in accordance with the provisions for Official Plan amendments and/or zoning by-law amendment applications as specified in Section 19.12. of this Plan.

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.

Appendix D – Relevant Background

Additional Maps



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.

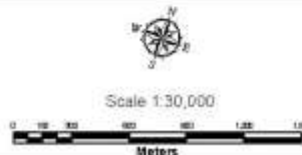
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

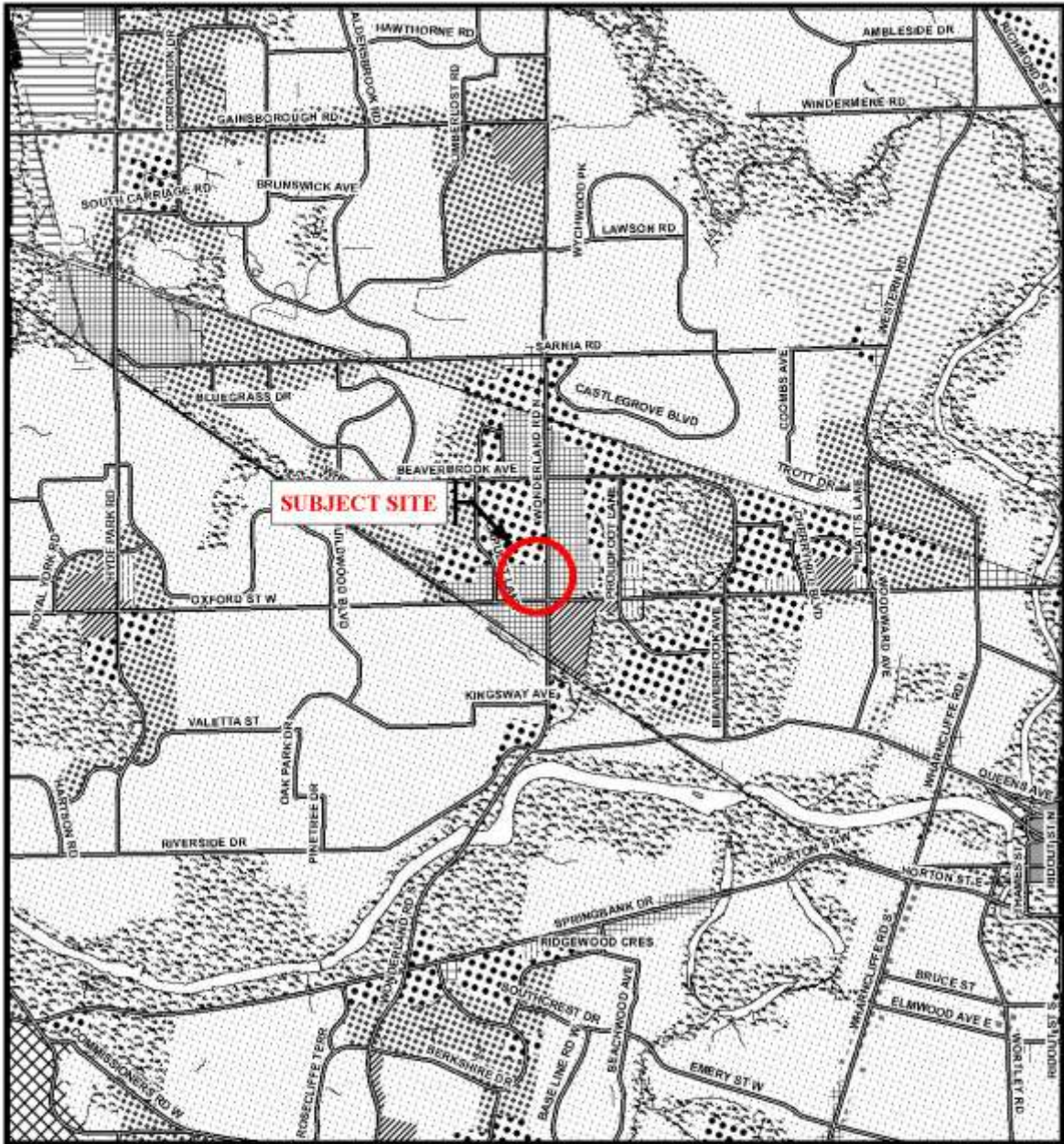
Planning Services /
 Development Services

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

PREPARED BY: Planning Services

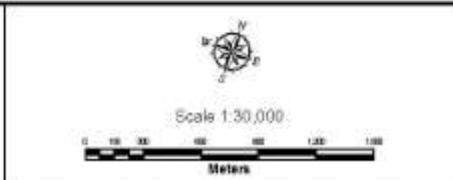


File Number: Z-9093
Planner: MV
Technician: RC
Date: September 13, 2019

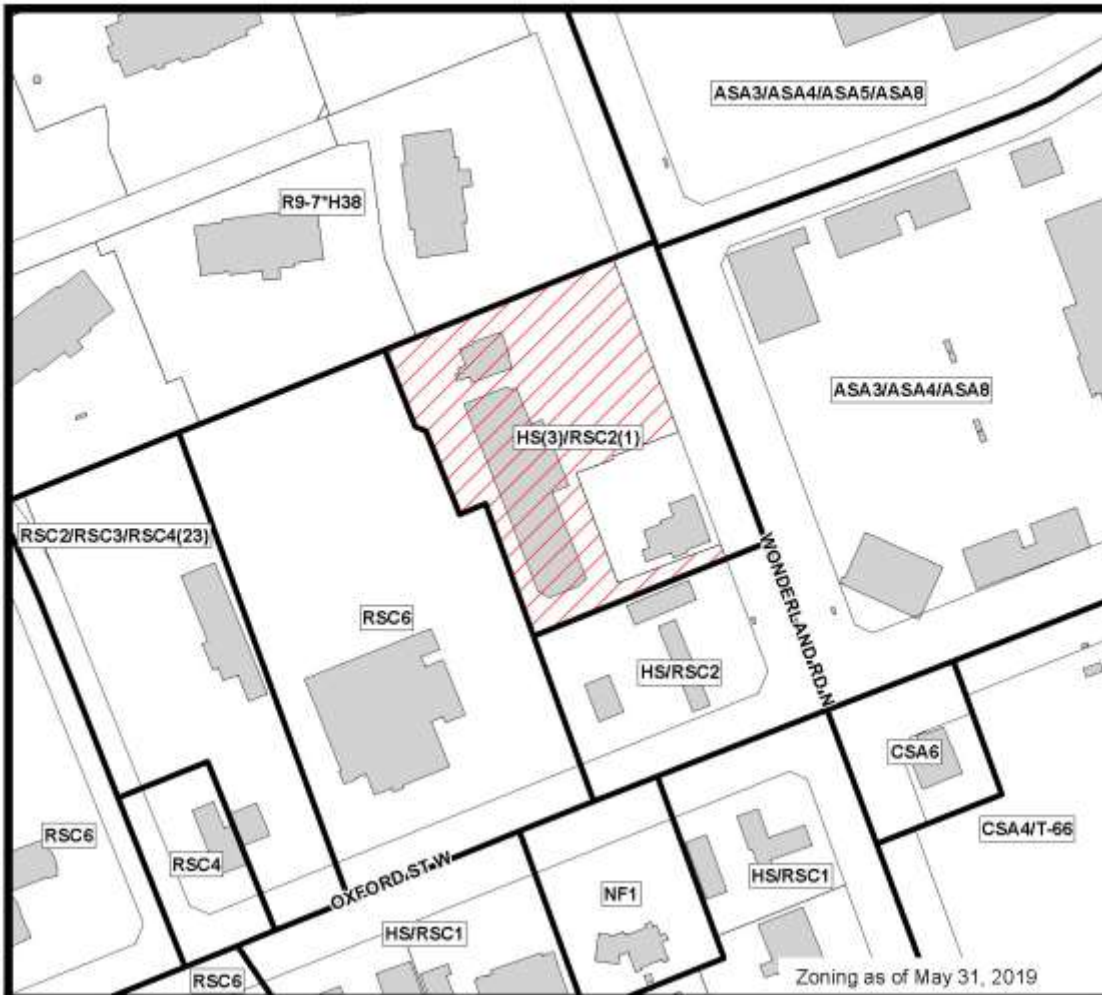


Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low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

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9093
 PLANNER: MV
 TECHNICIAN: RC
 DATE: 2019/09/13



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9093

MV

MAP PREPARED:

2019/09/13

RC

1:2,500

0 15 30 60 90 120 Meters

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

Additional Reports

A.011/07 - 666-670 Wonderland Road North, January 29, 2007, granted by the Committee of Adjustment to maintain an existing plaza with 172 parking spaces at a rate of 1 space per 11m².