

## 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: September 21, 2020**

## 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 September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **BY AMENDING** the Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(17)) Zone.

## Executive Summary

### Summary of Request

Requested amendment to add a Clinic and Pharmacy within the existing commercial plaza to the existing list of permitted uses.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to allow a Clinic and Pharmacy, in addition to the uses permitted by the existing zoning, within the existing building.

### Rationale of Recommended Action

1. The proposed amendment is consistent with the Provincial Policy Statement, 2020 (PPS);
2. The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Auto-Oriented Commercial Corridor;
3. The proposed 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, a Rapid Transit Boulevard/Arterial Road, to the immediate 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 serving as a fast-food restaurant, being Tim Horton's, and its associated drive-thru facilities.

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

- Official Plan Designation – Auto-Oriented Commercial Corridor
- The London Plan Place Type – Transit Village
- Existing Zoning – Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(17)) Zone

**1.3 Site Characteristics**

- Current Land Use – Retail commercial plaza
- Frontage – 80.5 metres (264.1 feet)
- Depth – 106.5 metres (349.4 feet)
- Area – 1.1 hectares (2.7 acres)
- Shape – Irregular

**1.4 Surrounding Land Uses**

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

Figure 1: Southern half of the main commercial plaza, looking west from Wonderland Road North.



Figure 2: Northern half of the main commercial plaza and the second building (Tim Horton's), looking west from Wonderland Road North.



1.5 LOCATION MAP



## 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 a Clinic and Pharmacy within the existing commercial plaza. All other permitted uses will remain as part of this application. The proposed Clinic and Pharmacy uses are 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

The majority of the permitted uses under the existing zone can be traced to a 1993 Ontario Municipal Board hearing. At the time, the property owner(s) of 666 Wonderland Road North were proposing to redevelop a vacant portion of the lands and proposed to add new uses, among them a “supermarket, large drug store, and automotive services and uses”. Following an appeal by nearby property owners, the Board prohibited the abovementioned uses on the grounds that the planning application at the time had not satisfactorily put to rest concerns related to traffic circulation, access, and noise.

In November 2012, a Site Plan Application (File No. 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 (File No. 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 variance application included the conversion of 99.59 square metres (1,072 square feet) of office space to restaurant use.

On November 26, 2019, under File No. Z-9093, Municipal Council amended *Zoning By-law No. Z.-1* to add a Medical/Dental Office use to the uses permitted under the current zone and to recognize the previously-approved parking rate of 1 space per 11 square metres for all uses on site. The zoning by-law amendment did not request to add the Clinic and Pharmacy uses.

### 3.2 Requested Amendment

The requested amendment would rezone 666-670 Wonderland Road North by way of adding additional uses to the site-specific Restricted Service Commercial Special Provision RSC2(17)) Zone currently applied to the site. No further special provisions are being requested.

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

Notice of Application was sent to property owners in the surrounding area on July 23, 2020 and published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on the same date.

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, 2020***

The *Provincial Policy Statement* (“PPS”) 2020, 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 lands are located in the Transit Village Place Type on \*Map 1 – Place Types and located along a Rapid Transit Boulevard on \*Map 3 – Street Classifications. The Transit Village Place Type contemplates high-density, complete communities. Transit Villages are contemplated to be mixed-use neighbourhoods served by extensive retail and commercial services and office spaces (*The London Plan*, 806\_) in a high-quality urban setting (*The London Plan*, 810\_6 & 810\_7). Intensity policies contemplate buildings to be no less than two (2) storeys or eight (8) metres in height and will not exceed 15-storeys in height (*The London Plan*, \*813\_1).

In the future, new development within Transit Villages is contemplated to include ground-related retail and commercial service uses within a multi-storey, mixed-use building (*The London Plan*, 811\_). 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 lands to redevelop in accordance with *The London Plan*. The proposed additional permitted uses will only be permitted 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 lands are designated Auto-Oriented Commercial Corridor on Schedule “A” – Land Use in the *1989 Official Plan*. 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 (*1989 Official Plan*, 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 (*1989 Official Plan*, 4.4.2.4.).

Section 4.5 of the *1989 Official Plan* outlines criteria for a Planning Impact Analysis used to evaluate the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses (*1989 Official Plan*, 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 Clinic and Pharmacy uses 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 long-standing commercial plaza is existing, the proposed Clinic and Pharmacy uses will be added as a permitted exclusively within the existing building. 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;*

In the most recent previous zoning by-law amendment, the Applicants added the previously approved parking rate of 1 space per 11 square metres for all uses on the lands 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. The present configuration of the site is appropriate for the added uses and are not anticipated to cause additional impacts to traffic on Wonderland Road North or Oxford Street West, both contemplated as Arterial Roads on Schedule “C” – Transportation Corridors in the *1989 Official Plan* and a Rapid Transit Boulevard and Main Street respective on \*Map 3 – Street Classifications 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 Clinic and Pharmacy Uses

#### *2020 Provincial Policy Statement ("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 (*PPS*, 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 (*PPS*, 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 (*PPS*, 1.6.3.a)). The applicant's proposal to add Clinic and Pharmacy as permitted uses within the existing building further allows for a mix of uses to serve the surrounding area, ensuring the long-term needs of residents are met, while utilizing existing infrastructure and services.

#### *The London Plan*

The Transit Village Place Type contemplates extensive retail and commercial services as well as allowing for substantial office spaces in order to create complete communities (*The London Plan*, 806\_). The Transit Village Place Type permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses (*The London Plan*, 811\_1). The proposed Clinic and Pharmacy uses are 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 uses 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 that ensure adequate levels of development and density are 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 (*The London Plan*, \*813\_2). In addition, the form policies encourage high-quality architectural design (*The London Plan*, 814\_2.) set in a public realm designed to be pedestrian, cycling and transit-supportive (*The London Plan*, 814\_3.). Building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and the general site layout will reinforce pedestrian safety and easy navigation. In this situation, through the utilization of the existing building on the lands, the addition of the Clinic and Pharmacy uses within the existing building expands the range of uses able to occupy the building without impeding the future development of the lands in a manner contemplated in the Transit Village Place Type.

#### *Official Plan*

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 (*1989 Official Plan*, 4.4.2.). These uses are contemplated to generate and accommodate significant amounts of traffic and draw patrons from a wide area (*1989 Official Plan* 4.4.2.4.).

The proponent is proposing to add a Clinic and Pharmacy to the uses permitted in the Restricted Service Commercial Special Provision (RSC2(17)) Zone. Clinic is an identified secondary use within the Auto-Oriented Commercial Corridor designation. A Pharmacy is not expressly identified as a permitted use. However, the use would meet the designation's intent to provide for commercial uses that offer a service to the traveling public (*1989 Official Plan*, 4.4.2.4.). Additionally, despite not being included in the more scoped uses permitted on a site-specific basis under the RSC2(17) Zone, 'Pharmacies' is included as a permitted use under the standard RSC2 Zone variation.

The foregoing demonstrates that the expanded uses would serve to implement the planned function of the Auto-Oriented Commercial Corridor. In addition, as the proposed uses 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 (1989 Official Plan, 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 (1989 Official Plan, 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.

The proposed uses would be located within an existing plaza and be added as an additional use to the uses already permitted on the lands. The existing building is conveniently located along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported (1989 Official Plan, 4.4.2.5).

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, 2020* 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 and represents good planning, insofar as the new uses are limited to the existing building so as not to impede the future development of the lands at a higher intensity and form.

<b>Prepared by:</b>	<b>Daniel Hahn</b> <b>Planner I, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE</b> <b>Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.ENG</b> <b>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.	

September 14, 2020

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



**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 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;

1) Section Number 28.4 of the Restricted Service Commercial (RSC2) Zone is amended by replacing the existing provisions with the following:

- ) RSC2(17) 666-670 Wonderland Road North
  - a) Permitted Uses limited to the existing building
    - i) Animal hospitals;
    - ii) Bulk beverage stores;
    - iii) Catalogue stores;
    - iv) Clinic;
    - v) Dry cleaning and laundry depot;
    - vi) Duplicating shops;
    - vii) Hardware stores;
    - viii) Home appliance stores;
    - ix) Home improvement/furnishing stores;
    - x) Kennels;
    - xi) Liquor, beer and wine stores;
    - xii) Medical/dental offices;
    - xiii) Pharmacy;
    - xiv) Repair and rental establishments;
    - xv) Retail stores;
    - xvi) Service and repair establishments;
    - xvii) Studios;
    - xviii) Taxi establishments
  - b) Regulations
    - i) Parking rate for all permitted uses on site (Minimum) 1 space per 11m<sup>2</sup> 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.

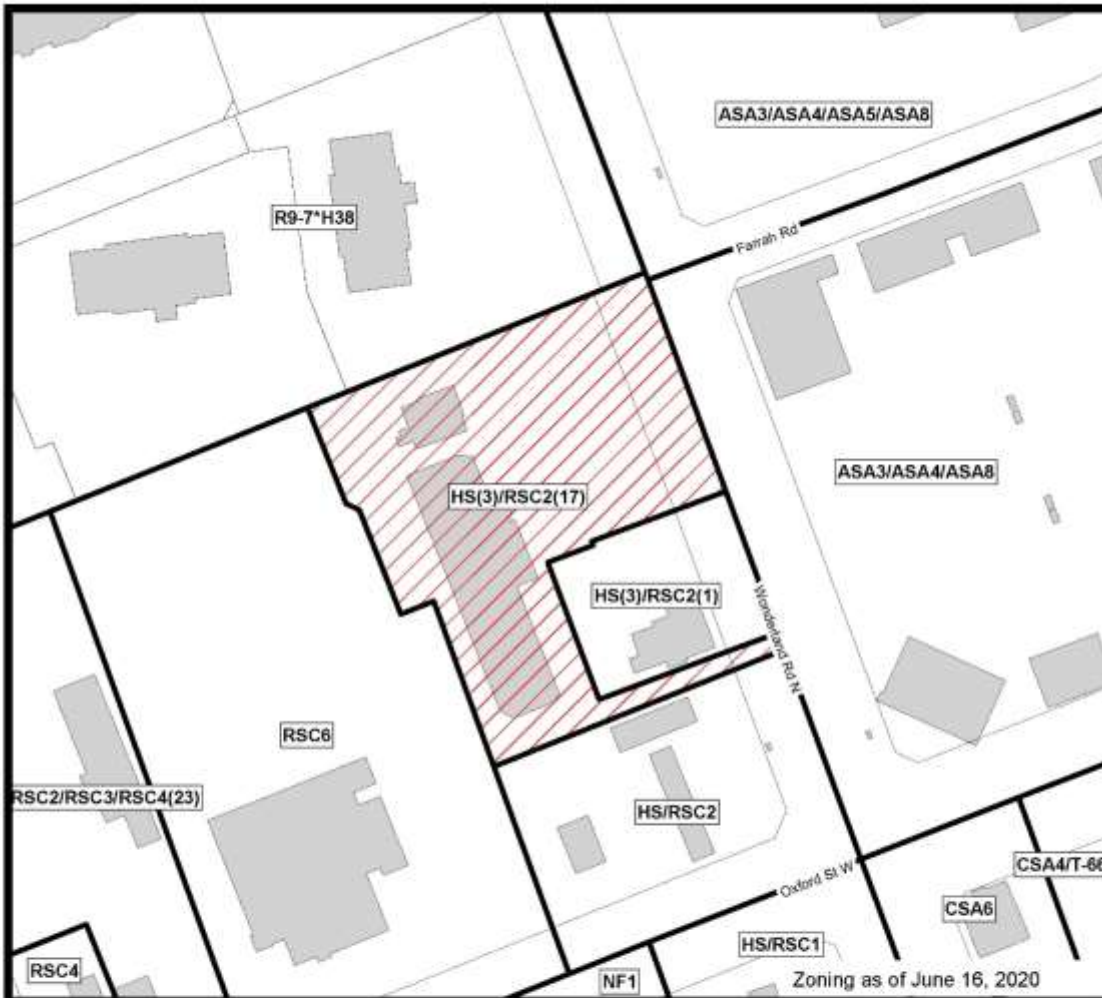
This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 29, 2020.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – September 29, 2020  
Second Reading – September 29, 2020  
Third Reading – September 29, 2020



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-6**

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>NBA - 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**



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

FILE NO:

Z-9241

DH

MAP PREPARED:

2020/08/14

RC

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## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On July 23, 2020, Notice of Application was sent to 14 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 23, 2020. A “Planning Application” sign was also posted on the site.

0 replies were received

**Nature of Liaison:** Zoning amendment to allow Clinic and Pharmacy uses to be added to the uses permitted by the existing zoning.

### Agency/Departmental Comments

#### July 23, 2020: London Hydro

This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant’s expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

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.

#### July 28, 2020: Water Engineering

Water Engineering has no comment on this proposed rezoning. Comments will be made if/when an application is made for development or alteration to the site (external to the existing buildings) is made.

#### August 13, 2020: Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard and natural heritage policies contained in the Provincial Policy Statement (2020). The Upper Thames River Source Protection Area Assessment Report has also been reviewed in order to confirm whether these lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

### CONSERVATION AUTHORITIES ACT

The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.

### DRINKING WATER SOURCE PROTECTION: Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands are not within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

### RECOMMENDATION

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required. The UTRCA has no objections to this application.

September 3, 2020: Engineering

The engineering team has no comments for above 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, 2020***

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\_6 How Will We Realize Our Vision?

Plan for high-quality urban park spaces, plazas, and seating areas.

#### 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.

#### 814\_2 Form

High-quality architectural design will be encouraged within Transit Villages.

#### 814\_3 Form

Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive 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.

\*Map 1 – Place Types

\*Map 3 – Street Classifications

### **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.

Schedule "A" – Land Use

Schedule "C" – Transportation Corridors

### **Zoning By-law No. Z.-1**

#### Section 2 – Definitions

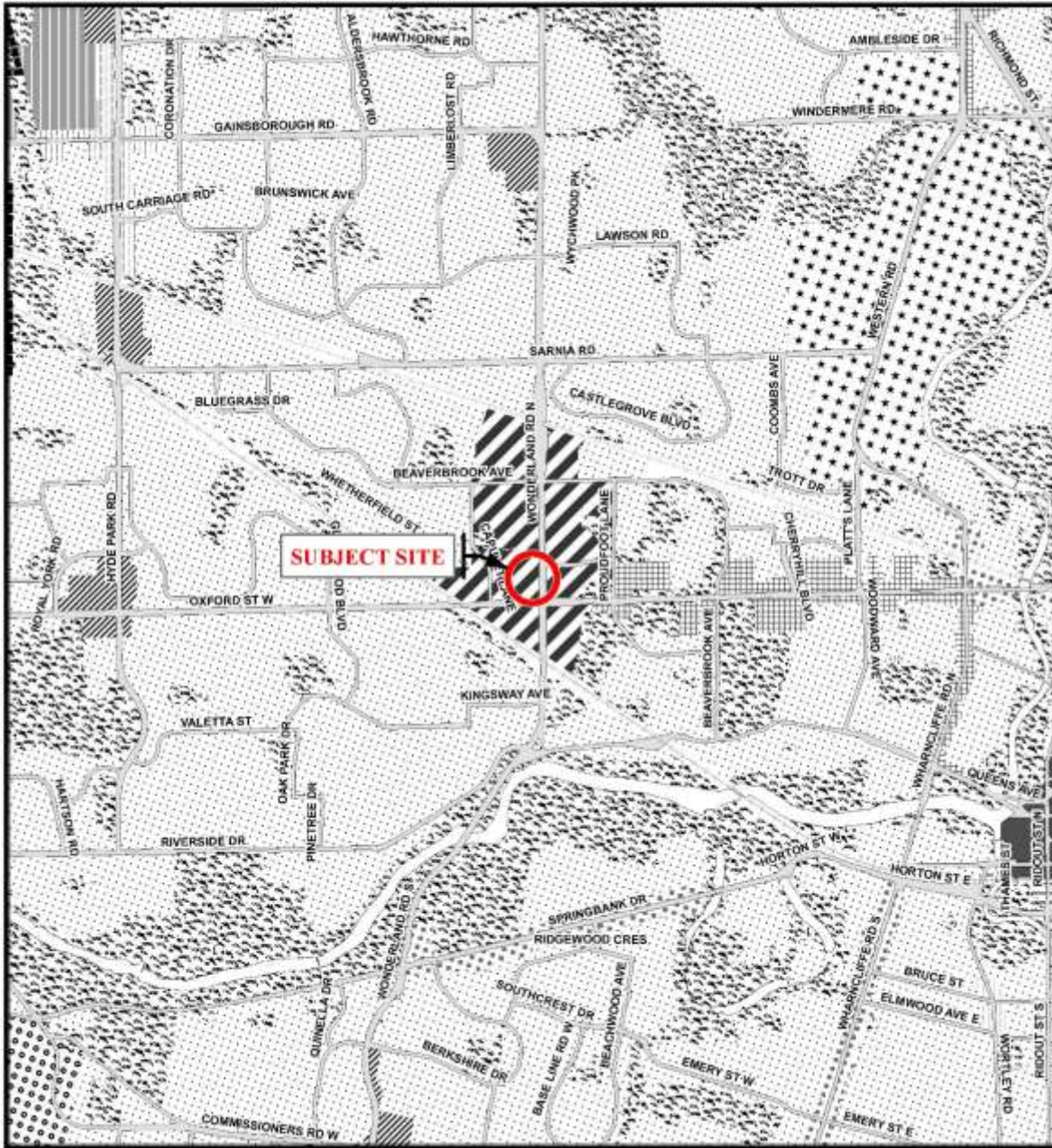
"CLINIC" means a building or part thereof, other than a hospital, used by medical doctors, dentists, optometrists, podiatrists, chiropractors and/or drugless practitioners, the practice of health discipline, radiological technicians, registered psychologists and their staff for the purpose of public or private medical, surgical, physiotherapeutic or human health and may include administrative offices, waiting rooms, treatment rooms, laboratories, ophthalmic dispensers, pharmacies, blood donor facilities, specimen collection centres and dispensaries directly associated with the facility, but does not include overnight accommodation or operating rooms and does not include a CLINIC, METHADONE."

"PHARMACY" means a retail store that dispenses prescription drugs and which sells, among other things, non-prescription medicines, health and beauty products, and associated sundry items but does not include a PHARMACY, METHADONE."

## **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.*

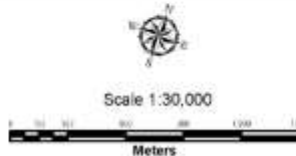
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**

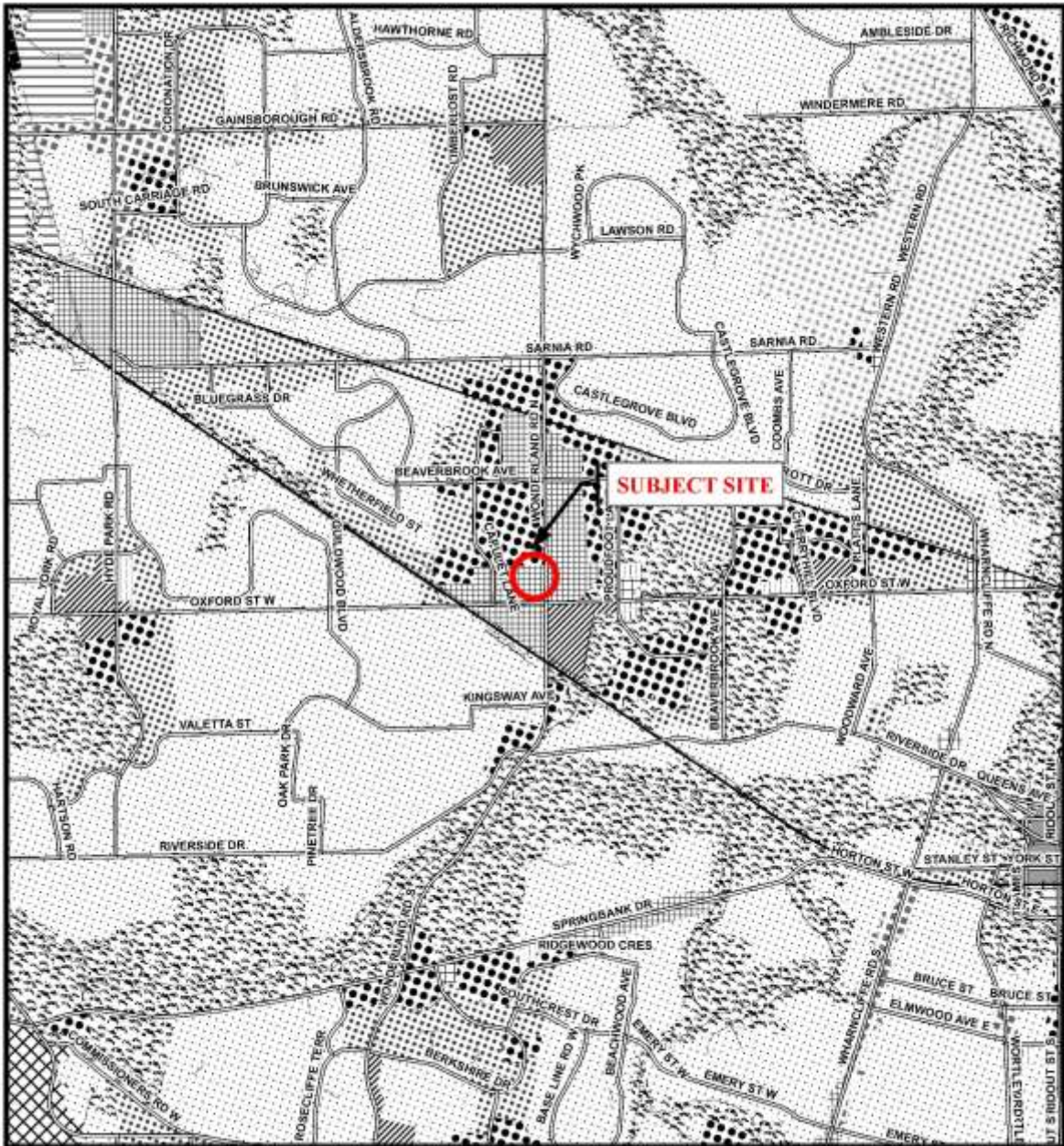
Planning Services /  
 Development Services

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

PREPARED BY: Planning Services

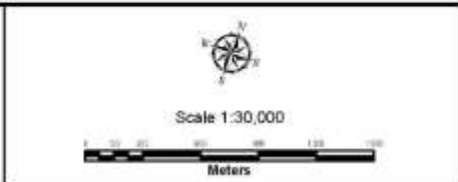


**File Number:** Z-9241  
**Planner:** DH  
**Technician:** RC  
**Date:** August 14, 2020

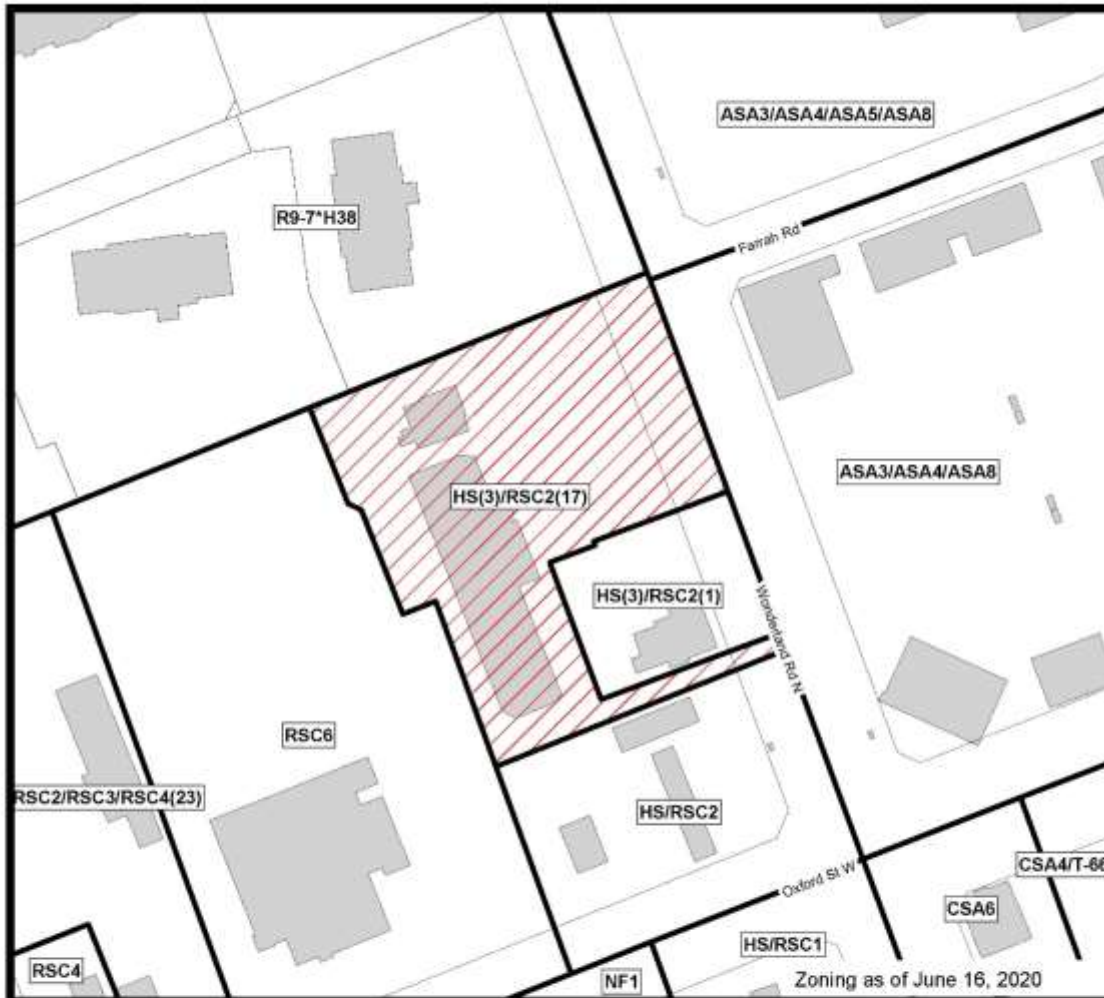


Legend			
	Downtown		Office Business Park
	Enclosed Regional Commercial Node		General Industrial
	New Format Regional Commercial Node		Light Industrial
	Community Commercial Node		Regional Facility
	Neighbourhood Commercial Node		Community Facility
	Main Street Commercial Corridor		Open Space
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth
	Multi-Family, Medium Density Residential		Rural Settlement
	Low Density Residential		Environmental Review
	Office Area		Agriculture
	Office/Residential		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-9241  
 PLANNER: DH  
 TECHNICIAN: RC  
 DATE: 2020/08/14



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: HS(3)/RSC2(17)**

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>NBA - 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**



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

FILE NO:

Z-9241

DH

MAP PREPARED:

2020/08/14

RC

1:2,000

0 10 20 40 60 80 Meters

### **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 11m<sup>2</sup>.

Z-9093 – 666-670 Wonderland Road North, November 26, 2019, amended *Zoning By-law No. Z.-1* to add a Medical/Dental Office use to the uses permitted under the current zone and to recognize the previously-approved parking rate of 1 space per 11 square metres for all uses on site.