

## 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:** 2594722 Ontario Inc.  
1830 Wharncliffe Road South

**Public Participation Meeting on: January 6, 2020**

## Recommendation

That, on the recommendation of the Director, Development Services with respect to the application of 2594722 Ontario Inc. relating to the property located at 1830 Wharncliffe Road South, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting January 14, 2020 to amend Zoning By-law No. Z-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Restricted Service Commercial (h-17\*RSC1/RSC4) Zone, **TO** a Holding Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) Zone;

## Executive Summary

### Summary of Request

The requested amendment would permit an increased range of commercial uses for the subject lands.

### Purpose and the Effect of Recommended Action

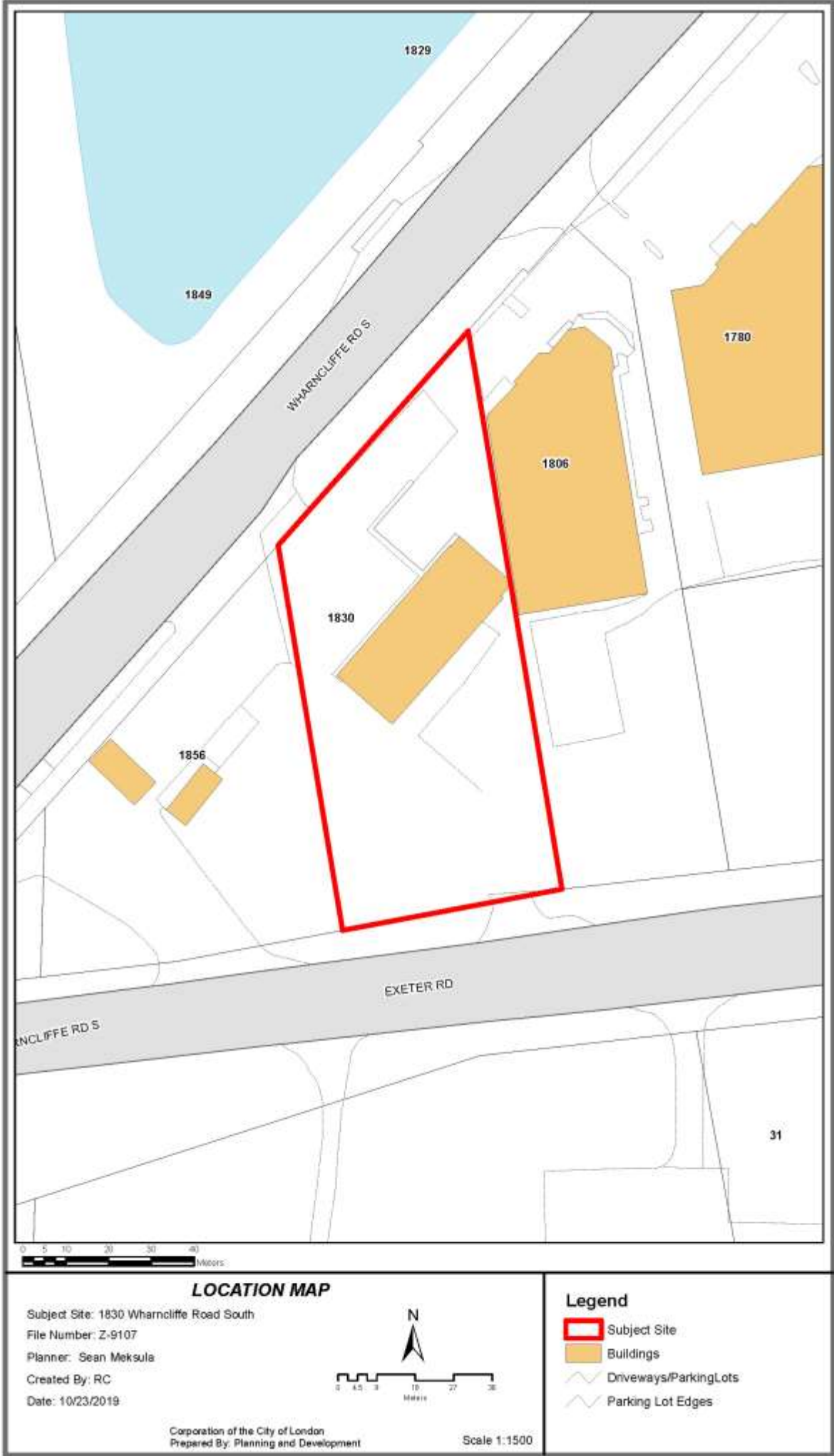
The purpose and effect of this zoning change is to facilitate the adaptive reuse of the existing building while expanding the range of commercial uses permitted for the subject lands.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is in conformity with the in-force policies of The London Plan, including but not limited to, the Shopping Area Place type policies.
3. The recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to, the Wonderland Road Community Enterprise Corridor.
4. The recommended amendment is in conformity with the in-force policies of the Southwest Area Secondary Plan, including but not limited to, the Wonderland Road Community Enterprise Corridor.
5. 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.
6. The existing building, proposed buildings and on-site parking are capable of supporting the requested commercial uses without resulting in any negative impacts on the abutting lands.

**1.0 Site at a Glance**

**1.1 Location Map**



## 1.2 Property Description

The subject site is part of a long commercial corridor which spans the north and south sides of Wharncliffe Road South (north of Exeter Road) with other commercial uses abutting the property and a mix of residential/commercial/industrial land, both developed and undeveloped with a portion being farmed to the south of the site fronting the Exeter Road corridor. The subject site is located approximately 195 metres west of the Wonderland Road South and Wharncliffe Road South intersection.

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

- Official Plan Designation – Wonderland Road Community Enterprise Corridor
- The London Plan Place Type – Shopping Area
- Existing Zoning – Holding Restricted Service Commercial (h-17\*RSC1/RSC4) Zone

## 1.4 Site Characteristics

- Current Land Use – Existing commercial plaza
- Frontage - Wharncliffe Road South – 67.1 metres (220.14 feet)
- Frontage – Exeter Road – 52 metres (170.6 feet)
- Depth – 131.9 metres (422.7feet)
- Area – 5,805m<sup>2</sup> (62484.5square feet)
- Shape – Rectangular

## 1.5 Surrounding Land Uses

- North – Commercial
- East – Commercial
- South – Residential/Commercial/Industrial
- West – 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 facilitate future development on the rear portion of the site.

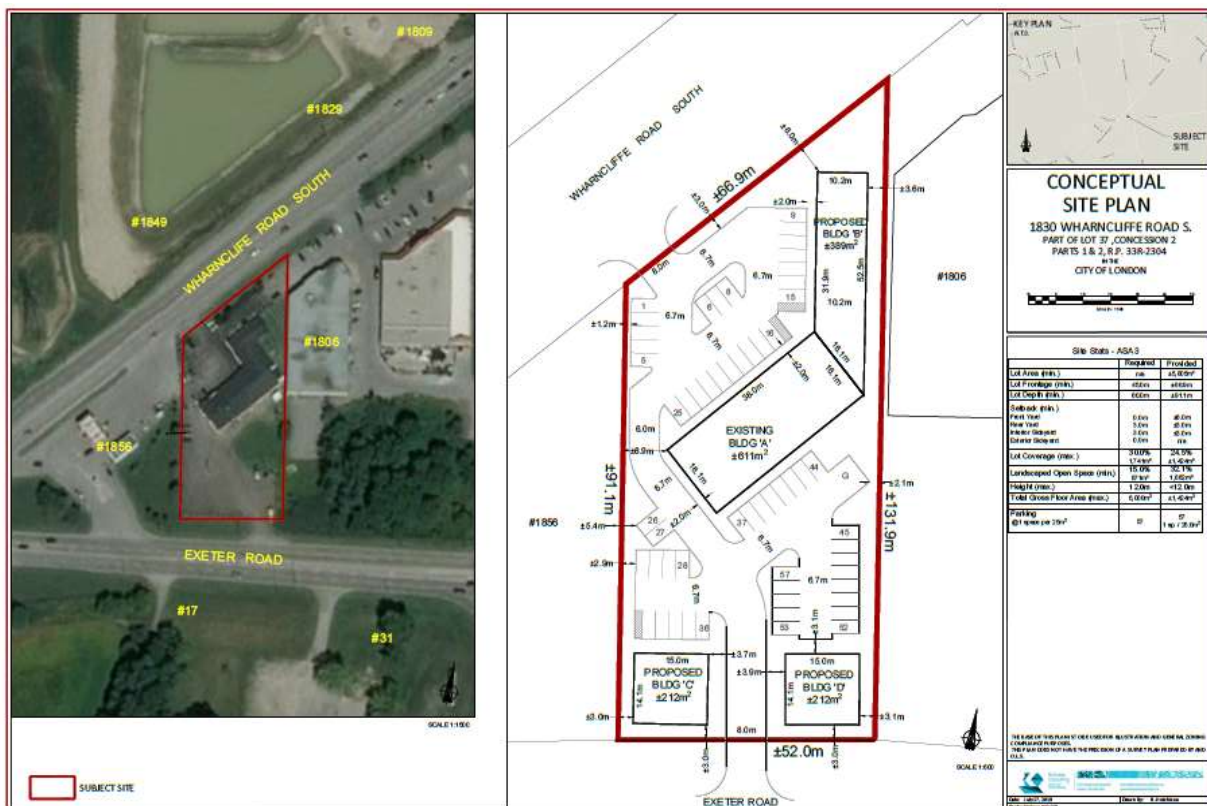


Figure 1: Site Concept Plan

## 3.0 Relevant Background

### 3.1 Planning History

The subject site is currently occupied by a restaurant, automobile sales and service, craft studio, and one vacant unit. The applicant is proposing development of two commercial pads fronting Exeter Road and a new vehicular access will be provided by a single driveway via Exeter Road and adaptively reusing and expanding the existing building. A total of 57 parking spaces are to be provided on the subject lands. The subject site has not been the subject of a recent *Planning Act* application.

### 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 a Holding Restricted Service Commercial (h-17\*RSC1/RSC4) Zone to a Holding Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) Zone to permit the existing commercial uses as well as the following uses: animal hospitals; brewing on premises establishment; clinics; convenience service establishments; convenience stores; day care centres; dry cleaning and laundry plants; duplicating shops; financial institutions; grocery stores; laboratories; medical/dental, professional and service offices; personal service establishments; pharmacies; printing establishments; repair and rental establishments; restaurants; retail stores; service and repair establishments; studios; supermarkets; and video rental establishments on the subject lands.

The recommended Special Provisions would permit additional uses for the Associated Shopping Area Commercial (ASA2) Zone as follows: automobile rental establishments; automobile sales and service establishments; automobile supply stores; bake shops; hardware stores; home and auto supply stores; home improvement and furnishing stores; eat in, fast food and take out restaurants. Additional permitted uses for the Associated Shopping Area Commercial (ASA3) Zone include support offices, on the subject lands.

### 3.3 Community Engagement (see more detail in Appendix B)

On September 4, 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 September 5, 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 2,000m<sup>2</sup> 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.

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 Wonderland Road Community Enterprise Corridor and applies to those lands fronting on Wonderland Road South between Southdale Road West and Hamlyn Street. The centrepiece of the Wonderland Boulevard Neighbourhood as described in the Southwest Area Secondary Plan is Wonderland Road South, which is the primary north-south arterial corridor into the City from Highways 401 and 402.

This designation is intended to provide for a broad range and mix of uses including commercial, office, residential and institutional uses. The policies of the Secondary Plan will describe the intensity and mix of these land uses. The intent is to ultimately develop a mixed-use corridor characterized by a high density built form to support transit service and active transportation modes. A road pattern and potential road pattern that will facilitate the future redevelopment of the area will be established. In the short term, it is recognized that retail uses will be the predominant activity along the corridor. The

Wonderland Road Community Enterprise Corridor will establish the identity of the broader Southwest Secondary Planning Area, and accommodate a range and mix of land uses to meet service, employment, residential and community activity needs. Development in the Corridor will provide an enhanced pedestrian environment, and be at the greatest densities and intensity in the Southwest Area Secondary Plan area (4.8.2. Function).

Uses considered to be appropriate within the Wonderland Road Community Enterprise Corridor, a broad range of commercial, residential, office and institutional uses are permitted subject to the policies of the Southwest Area Secondary Plan. Mixed use developments will be particularly encouraged to develop in this area (4.8.3. Permitted Uses).

### **Southwest Area Secondary Plan (SWAP):**

Beginning in 2009, the City initiated a comprehensive area planning process for the lands generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary. The result of that comprehensive planning exercise is the Southwest Area Secondary Plan (SWAP). The SWAP is intended to guide the long-term management and approval of growth in one of the City's last and largest reserves of greenfield land. The Southwest Area Secondary Plan was adopted by Council as Official Plan Amendment 541 in November of 2012 and received final approval from the Ontario Municipal Board on April 29, 2014. The Secondary Plan is now in full force and effect.

The subject lands are situated within the Wonderland Boulevard Neighbourhood and designated "Wonderland Road Community Enterprise Corridor" within the Southwest Area Secondary Plan. The extent of the Wonderland Road Community Enterprise Corridor (WRCEC) was a major point of contention through both the City-initiated planning process and subsequent OMB hearings. Initially, commercially designated lands along the Wonderland Road South corridor were proposed to comprise just the lands fronting Wonderland Road between Southdale Road West to just South of Bradley Avenue. It was intended that up to 120,000m<sup>2</sup> of commercial GFA would be permitted, including 90,000m<sup>2</sup> of existing commercial development or approved/under construction north of Bradley Avenue. Essentially, SWAP initially contemplated the addition of 30,000m<sup>2</sup> of new commercial space along Wonderland Road. This was supported by an independent Retail Market Demand Analysis completed by Kircher Research Associates Ltd. in May of 2012.

Through subsequent discussions, Council adopted the Wonderland Road Community Enterprise Corridor and extended the lands available for commercial development further south, from Bradley Avenue to Hamlyn Street. The total gross floor area of commercial space, excluding the lands north of Bradley, was also increased from a maximum of 30,000m<sup>2</sup> to 100,000m<sup>2</sup>.

### **The "Commercial Cap":**

As noted above, the Wonderland Road Community Enterprise Corridor specifies limits on the intensity of Commercial Development allowed within the corridor, without distributing a proportion of that GFA to specific properties. Section 20.5.6.1 v) a) provides, "*Commercial development for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres gross floor area. For the purposes of this limit, this shall not include those lands generally located north of the Bradley Avenue extension that are currently developed or are approved/under construction as of October, 2012.*"

The principle behind the inclusion of a cap on commercial development is to prevent the over-supply of commercial uses in new suburban areas which have potential to undermine the planned function of existing commercial areas. The 2012 Retail Demand Analysis completed by Kircher Associates Ltd. cited difficulties encountered by Westmount Mall after the development of "big-box" commercial uses south of Southdale Road, in suggesting that planning for future retail space in the Southwest Area should be



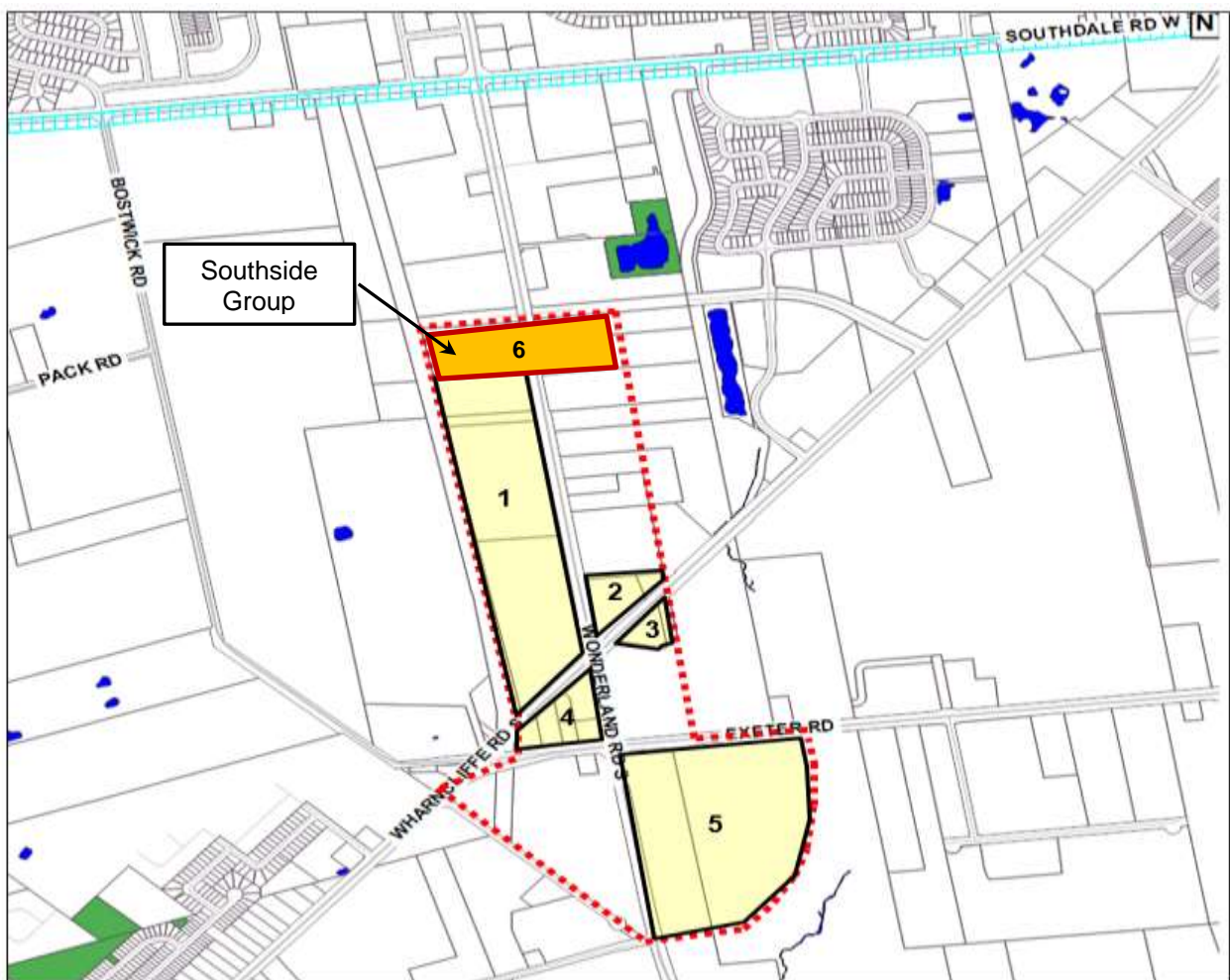
careful to take into account actual market demand in order to prevent overbuilding and ensure that existing public infrastructure is used efficiently.

**Allocation of Commercial Space:**

As noted above, the policies of the Wonderland Road Community Enterprise Corridor designation allow for a maximum of 100,000m<sup>2</sup> of commercial GFA within the Wonderland Road Community Enterprise Corridor. However, this policy is broadly applied across the corridor and does not allocate that GFA to specific properties. The allocation of commercial space is intended to be regulated through the City's Zoning By-law based on market existing zoning permissions are from Zoning By-law amendment applications received for commercial development permissions.

A planning application by Southside Group was accepted in January 2016 for 3234, 3263, and 3274 Wonderland Road South that included amendments to the 1989 Official Plan and the Zoning By-law No. Z.-1. The requested Official Plan amendment was to add a specific policy area to Chapter 10 of the 1989 Official Plan to permit an additional 18,700m<sup>2</sup> of commercial floor area on the subject site beyond the 100,000m<sup>2</sup> maximum established in the Southwest Area Secondary Plan (SWAP) for portions of the WRCEC designation south of Bradley Avenue. On July 19, 2017 an appeal was filed by Southside Group regarding their site-specific amendment (OZ-8590) for failing to make a decision on the Official Plan and Zoning By-law amendments in the prescribed time period in the Planning Act. In June 2018, City Council considered the application by Southside and recommended to the LPAT that both the Official Plan and Zoning By-law amendments be refused. In December 2018 a decision was issued by the LPAT approved commercial zoning in principle on the subject site and directed the City to prepare a by-law implementing the urban design policies and vision of the SWAP. The Zoning By-law amendment was approved by LPAT on September 30, 2019 implementing the proposed ASA1/ASA3/ASA4/ASA5/ASA8 zoning for the lands and thereby permitting an additional 18,700m<sup>2</sup> of commercial floor area on the subject site beyond the 100,000m<sup>2</sup> maximum established in the Southwest Area.

**Figure 2:** Existing commercial lands within the WRCEC



**Figure 3:** Breakdown of existing zoned commercial GFA in WRCEC

<b>Wonderland Road Community Enterprise Corridor – Commercially Zoned Lands</b>				
Lands	Zoning	Combined Lot Area	Status	Total Potential Commercial GFA (m <sup>2</sup> )
1) 3313 – 3405 Wonderland Road South & 1789 Wharncliffe Road South	h-5*h-154*h-155* ASA3/ASA5/ASA6/ ASA8(12)	20.355Ha (203,550m <sup>2</sup> )	In force and effect - Approved by OMB in April 2014	61,065 (based on 30% lot coverage)
2) 1705 & 1659 Wharncliffe Road South	h-17*RSC1/RSC4	22,386m <sup>2</sup> (2.24ha)	In force and effect – predates SWAP	6,715 (based on 30% lot coverage)
3) 1672, 1680 & 1710 Wharncliffe Road South	h-17*RSC5 & HS4	11,360m <sup>2</sup> (1.14ha)	In force and effect – predates SWAP	3,408 (based on 30% lot coverage)
4) 1780, 1806, 1830 & 1856 Wharncliffe Road South	h-17*RSC1/RSC4	27,811m <sup>2</sup> (2.78ha)	In force and effect – predates SWAP	8,343 (based on 30% lot coverage)
5) 51 & 99 Exeter Road	h-17•h-18•h-(184)•h-(185)•h-(186)•h-(187)•h-(188)•ASA8(14))	27.59ha (275,900m <sup>2</sup> )	Approved by Municipal Council on October 14, 2014 – subsequently appealed to OMB	20,470 (Based on max. GFA regulation)
6) 3234, 3263, & 3274 Wonderland Road South	ASA8(17)	7.38ha (18.24ac)	Approved by LPAT on September 30, 2019	18,700 Total commercial floor area (maximum) for all lands zoned ASA8(17)
<b>TOTAL:</b>				<b>118,700m<sup>2</sup></b>

## 4.0 Key Issues and Considerations

### 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.

#### *The 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 may be permitted within the Shopping Area Place Type. Mixed-use buildings will also be encouraged (Permitted Uses 877\_). The conceptual development of additional commercial pads and adaptively reusing and expanding the existing building is consistent with the Shopping Area Place Type policies. 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 Wonderland Road Community Enterprise Corridor (WRCEC) which is most commonly implemented through an Associated Shopping Area Commercial (ASA) zone.

The recommended Holding Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) Zones provide a range animal hospitals; brewing on premises establishment; clinics; convenience service establishments; convenience stores; day care centres; dry cleaning and laundry plants; duplicating shops; financial institutions; grocery stores; laboratories; medical/dental, professional and service offices; personal service establishments; pharmacies; printing establishments; repair and rental establishments; restaurants; retail stores; service and repair establishments; studios; supermarkets; and video rental establishments. The Special Provisions would permit additional uses for the Associated Shopping Area commercial (ASA2) Zone as follows: include automobile rental establishments; automobile sales and service establishments; automobile supply stores; bake shops; hardware stores; home and auto supply stores; home improvement and furnishing stores; eat in, fast food and take out restaurants. Additional permitted uses for the Associated Shopping Area Commercial (ASA3) Zone include support offices. Within the Wonderland Road Community Enterprise Corridor, a broad range of commercial, residential, office and institutional uses are permitted subject to the policies of the Southwest Area Secondary Plan. Mixed use developments will be particularly encouraged to develop in this area. (4.8.3. 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.

### 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. Throughout the review of the submitted application, all criteria were evaluated however, as the building and site layout are existing, the most applicable criteria are as follows:

- i) the policies contained in the Section relating to the requested designation;  
*The Official Plan Designation of the subject lands is Wonderland Road Community Enterprise Corridor 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 buildings and on-site parking for the proposed uses without resulting in any negative impacts on the abutting lands.*

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 have dual frontage on to Wharncliffe Road South and Exeter Road, both an arterial roads 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 Wharncliffe Road South and Exeter Road by the proposed change.*

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 Wharncliffe Road South and Exeter 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.*

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.*

Development Services staff are 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.

### **Southwest Area Secondary Plan**

Permitted Uses Section 20.5.6.1 ii) in the Southwest Area Secondary Plan permits a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Wonderland Road Community Enterprise Corridor. A mix of any of the permitted uses within a single building is permitted and encouraged within the WRCEC designation (Policy 20.5.6.1 ii)). Recognizing that land uses within the WRCEC designation will develop over time and given that the location of specific land uses is not prescribed, development proposals are to demonstrate how they could be integrated and compatible with adjacent development (Policy 20.5.6.1 iv)).

The SWAP directs that commercial uses within the WRCEC designation are to complement the more traditional uses and forms within the Lambeth Village Core. This is not to say that the commercial uses are to be the same. The proposed commercial uses would maintain the economic vitality and viability of the Lambeth mainstreet consistent with the PPS by contributing to the range of local economic activities in a way that does not compete with the Lambeth mainstreet. Businesses located along either the Lambeth mainstreet, Wharncliffe Road South or Wonderland Road South may benefit from the draw of people to the proposed additional commercial uses.

### **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 B) addition to the existing building at the front of the property and two future one storey (Buildings C & D) at the rear of the lands fronting Exeter Road, thereby maintaining the character of the area. 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 proposed zoning.

The existing multi-unit (Building A) is 61m<sup>2</sup> in size and the lot is of sufficient size and configuration to accommodate this redevelopment and future additional uses and buildings. The Shopping Area Place Type limits individual buildings to no more than 2,000m<sup>2</sup> of office space. The requested Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) 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.

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 uses. 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 2000m<sup>2</sup> 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 2000m<sup>2</sup> ensuring this policy is met.

#### **Southwest Area Secondary Plan**

The 100,000m<sup>2</sup> commercial GFA cap required by SWAP was inclusive of existing commercial GFA. Therefore, those sites that previously possessed commercial GFA permissions through zoning were able to retain those GFA permissions after the adoption of SWAP. The subject site is recognized as having previous zoning permission (see Figure 3) to permit a maximum 1,745.5m<sup>2</sup> potential commercial Gross Floor Area (GFA), based on a 30% lot coverage. The proposed development of two commercial pads and adaptively reusing and expanding the existing building for a range of commercial uses is recognized by the policies of SWAP.

#### **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).

All planning and development applications in the Shopping Area Place Type are to conform to the general City Design policies in *The London Plan* (\*Policy 879\_1.). The form policies that apply specifically to the Shopping Area Place Type contemplate smaller street-orientated pads within large commercial blocks to create to a pedestrian-oriented street wall, Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street (\*Policy 879\_3. and 4.). Site plan approval is required for the redevelopment of the site, it is reasonable to allow for a modest expansion to the range of permitted uses within the existing and proposed buildings to add to the vitality of the site.

### *1989 Official Plan*

The existing and future form of development is consistent with the 1989 Official Plan and existing Southwest Area Secondary Plan provides context in regards to how these forms of development should occur. Section 20.5.6.1 vi) Built form may be of a low to mid-rise height, however minimum height and setbacks may be established in the Zoning By-law to ensure that development will result in a strong, street-related built edge and achieve other design objectives for this area. In particular, development will be encouraged in a “main street” format where buildings are oriented to a public street. Permitted uses are encouraged in mixed use developments or buildings. Development shall be designed to be pedestrian and transit friendly from the outset.

In particular, development shall be generally oriented to the street where possible and designed to promote a vital and safe street life and to support early provision of transit. However, where large scale stores are permitted, given that they are often not conducive to a pedestrian oriented street setting, design alternatives to address this issue will be utilized. These may include locating these stores in the interior of a commercial or mixed use development block with small-scale stores and other buildings oriented to the surrounding major roads to create a strong street presence. Alternatively, the frontage of the building facing a major road could be lined with small-scale stores and/or have multiple entrances. The Urban Design policies of Section 20.5.3.9 of this Plan shall apply. The existing and proposed form of development is still considered appropriate and in keeping with certain Wonderland Road Community Enterprise Corridor (WRCEC) development. Low to mid-rise built form is contemplated in the WRCEC designation and development is encouraged in a “main-street” format where buildings are oriented to a public street (Policy 20.5.6.1 vi) a)). It is anticipated that intensification will occur in the WRCEC designation in the future; and development within the WRCEC should not be located where it may inhibit future phases of development. Development is to be designed to be pedestrian and transit friendly at the outset; and should be oriented to the street where possible and support the early provision of transit (Policy 20.5.6.1 vi) c)). The existing form and future development is still considered appropriate 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 SWAP that helps to ensure it is compatible within its surrounding context.

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 Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) 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.

<b>Prepared by:</b>	<b>Sean Meksula, MCIP, RPP Senior Planner, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official</b>
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.	

December 16, 2019

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

Y:\Shared\DEVELOPMENT SERVICES\11 - Current Planning\DEVELOPMENT APPS\2019 Applications 9002 to\9107Z - 1830 Wharncliffe Rd S (SM)\PEC Report and Decision\PEC-Report-9107Z\_1830 Wharncliffe Rd S.docx



**Appendix A**

Bill No. (number to be inserted by Clerk's Office)  
2020

By-law No. Z.-1-20\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1830  
Wharncliffe Road South.

WHEREAS 2594722 Ontario Inc. has applied to rezone an area of land located at 1830 Wharncliffe Road South, 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 1830 Wharncliffe Road South, as shown on the attached map comprising part of Key Map No. (A111), from a Holding Restricted Service Commercial (h-17\*RSC1/RSC4) Zone, to a Holding Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ASA3(\_)) Zone.
- 2) Section Number 24.2 of the Associated Shopping Area Commercial ASA2 Zone is amended by adding the following Special Provision:
  - ) ASA2( ) 1830 Wharncliffe Road South
    - a) Additional Permitted Uses:
      - i) Automobile rental establishments;
      - ii) Automobile sales and service establishments;
      - iii) Automobile supply stores;
      - iv) Bake shops; hardware stores;
      - v) Home and auto supply stores;
      - vi) Home improvement and furnishing stores;
      - vii) Eat in, fast food and take out restaurants
- 3) Section Number 24.2 of the Associated Shopping Area Commercial ASA3 Zone is amended by adding the following Special Provision:
  - ) ASA3( ) 1830 Wharncliffe Road South
    - a) Additional Permitted Uses:
      - i) Support offices;

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.

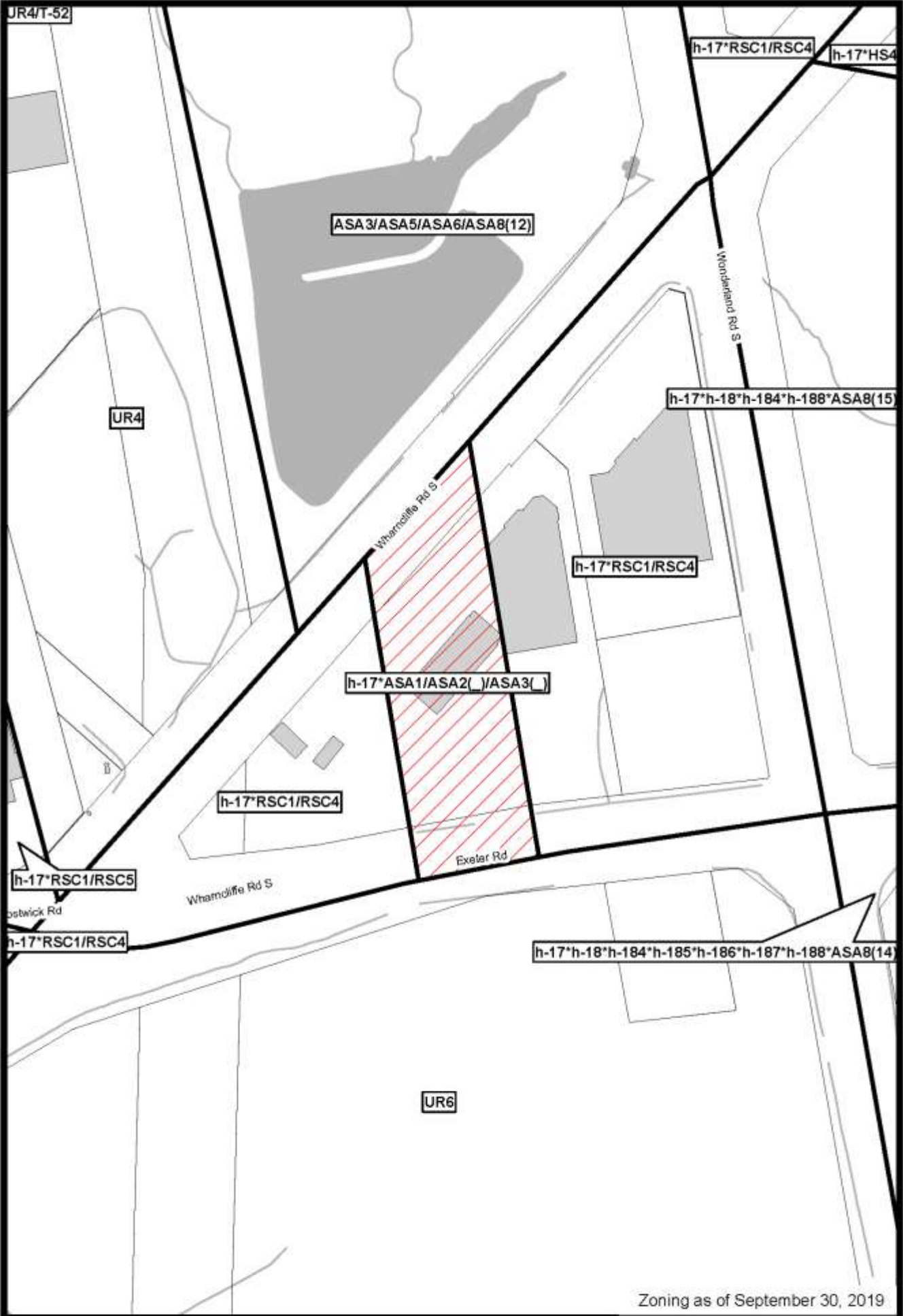
PASSED in Open Council on January 14, 2020.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk


First Reading – January 14, 2020  
Second Reading – January 14, 2020  
Third Reading – January 14, 2020

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

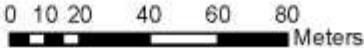


Zoning as of September 30, 2019

File Number: Z-9107  
Planner: SM  
Date Prepared: 2019/10/23  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On September 4, 2019, Notice of Application was sent to 10 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 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 Holding Restricted Service Commercial (h-17\*RSC1/RSC4) Zone, TO a Holding Associated Shopping Area Commercial Special Provision (h-17\*ASA1/ASA2(\_)/ ASA3(\_)) Zone to permit additional commercial uses on the subject site and the proposed buildings.

**Responses:** 0 inquiries were received.

### Agency/Departmental Comments

#### UTRCA – November 27, 2019

The UTRCA has no objections to this application.

#### London Hydro – September 16, 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.

## **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:

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/Southwest Area Secondary Plan**

4.2.1. Planning Objectives

20.5.3.9 Urban Design

20.5.6.1 ii) Permitted Uses

20.5.6.1 iv) Compatibility Between Land Uses

20.5.6.1 v) Intensity

20.5.6.1 vi) Built form

### **London Plan**

Shopping Area

Use – 877\_

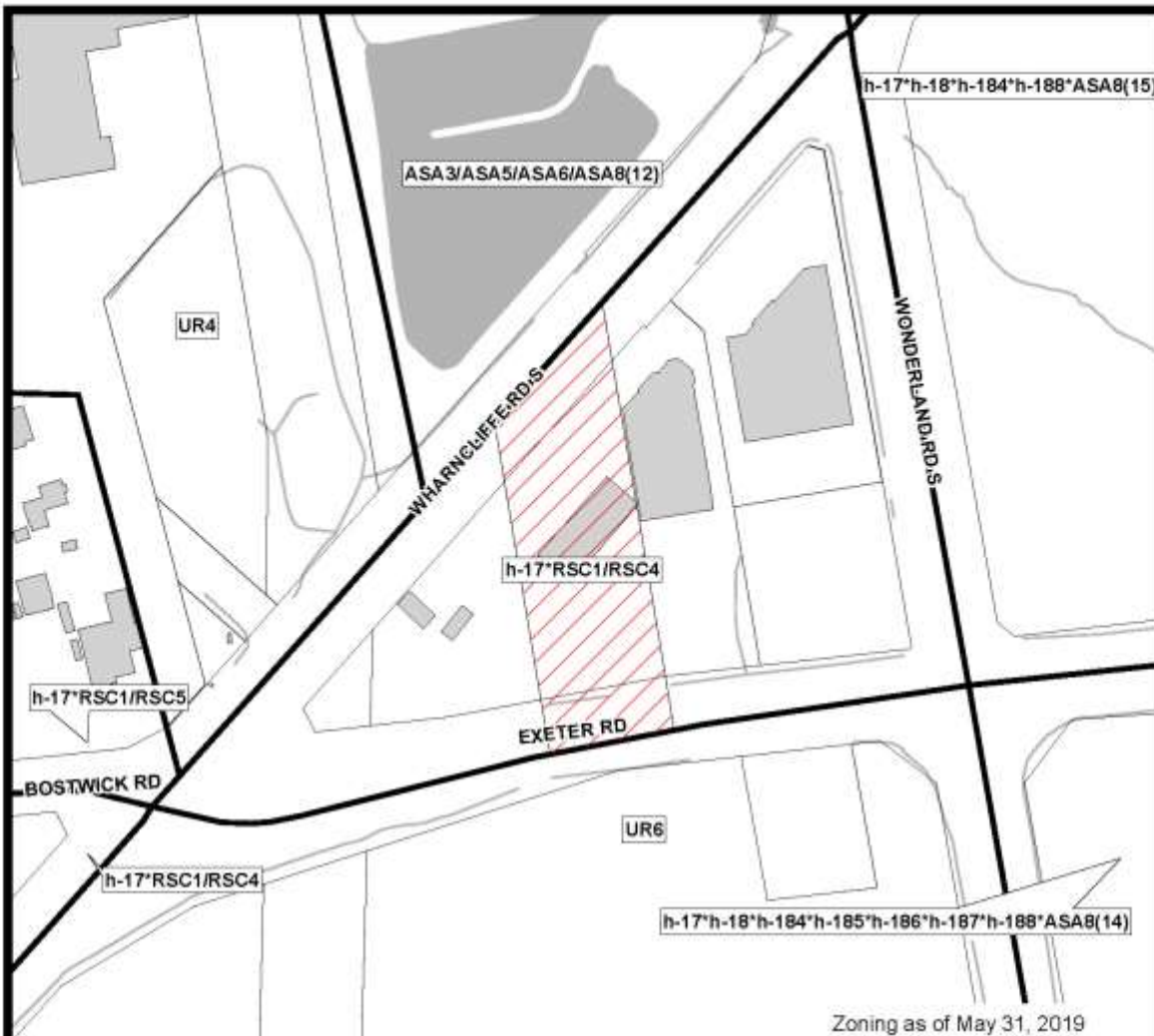
Intensity – 878\_

Form - 879\_



**Appendix D – Relevant Background**

**Additional Map**



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

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

**CITY OF LONDON**

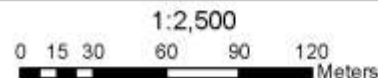
PLANNING SERVICES / DEVELOPMENT SERVICES

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



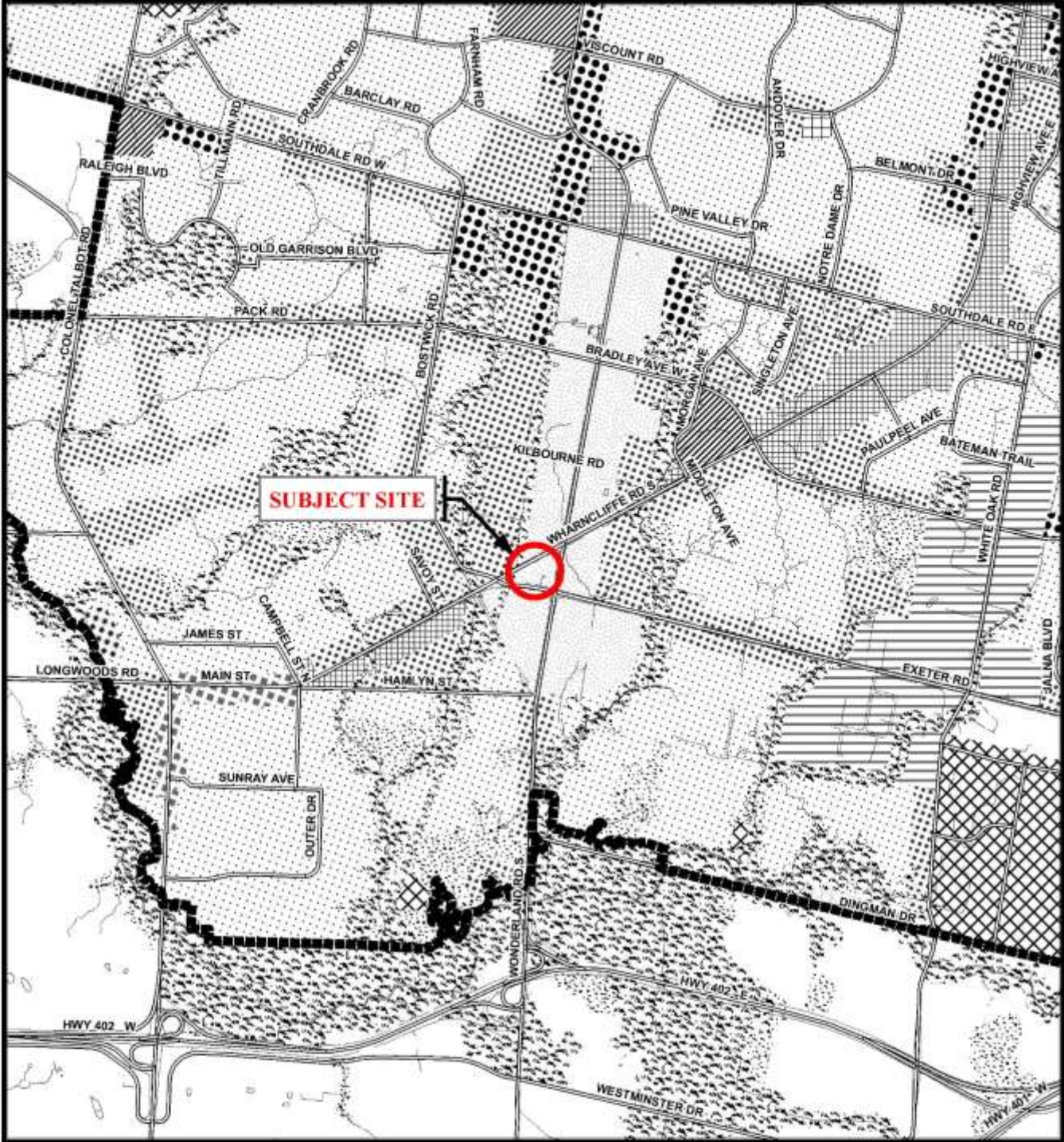
FILE NO:  
Z-9107 SM

MAP PREPARED:  
2019/10/23 RC



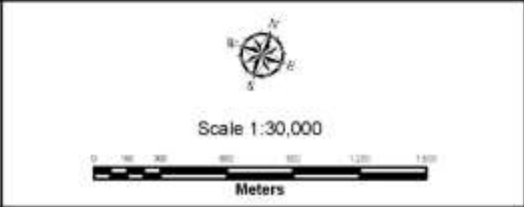
THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS





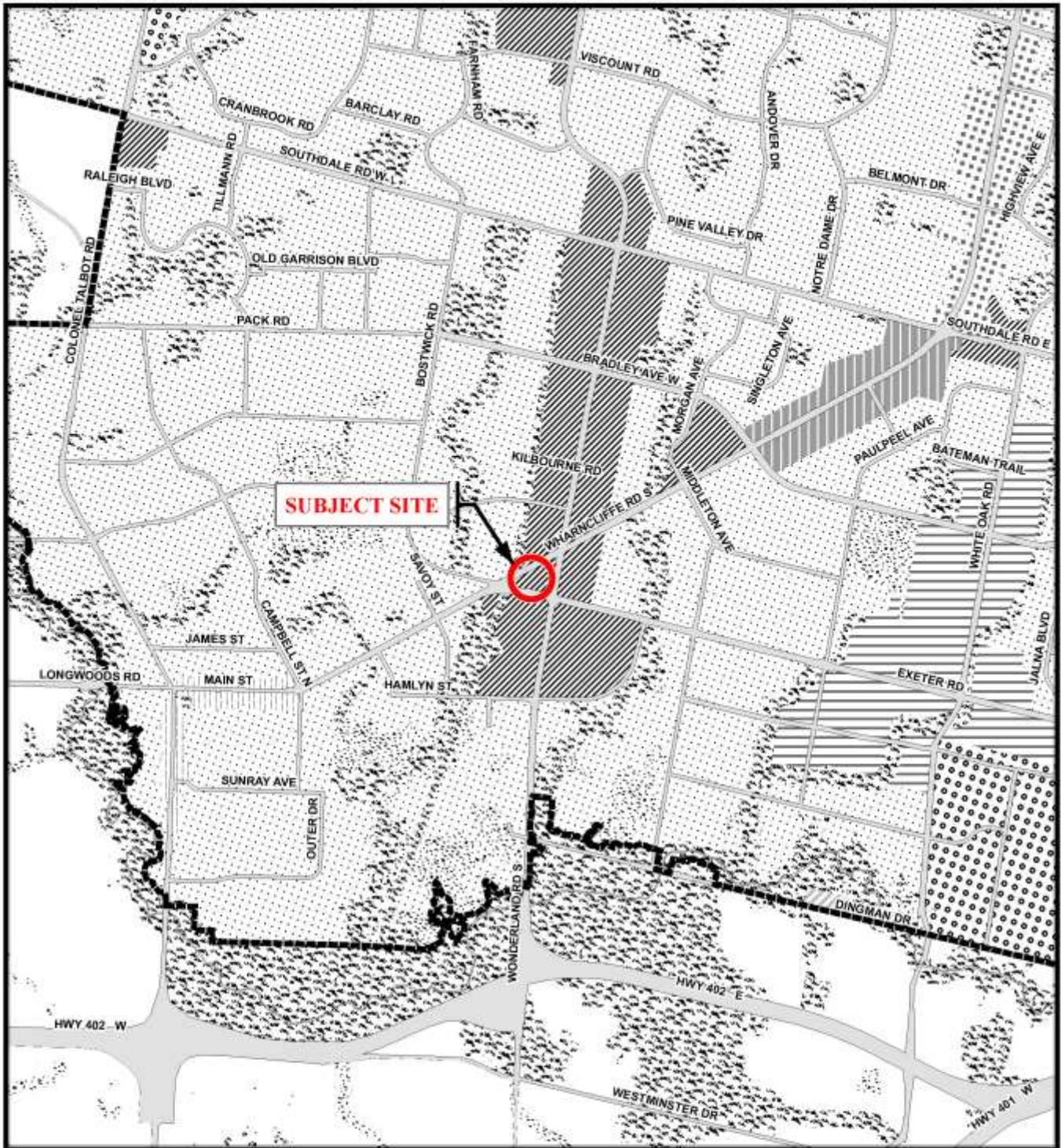
Legend	
	Downtown
	Enterprise
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	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  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9107  
 PLANNER: SM  
 TECHNICIAN: RC  
 DATE: 2019/11/27





**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**

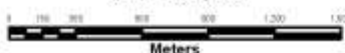
Planning Services /  
 Development Services

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

PREPARED BY: Planning Services



Scale 1:30,000



**File Number:** Z-9107

**Planner:** SM

**Technician:** RC

**Date:** November 27, 2019