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OZ-8087
Alanna Riley

FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: SIFTON PROPERTIES LIMITED 1311, 1363 and 1451 WHARNCLIFFE ROAD SOUTH PUBLIC PARTICIPATION MEETING ON MARCH 19, 2013

RECOMMENDATION

That, on the recommendation of the Manager of Development Services and Planning Liaison, the following actions be taken with respect to the application of Sifton Properties Limited relating to the property located at 1311, 1363 and 1451 Wharncliffe Road South:

- a) pursuant to section 13.7 of the Council Procedure By-law, the actions of the Municipal Council taken at its meetings of October 30, 2013 and November 20, 2012, related to the adoption of clause 2 of the 27th Report of the Planning and Environment Committee, concerning the adoption of the Southwest Area Plan (Official Plan Amendment No. 541), pertaining to the designation shown on Schedule 1-d, for the lands know as 1311, 1363 and 1451 Wharncliffe Road South **BE RECONSIDERED**; and,
- b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 26, 2013 to replace schedule 1-d of Official Amendment No. 541 to change the designation of the lands known as 1311, 1363 and 1451 Wharncliffe Road South (generally bounded by Wharncliffe Road South, Morgan Avenue and the future Bradley Avenue corridor) **FROM** an Auto-Oriented Commercial Corridor designation and a Multi-Family, High Density Residential designation **TO** a Community Commercial Node designation, to permit a wide range of retail outlets including department stores, home improvement and furnishings stores, supermarkets, food stores and pharmacies; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions; a limited range of automotive services; service-oriented office uses such as real estate, insurance and travel agencies; community facilities, such as libraries or day care centres; professional and medical/dental offices; commercial and private schools; and limited amounts of office uses and places of entertainment; and the Ontario Municipal Board **BE REQUESTED** to amend the land use designations contained in Official Plan Amendment No. 541, accordingly;
- c) the proposed by-law attached hereto as Appendix "B", **BE INTRODUCED** at a future meeting of the Municipal Council when the Official Plan Amendment noted in part b) above is in full force and effect, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part b) above, to:
 - (i) amend the zoning on a portion of lands at 1311, 1363 and 1451 Wharncliffe Road South **FROM** a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.RSC1(20)/RSC2(11)/RSC3(17)/RSC4(15)/RSC5/(17)) Zone and a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.RSC1(20)/RSC2(11)/RSC3(17)/RSC4(15)/RSC5/(17)) Zone, which permit a wide range of automotive, commercial and service oriented uses; and a Holding Residential /R5/R6/R7/R10 (h.h-54.h-71.h-100.h-134.R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone, which permits a range of multi-family uses including townhouse dwellings, cluster housing, apartment buildings and retirement lodges; **TO** a Holding Community Shopping Area Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.CSA5()) Zone; and a Holding Community Shopping Area Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.CSA5()) Zone, to permit a wide range of commercial uses including assembly halls, restricted automotive uses, bake shops, cinemas, clinics, commercial recreation establishments, day care centres, financial institutions, offices, medical/dental offices, private clubs, restaurants, retail stores, service and repair establishments, supermarkets and taverns; with a maximum gross floor area of 30,000 square metres and a maximum height of 12 metres;

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- (ii) amend Section 22.3 of the Community Shopping Area (CSA) Zone by adding Special Provisions for the CSA 5 Zone to permit uses in stand-alone buildings which do not form part of a shopping centre; and permit a minimum front/exterior side yard depth of 3 metres; and,
- d) the Approval Authority **BE REQUESTED** to report back on the modifications required to the Conditions of Draft Approval for Plan 39T-07510, to reflect changes to the Official Plan and Zoning that are approved by Council.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

May 6, 2009 - Report to Planning Committee meeting on subdivision application from Decade Corporation (39T-05509) for property located at 1311 Wharnccliffe Rd. South.

May 6, 2009 - Report to Planning Committee meeting on Andover Trails subdivision application from Sifton Properties Limited (39T-0710) for property located at 1451 Wharnccliffe Rd. South

September 14, 2009 - Report to Planning Committee meeting on subdivision application from Sifton Properties Limited (39T-08508) for property located at 149, 153 and 187 Southdale Rd. West.

June 11, 2011 – Report to Built and Natural Environment Committee meeting on Zoning Amendment application (Z-7850) for property located at 1311 and 1451 Wharnccliffe Road South; 149, 153 and 187 Wharnccliffe Road South.

November 26, 2012 – Report to Planning and Environment Committee meeting recommending special provisions for the subdivision agreement.

January 5, 2013 – Report to Planning and Environment Committee recommending a one (1) year extension to the lapse date in the event that additional time is required to resolve any outstanding issues and proceed to final plan approval.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The proposed amendments would permit development of a broader range of commercial uses on the existing commercial site, and provide for commercial uses on the block currently zoned and designated to permit high density residential uses.

The holding provisions that currently apply to the zoning will continue apply, ensuring that development does not proceed until such time as municipal sanitary sewer and transportation infrastructure, urban design requirements, traffic impacts and site drainage requirements have been addressed to the satisfaction of the City.

RATIONALE

1. The recommended amendments are consistent with the policies of the Provincial Policy Statement (2005).
2. The recommended Official Plan designation is compatible with the existing and proposed uses in the area.
3. The multi-family, high density residential uses, as currently designated on this site, remain an option under the proposed designation which will preserve the ability for future redevelopment if this type of use should become a viable alternative.
4. The recommended amendments are consistent with the Official Plan criteria used to evaluate proposals to establish a Community Commercial Node.

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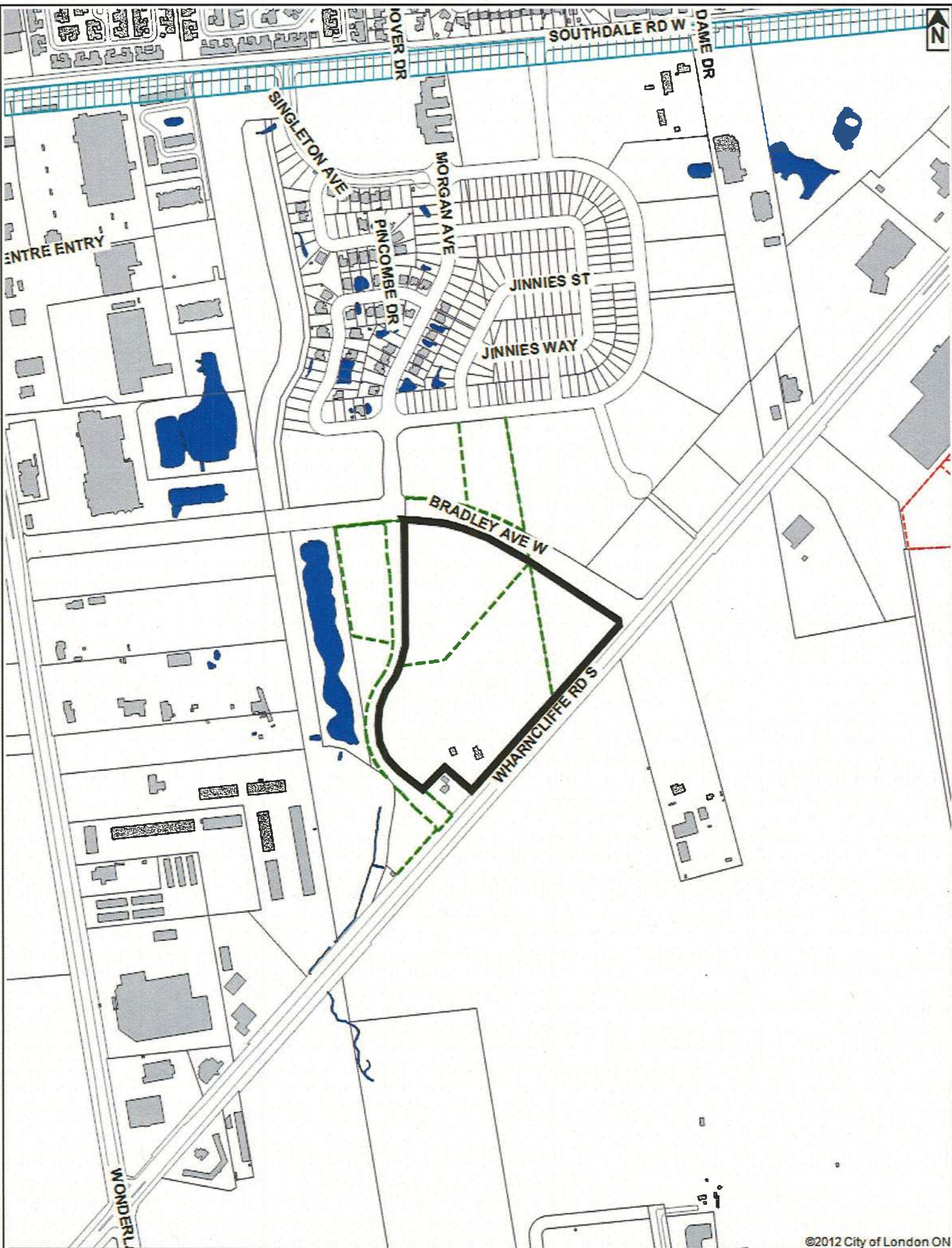
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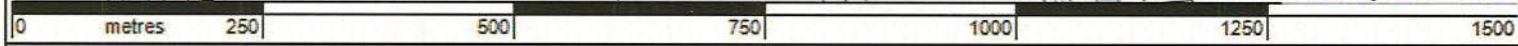
5. The subject lands are located along an arterial road where high traffic volumes are present, and where services to the neighbourhood and the traveling public can be concentrated and supported.
6. The recommended amendments support nodal forms of commercial development to provide for a concentration of activity, services, and increased interaction between uses.
7. The recommended holding provisions will ensure that the future redevelopment of this site will address all issues relating to traffic, access, noise attenuation, urban design and other site plan matters; will allow development to proceed in accordance with the underlying zoning, up to a maximum commercial floor area threshold that reflects existing service infrastructure constraints in accordance with the current conditions of draft approval; and that there is adequate roads infrastructure and sanitary pumping & forcemain capacity to accommodate full development build-out.

BACKGROUND	
Date Application Accepted: August 3, 2012	Agent: Maureen Zunti
REQUESTED ACTION: To amend the Official Plan and Zoning By-law to accommodate commercial development on a 10 hectare (25 acre) site for a wide range of commercial retail and service uses. The site is currently designated and zoned to permit a range of auto-oriented and service commercial uses; and multi-family, high density residential uses.	
SITE CHARACTERISTICS:	
<p>Current Land Use - Vacant Frontage – Total Frontage of approximately 450 metres along Wharncliffe Area – 10.08 hectares Shape - Irregular</p>	
SURROUNDING LAND USES:	
<p>North – Low density residential and future medium density residential South - Agricultural East – Future commercial West – Stormwater Management Pond, Pincombe Drain</p>	

OFFICIAL PLAN DESIGNATION: (refer to map on page 5)
<ul style="list-style-type: none"> • Auto-Oriented Commercial Corridor designation and a Multi-Family, High Density Residential designation
EXISTING ZONING: (refer to map on page 6)
<ul style="list-style-type: none"> • Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.RSC1(20)/RSC2(11)/RSC3(17)/ RSC4(15)/ RSC5/(17)) Zone and a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.RSC1(20)/RSC2(11)/ RSC3(17)/RSC4(15)/RSC5/(17)) Zone, which permit a wide range of automotive, commercial and service oriented uses; and • a Holding Residential /R5/R6/R7/R10 (h.h-54.h-71.h-100.h-134.R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone, which permits a range of multi-family uses including townhouse dwellings, cluster housing, apartment buildings and retirement lodges up to a maximum density of 250 units per hectare and a maximum height of 45 metres;



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LOCATION MAP

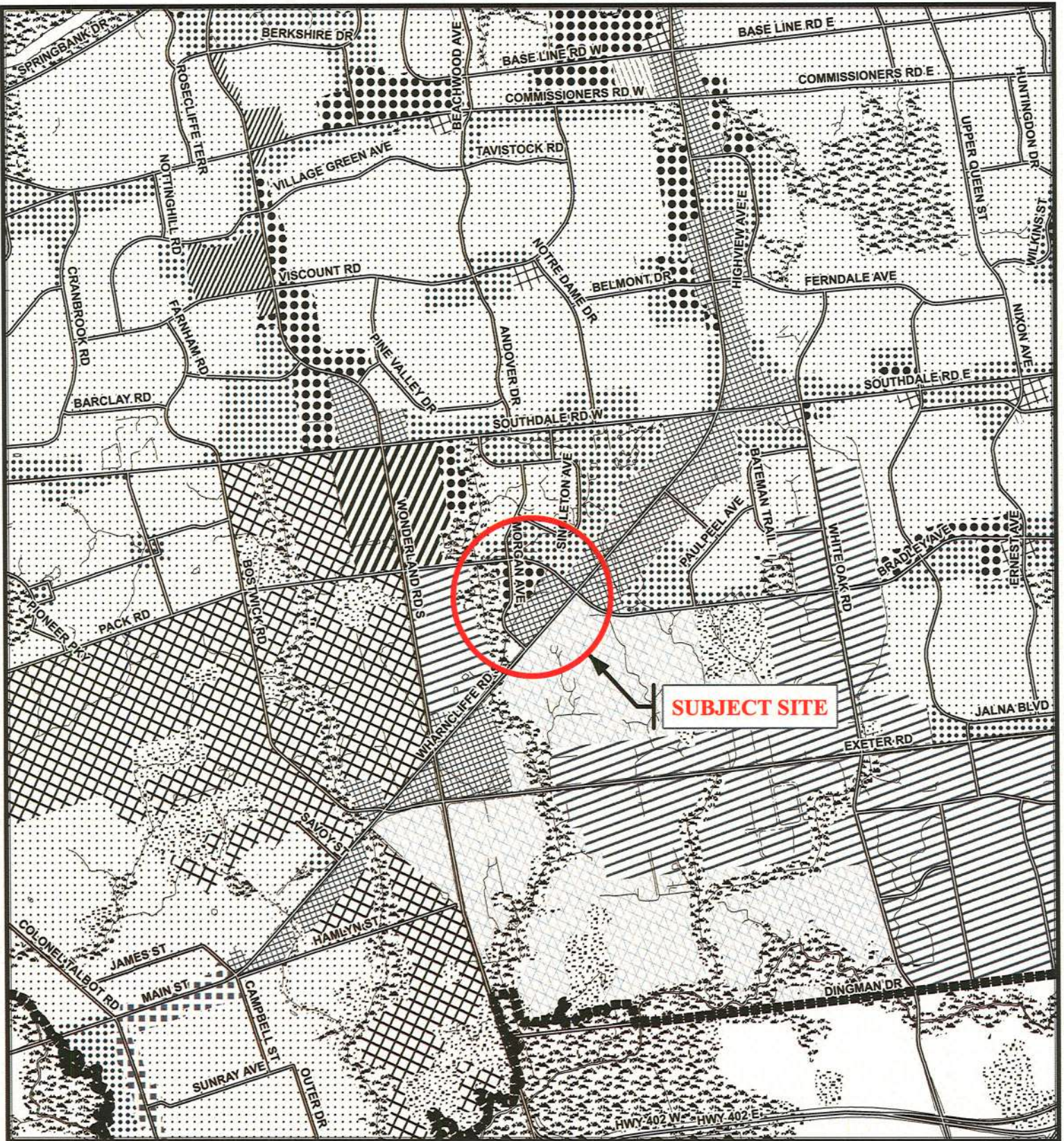
Location: **1451, 1311 & 1363 Wharncliffe Rd. South**
 Applicant: **Sifton Properties Limited**
 File No.: **OZ-8087**
 Planner: **T. Grawey**

Date: **2012-08-18**
 Scale: **1:7500**

LEGEND

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





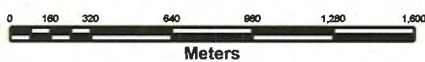
Legend

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|--|-----------------------------------|
| 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 -



Scale 1:30,000



FILE NUMBER: OZ-8087
 PLANNER: AR
 TECHNICIAN: DT
 DATE: March 4, 2013

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PLANNING HISTORY

The subject lands are located within the Bostwick East Planning Area which comprises a total area of approximately 10 hectares (416 acres). The Area Plan was initiated by the City of London and funded by Sifton Properties Limited in 2003 as a developer-led community plan for the area bounded by Southdale Rd. West, Wharncliffe Rd. South and Wonderland Road South. Most of the lands between Wonderland Road and the Pincombe Drain have previously been developed. The lands bounded by Pincombe Drain, Southdale Road and Wharncliffe Road South, include three large properties which have been the subject of subdivision applications.

In June of 2005, City Council adopted Official Plan Amendment No. 358 for the Sifton (Andover) lands north of the Bradley Avenue extension. Consideration of the balance of land located south of Bradley and the Sifton Bierens subdivision, was deferred pending the resolution of several issues including collector road connections, woodlot designations, and park & school locations. The deferred lands were addressed through the adoption of Official Plan Amendment No. 380 on February 27, 2006, which was subsequently approved by the Ontario Municipal Board, with modifications, on December 11, 2007.

Phase 1 of the Andover Trails subdivision was registered on August 23, 2007 as 33M-579; Phase 2 was registered on December 16, 2008 as 33M-602; and Phase 3 was registered on October 12, 2011 as 33M-634, all under Draft Approved Plan 39T-05506. The subject site is located within Draft Approved Plan 39T-07510, which is Phase 4 of the Andover Trails subdivision.

Application 39T-07510 was accepted on October 10, 2007 and Draft Approval was granted on August 19, 2009, subject to conditions. On July 30, 2012 a 180 day extension of the draft approval was granted administratively and a further one year extension was granted on January 5, 2013, resulting in the current lapse date of February 19, 2014.

A report recommending special provisions for the subdivision agreement was presented to the November 26, 2012 Planning and Environment Committee meeting. The special provisions were endorsed by Council on December 11th, together with the Source of Financing Report and the associated Claims and Revenues. It is anticipated that final approval will be granted and the plan will be registered in the near future.

PLANNING EVALUATION CONTEXT

The site is located within the area encompassed by the Southwest Area Plan (SWAP), which was adopted by Council as OPA 541 on November 20, 2012. The Southwest Area Plan is not in full force and effect as several appeals have been filed and the outcome of these appeals will ultimately be determined through decisions issued by the Ontario Municipal Board. While there were no site specific appeals filed with respect to the subject lands, the entire Secondary Plan is under appeal and under the jurisdiction of the Board.

The Sifton application was accepted by the City on August 3, 2012 and the generally followed principles that are followed under Ontario Planning legislation require the proposed amendments to be assessed against the same policy framework that was in place at the time of the application. Therefore, the application will be evaluated under the current Official Plan policies and will not take into consideration the designations or policies of OPA 541.

While the designations and policies in the recently adopted Southwest Area Plan (OPA 541) may not be directly relevant to this application, consideration must be given to the status of the Southwest Area Plan, to ensure that any changes approved by Council for this application will be considered by the Ontario Municipal Board in determining the land use designations and policies that are ultimately approved as part of OPA 541. Section 2.1 of the *Planning Act* requires that when a Municipal Board makes a decision that relates to a planning matter, it shall have regard to any decision made under the Act by a municipal council that relates to the same planning matter; and any supporting information and material that the municipal council considered in making the decision.

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In making a decision on this application to establish a new Community Commercial Node, Council should be satisfied that the decision will consider the supply of vacant land or vacant buildings in the area which are designated and/or zoned for the proposed uses. The Community Commercial Node has been considered by Development Services on its planning merits within the context of the existing Official Plan policy framework and potential impacts on the surrounding land use pattern. A decision on this application is not expected to detract from the availability of other designated and zoned lands to accommodate the proposed uses.

If the recommended Official Plan amendment is adopted, Council must also support a "reconsideration" of the (Auto-Oriented Commercial Corridor and Multi-Family, High Density Residential) land use designations that were applied to the subject lands in the Southwest Area Plan through the adoption of OPA 541. Otherwise, the decisions will be inconsistent and a further amendment could be required if the designations in the Southwest Area Plan are approved.

SIGNIFICANT DEPARTMENT / AGENCY COMMENTS

Storm Water Management

SWM Unit has the following comments for the Notice of Applications to Amend the Official Plan & Zoning By-Law for the above noted addresses.

- *The City Subwatershed Planning Studies were approved by City Council on September 18, 1995. The update to the Dingman Creek Subwatershed Study was approved by City Council in 2005. The Owner shall be required to be consistent with the SWM targets and criteria identified in the Updated Dingman Creek Subwatershed Planning Study, which may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.*
- *Consistent with the following criteria:*
 - *Bostwick East Area Plan – Stormwater Management – Final Report, Prepared by Stantec, April 2005;*
 - *Andover Trails Subdivision Functional Stormwater Management Report, Prepared by Stantec, March 2007;*
 - *Pincombe Drain Storm Drainage, Stormwater Management and Drain Restoration – Schedule 'B' Municipal Class EA, Prepared by Stantec, August 2011;*
- *May have to comply with the City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.*
- *This application is subject to the Andover Trails Subdivision - Phase 4 final accepted servicing drawings by Stantec Consulting. These servicing drawings are currently under review and are all subject to the satisfaction of the City Engineer.*
- *The owner and its Engineer to prepare a servicing report for minor, major flows, SWM measure (which are to address water quality), and identify outlet system in accordance with City of London standards and MOE standards/guidelines.*
- *The owner shall be required to comply with all City's By-Laws and acts;*
- *The subject lands or adjacent lands are to ensure that stormwater run-off from these lands will not cause any adverse effects to these lands and/or adjacent lands; and*
- *The owner must allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.*

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(Note: Stormwater management requirements have been addressed through Conditions of Draft Approval, which will be implemented by requirements in the subdivision agreement for 39T-07510.)

Transportation

The Transportation Planning & Design Division have reviewed the Official Plan and Z-1 zoning amendment application OZ-8087 for Sifton Properties, 1311,1363 & 1451 Wharncliffe Rd including the transportation study (TIA) submitted with the application and has the following comments.

As part of this application, we requested an update to the transportation impact assessment to the effect additional commercial development would have on abutting roadways and whether the construction of Bradley Ave was required as a result of this increase in development- The original TIA conducted in 2012 indicated that without Bradley Ave constructed between Wonderland Rd and Wharncliffe Rd that traffic volume on secondary collector streets north of Bradley Ave would be above what is considered acceptable. Based on this result holding provisions were placed on zoning so traffic volume on the collector streets could be monitored as development occurred. We were concerned that traffic volumes on the collectors would only get worse with the additional commercial development only proposed by this amendment. A traffic study update in August 2012 and a supplemental addendum did not specifically review the impact on the secondary collector roads north of Bradley Ave where volumes were above acceptable limits. We can assume that since development generates significantly more traffic than the residential development used in the original study for these lands' traffic volume on these streets will be even higher than originally predicted.

As we indicated in our comments for the original study, the construction of Bradley Ave between Wonderland Rd and Wharncliffe Rd will be required to accommodate development in the area. Therefore Bradley Ave will need to be constructed as part of development of the proposed commercial lands being considered in this subdivision. Holding provisions should be applied to these lands until Bradley Ave is constructed.

(Note: Transportation requirements have been addressed by the Conditions of Draft Approval and provisions in the subdivision agreement for plan 39T-07510)

Transportation Advisory Committee (TAC)

The application is premature and should be subject to more detailed traffic and transit planning, following completion of the Southwest Area Plan.

Planning / Urban Design

Site Organization & Development Pattern

- *Establish a block pattern on the site in order to better facilitate pedestrian and vehicular circulation.*
- *Establish primary pedestrian circulation routes through the site, ensuring continuous pedestrian routes between the future high density residential on the west side of Morgan Avenue and Wharncliffe Road S. as well as, between the proposed medium density residential on the north side of Bradley Avenue through the site to the proposed buildings on site.*
- *Ensure that the primary pedestrian circulation routes include: wide continuous sidewalks; safe and convenient crossing point identified by a change in material type; a double row of trees (when the walkway is not located along a building face) to create shade canopies; and street furniture such as, benches, garbage bins, pedestrian lighting, etc... in order to enhance the pedestrian experience through the site.*

Built Form

- *Establish Wharncliffe Road and Bradley Avenue as the primary frontages of the site.*

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- *Locate the majority of the built form along the primary frontages. Active building elements such as, entrances and merchandise display windows should be located on all building elevations fronting a public street, in particular along the identified primary frontages.*
- *Buildings should have minimal setbacks from public streets to create a consistent street edge and give a sense of enclosure in order to enhance the pedestrian experience.*
- *Ensure the "back of house" functions, such as, loading are screened appropriately using architectural features and/or enhanced landscaping, in particular along the Morgan Avenue frontage.*
- *Ensure that the proposed public plaza located at the corner Wharncliffe Road and Bradley Avenue serves as a focal point for the development. The buildings adjacent to that space should include active building elements at grade such as principal entrances, transparent glass, and/or patios that are oriented towards the proposed public plaza in order to further enhance the pedestrian environment.*
- *Screen all parking areas visible from the public Right-of-Way using enhanced landscaping in accordance with Official Plan policy 4.3.2 (v)*
- *Include adequately sized landscape islands to break up large surface parking areas, in accordance with Official Plan policy 4.3.2(v). These landscape islands should include trees as well as enhanced landscaping.*
- *Recognising that this site plan is currently in the concept stage, further Urban Design Peer Review Panel review will be required at the time of site plan application. If you have any questions, related to the above comments, please let me know.*

Urban Design Peer Review Panel

The following comments from the Panel are based on the submitted Urban Design Brief and questions asked by the Panellists to the Applicant on January 16, 2013.

1. *We appreciate that this application is coming before the Panel early on in the process and we understand that this project will come before the Panel again during the next steps. We support this approach and look forward to seeing the project again.*
2. *The Panel supports the Urban Design comments made by Jerzy Smolarek, an Urban Designer for the City of London.*
3. *The Panel appreciates the quality of the precedent examples shown and the intention to create high-quality design.*
4. *Encouraging and providing opportunities for pedestrian movement through the site will be important to the success of the project.*
5. *The plaza at the corner of Wharncliffe Road and Bradley Ave creates an appropriate pedestrian area and focal point, but does not bring pedestrians further into the site. Consider extending this plaza as a pedestrian boulevard or pathway further into the heart of the site.*
6. *Arrange the buildings, roadways and pathways such that internal relationships within the site create a sense of place where an urban gathering area can be created in a central plaza with a landmark feature to help organize the site. There is an example of a central node in a shopping centre at 400 Bass Pro Mills Drive in Vaughan.*
8. *Use surrounding public transit stops to help define and organize pedestrian movement through the site.*

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8. *The development of the spaces between the buildings is as important as the design of the buildings themselves. We recommend taking special care when designing these areas.*
9. *The quality of the design of the service bays and screening devices is of high importance, given the buildings are exposed on all sides to the public. There is no "back of house" areas that can be treated with less importance – all of the buildings will be experienced from all four sides.*
10. *The buildings need to emphasize and define the perimeter street edges along Wharncliffe Road, Bradley Ave., and Morgan Ave. The sides of the buildings facing these roads need to be articulated to add character and definition to the surrounding streetscapes, regardless of the location of the front door.*
11. *Driveways and parking stalls should not be located between any buildings and the adjacent streets, to improve the quality of the streetscape.*

We ask that this project be resubmitted to the Panel and include a landscape plan and building elevations during the Applicants next submission to the City.

PUBLIC LIAISON:	Notice of application published in "Living in the City" August 25, 2012 and mailed out to surrounding property owners within the notification area August 21, 2012. Revised Notice published in "The Londoner" February 14, 2013 and mailed out to surrounding property owners within the notification area February 14, 2013	Two Replies
Nature of Liaison:		
<p>Change the land use designation on Schedule "A" of the Official Plan <i>from</i> "Auto-Oriented Commercial Corridor" and "Multi-Family, High Density Residential" <i>to</i> "Community Commercial Node", which permits a wide range of commercial retail uses, a limited range of automotive services, service-oriented office uses, community facilities such as libraries or day-care centres, professional and medical/dental offices, and commercial/private schools.</p> <p>Change the Zoning in By-law Z.-1 <i>from:</i> a Holding Residential R5/R6/R7/R10 (h.h-54.h-71.h-100.h-134.R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone; a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h105.h-135.RSC1(20)/RSC2(11)/RSC3(17)/RSC4(15) /RSC5/(17)) Zone; and a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h105.h138.RSC1(20)/RSC2(11)/RSC3(17)/RSC4(15) /RSC5/(17)) Zone <i>to:</i> a Community Shopping Area Special Provision (CSA5()) Zone, which permits a wide range of community scale, commercial retail and service uses as well as some office uses, with a maximum building height of 12 metres and a maximum gross floor area of 30,000 square metres. Two special provisions have been included in the requested zoning – to permit uses in a stand-alone building which does not form part of a shopping centre; and, to establish a minimum front/exterior side yard depth of 3 metres (vs. 15 metres). Permitted uses in the CSA5()) Zone include assembly halls, restricted automotive uses, bake shops, clinics, commercial recreation establishments, day care centres, financial institutions, offices, medical/dental offices, private clubs, restaurants, retail stores, service and repair establishments, supermarkets and taverns. The recommended zoning may also include holding provisions which will restrict or prohibit development pending the resolution of matters such as, but not limited to urban design requirements, the provision of municipal services, noise attenuation/mitigation requirements, and land consolidation.</p> <p>Possible revisions to conditions for the draft approval plan of subdivision.</p> <p>Possible amendment to the South West Area Plan for a portion of the subject lands from Multi-Family High Density Residential to Commercial</p>		
Responses: see attached letters.		

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ANALYSIS

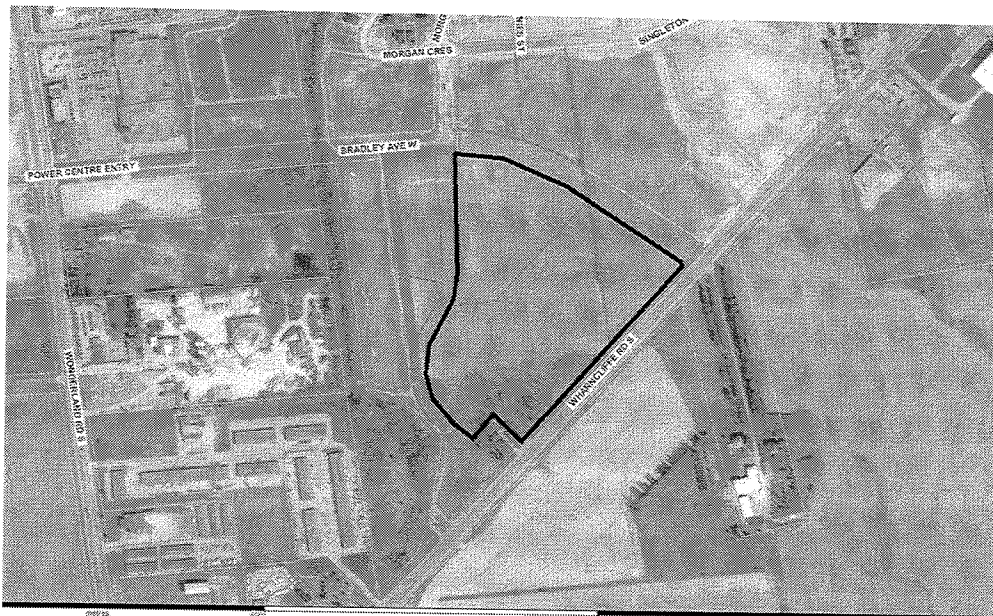
Existing Situation

The draft plan and development blocks within the Sifton/Andover Trails (Phase 4) subdivision include Blocks 1, 2, 3, 4, 5, & 6 in Plan 39T-07510. The adjacent parcel (north-east corner of Bradley and Wharncliffe) is Block 84 in Registered Plan 33M-641.

The subject site includes three blocks. Block 4 is currently designated and zoned to permit high density residential development (apartment buildings and seniors apartments at a density of up to 250 units per hectare and height of up to 45 metres). Block 5 (39T-07510) and Block 84 Plan 33M-641 are designated and zoned to permit a range of service commercial and associated uses.

Subject Site, Surroundings and Proposal

The subject site is located on the west side of Wharncliffe Road South, east of Wonderland Road South. Lands are generally bounded by Wharncliffe Road South, the future extension of Morgan Ave, and the future extension of Bradley Ave. Adjacent land uses include vacant residential lands to the north, vacant residential and open space to the west, vacant commercial lands to the south, and vacant residential and commercial lands to the east.



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Total site area is approximately 10 hectares with a frontage along Wharncliffe Road of approximately 450 metres. Wharncliffe Road is an Arterial Road which has an average annual daily traffic volume of 15,000 vehicles per between Wonderland Road South and Legendary Drive.

The purpose and effect of the requested Official Plan amendment and rezoning is to change a portion of the lands from residential to commercial and allow for a wider range of commercial uses that will service the surrounding neighbourhoods and passing motorists.

Two proposed site concept plans were submitted with this application. The first concept plan shows a total floor area of 31,628m² accommodated in two large commercial buildings, five small commercial buildings and one office building with large areas for surface parking. The second concept plan shows a total floor area of 26,292m² of floor area accommodated in one large commercial building, two medium size commercial buildings, nine small commercial buildings and one office building, with large areas for surface parking. These concept plans have no formal status but show conceptually how a development could be accommodated on the subject site.

Provincial Policy Statement

The *Provincial Policy Statement, 2005* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In exercising its authority respecting planning matters, Council shall be consistent with policy statements issued under the Planning Act.

Policy 1.1 – Building Strong Communities of the PPS requires planning authorities to manage and direct land use to achieve efficient development and land use patterns, and expanding the range of employment opportunities in an area that is already serviced with municipal services and multi-nodal transportation opportunities. The requested Official Plan amendment and Zoning amendment seeks to efficiently use lands and proposes a development which offers a range and mix of commercial and employment opportunities for the area which complement surrounding existing and planned commercial and residential development. In addition, the rezoning of the subject site will expand the opportunity on a suitable site to accommodate a use that may not be available within the adjacent commercial developments. The proposed development will also utilize existing municipal services and available capacities. The proposal is on an existing arterial road serviced by a transit route and will share efficient and safe vehicular access/egress points.

Policy 1.8.1 - Energy and Air Quality of the PPS requires planning authorities to promote a compact structure of nodes and corridors, promote the use of public transit, focus commercial uses on sites that are serviced by transit, and improve the mix of employment uses to shorten commute journeys. The subject site is conducive commercial uses which will cater to the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. Permitting these uses provides opportunity for these lands to accommodate commercial uses and create an interaction with the existing uses in the area to encourage multiple purpose shopping trips and create opportunities to support the proposed transit in conformity with the policies of the PPS.

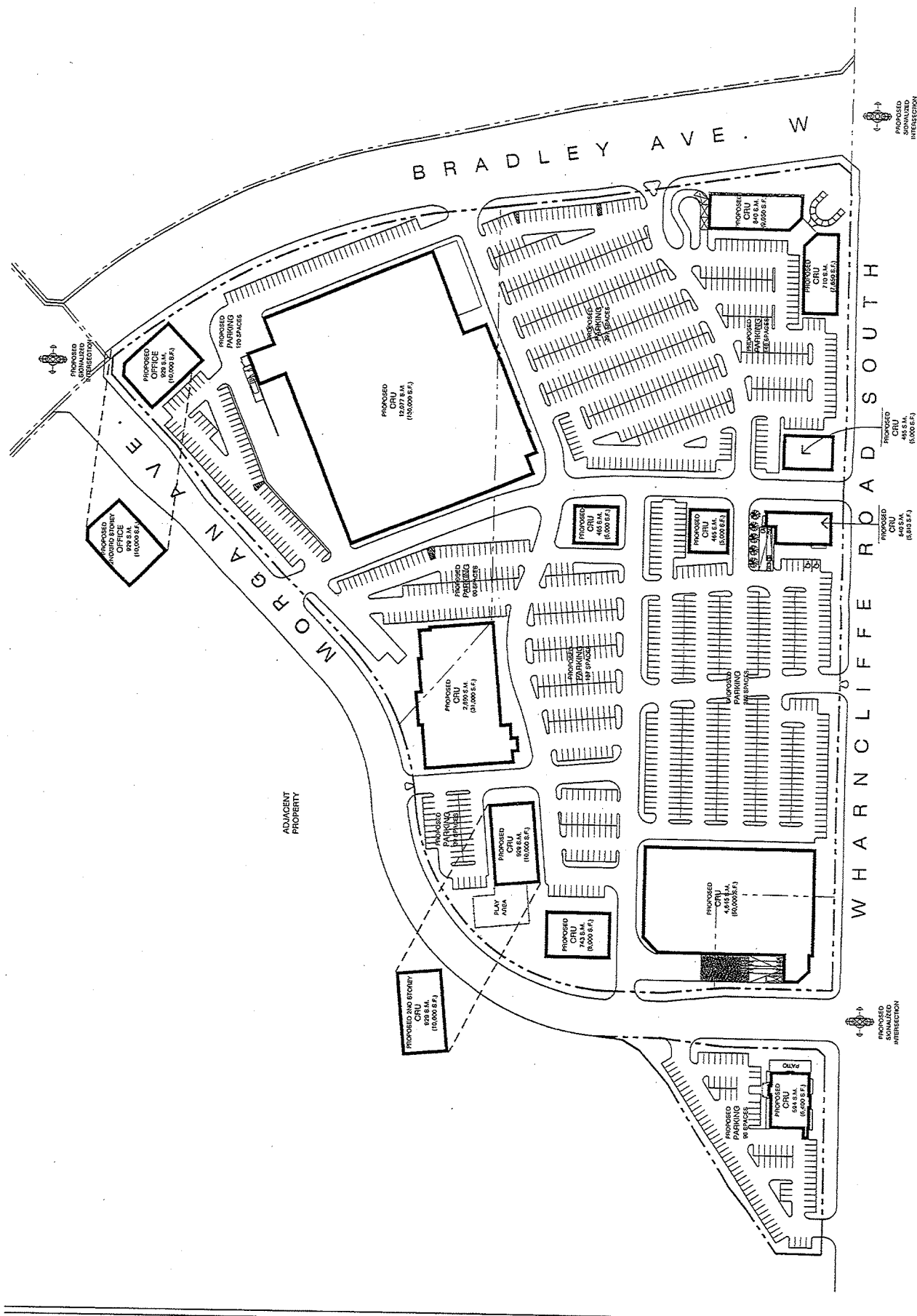
Official Plan

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for social, economic and environmental matters.

The commercial land use designations provide for the primary location for retail and service commercial land uses. They also provide for the orderly development and distribution of commercial uses consistent with the objectives of this Plan. Convenience commercial uses are permitted in commercial designations but are also permitted in residential designations subject to criteria to serve the convenience needs of surrounding residents. In the commercial designations, quality urban design is an important element and is implemented through the urban design policies of this Plan, the site plan approval process, the Commercial Urban Design Guidelines or other area specific design guidelines.

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Planning Objectives for all Commercial Land Use Designations

- i) *Promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers;*
- ii) *Minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads;*
- iii) *Provide sufficient land at appropriate locations to meet the need for new commercial development; and,*
- 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.*

Official Plan – Current Policies

The subject site is currently designated Auto-Oriented Commercial Corridor along the Wharncliffe Road frontage; and Multi-Family, High Density Residential at the future intersection of Bradley Avenue and Morgan Avenue. Based on the block sizes in the approved draft plan, the current breakdown of the area is approximately 6.9 hectares (70%) Auto-Oriented Commercial Corridor and 2.9 hectares (30%) Multi-Family High Density Residential.

The Official Plan policies in the Auto Oriented Commercial Corridor designation support “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”.

There are no Natural Heritage Features within the subject site. The Pincombe Drain, located to the west of Morgan Avenue, is flood regulated and identified as a “Significant Corridor” on Schedule “B1” of the Official Plan. The Environmental Assessment (EA) for the proposed Pincombe Drain Remediation Works and SWM Servicing Works, had been the subject of a Part II Order “bump-up” request. In October 2012, the Ministry of the Environment issued a notice denying the request and confirming that the City may proceed with the project. Stormwater from the subject site outlets to the Pincombe Drain SWM facility.

Transportation Map (Schedule “C”) of the Official Plan identifies both Wharncliffe Road and the future Bradley Avenue extension as Arterial Road corridors. Morgan Avenue, between Wharncliffe and Bradley, is identified as a Primary Collector. The status of the Morgan Avenue corridor, from Wharncliffe to Bradley was changed from “Secondary Collector” to “Primary Collector” as part of OPA 487, adopted by Council on November 15th, 2010. As a result of concerns expressed by area residents to the north, Council did not support extending the primary collector north of Bradley to Singleton Avenue. This application does not propose any changes to the road alignments or classifications currently identified in the Official Plan.

Site Specific Policy 3.5.17 applies to the lands within the Bostwick East Area Plan. This policy was adopted by a decision of the Ontario Municipal Board in December 2007 as part of Official Plan Amendment 380. The area specific policy recognizes the status of the Bostwick East Area Plan and supplements the policies that apply to the Official Plan land use designations. The section that is relevant to the subject site reads as follows:

For that portion of the Bostwick East Area Plan bounded by Wharncliffe Road South and the south side of Bradley Avenue, designated for “Restricted Service Commercial” and “Multi-Family, High Density Residential” uses, some flexibility regarding the interpretation of the limits and configuration of these land use designations may be warranted subject to a comprehensive review of development proposals. The creation of individual parcels and any rezonings will not be considered until such time as the aforementioned review has been completed to the satisfaction of the City. This review will also consider the need for a collector road connection in

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this area and will determine appropriate public or private intersection locations to the arterial road system to ensure that they are coordinated with existing or future access points to the east of Wharncliffe and north of Bradley Avenue.

The reference in policy 3.5.17 to "Restricted Service Commercial" uses is not consistent with the current terminology of "Auto-Oriented Commercial Corridor", which was approved with other changes to the commercial designations and policies as part of the last five year Official Plan review (OPA 438).

The following site specific policy in Section 10.1.3 applies to development applications in Bostwick East Area Plan:

Applications for (re)development approvals for lands along Wharncliffe Road S will be required submit an access management plan for their development to justify the location of their access arrangement(s) and taking into consideration surrounding lands on both sides of Wharncliffe Road S as part of the review. The approved recommendations of the access management plan shall be incorporated into the subdivision and development agreements, where applicable.

It is recognized that the ultimate servicing of development within the Bostwick East planning area is tributary to the future Southside Pollution Control Plant, which is anticipated to be commissioned in 2016. However, as an interim solution, development may be accommodated within the existing Greenway sewershed system provided acceptable mitigating measures to address existing surcharging of wet weather flow conditions can be addressed in the conveyance system, and there is available treatment plant capacity to be allocated to the development application. The City reserves the right to limit new development in this area in accordance with policies in force at the time. As such, in conjunction with approvals for the future subdivision and rezoning of the subject lands, a holding provision will be applied relating to the provision of adequate municipal services, recognizing that limitations on development may be applied to avoid an over-allocation of committed capacity in the Greenway Pollution Control Plan or the sanitary sewage conveyance system; it being further noted that the proposed servicing of the subject area in an interim system and that the permanent sanitary servicing of the area will be provided when the Southside Pollution Control Plan and conveyance system is constructed.

Traffic volume on Southdale Road W is currently at capacity during peak periods. In order for development to occur in the Bostwick East planning area, Southdale Road W is required to be widened to provide additional capacity; or the development will be required to utilize the alternative access via the Bradley Avenue extension. Given that widening and intersection improvements by the City of London are not forecasted or budgeted within the five (5) year time frame, a holding provision for development on the lands within the Bostwick East planning area may be applied until the Southdale Road W is widened to provide additional capacity; or alternatively, the extension of Bradley Avenue has been constructed to accommodate the traffic capacity from the Bostwick East planning area.

The objectives for urban design in the Bostwick East Area Plan will provide the basis for (re) development in the planning area. Consideration will be given for incorporating gateway street amenities, such as street furnishings, vegetation and landscaping, benches, bike paths, signs and banners where possible.

East Bostwick Area Plan

The subject site is located within the Bostwick East Planning Area. This Area Plan was initiated by the City of London and Sifton Properties Limited in 2003 as a developer-led community plan for the area bounded by Southdale Road, Wharncliffe Road South and Wonderland Road South. City Council adopted Official Plan Amendment No. 358 in June 2005 for a portion of the lands owned by Sifton. A further amendment for the balance of the lands was adopted by Council on February 27, 2006, and subsequently approved by the OMB, with modifications, on December 11, 2007. Official Plan Amendment 380 included modifications to the Transportation Corridors Map (Schedule "C") to identify secondary collector roads, and written policies in the text of the Official Plan. The number of secondary collector roads serving the Bostwick East area was reduced as a result of an Ontario Municipal Board Decision.

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The East Bostwick Area Plan has been implemented through policies in Sections 3.5.17 and 10.1.3 of the Official Plan, some elements of the original Area Plan do not reflect the current terminology and commercial land use designations, which were updated as part of the last five-year review (OPA 538). Policy 3.5.17, which refers to the portion of the Bostwick East Area Plan bounded by Wharncliffe Road South and the south side of Bradley Avenue, designated for "Restricted Service Commercial" uses, is no longer accurate as the lands have been designated to "Auto-Oriented Commercial Corridor". This policy should be corrected, in conjunction with the change in designation that is now proposed, by replacing the reference to the "Community Commercial Node" that is being recommended.

Proposed Official Plan Designation

A Community Commercial Node designation is proposed for the entire site. Community Commercial Nodes are intended to provide for a wide range of goods and services which are needed on a regular basis. Community Commercial Nodes are smaller in size than Enclosed and New Format Regional Commercial Nodes and there is less emphasis on comparison shopping needs and more emphasis on community specialized services. A supermarket or food store should form an integral part of the node. Their trade areas are subsidiary to the trade areas of Enclosed and New Format Regional Commercial Nodes and primarily consist of the surrounding community which includes a number of neighbourhoods within convenient driving or walking distance.

Community Commercial Node Location

A Community Commercial Node shall be located:

- i) at the intersection of two arterial roads or an arterial road and a primary collector road;*
- ii) centrally, and should be accessible to the community it serves through the provision of sidewalks and pathways;*
- iii) substantially separated from other Community Commercial Nodes so that trade areas do not overlap to a significant extent;*
- iv) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks from adjacent residential uses; and,*
- v) on a site with good access to public transit service.*

The subject site is located north of Wharncliffe Road South, an arterial road and south of the future Bradley Ave extension. The proposed change from "Auto-Oriented Commercial Corridor" to "Community Commercial Node" is considered appropriate for this location. The site is located in close proximity (within walking distance) to a large and developing residential area to the north as well as future lands immediately south which are proposed to be redesignated from Industrial Reserve to Residential through the South West Area Plan. The commercial lands that front onto Wharncliffe, north of Bradley, are designated and developed primarily for auto-oriented uses and do not serve the day-to-day shopping needs of area residents. The subject site has excellent existing and planned access from frontages on Wharncliffe Road, Bradley Avenue and Morgan Avenue. The site has a nodal configuration and is served by public transit.

The change being proposed from "Multi-Family, High Density Residential" to "Community Commercial Node" affects a 2.9 hectare block (Block 4, Draft Plan 39T-07510) adjacent to the existing commercial area. The current interface between Multi-Family High Density Residential and Community Commercial lands is not separated by any roads, open spaces or utility corridors. Changing the interface boundary to Bradley Avenue provides for a greater degree of separation, and reduces the potential for conflicts between the commercial and residential uses.

Permitted Uses

Permitted uses where include all types of retail outlets including department stores, home improvement and furnishings stores, supermarkets, food stores and pharmacies; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses such as real estate, insurance and travel agencies; community facilities, such as libraries or day care centres; professional and medical/dental offices; and commercial and private schools. Within Community Commercial Nodes, office uses and places of entertainment will be

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permitted in limited amounts. Zoning on individual sites or areas may be for less than the full range of permitted uses.

Multi-family, high density residential uses and community facilities may also be permitted in the designation through a zoning by-law amendment application, site plan application and consideration of design features which provide for the proper integration of the two uses.

The proposed and anticipated uses are all permitted uses under the proposed designation. The multi-family, high density residential uses, as currently designated on a portion of this site, remain an option under the proposed designation which will preserve the ability for future redevelopment if this type of use should become a viable alternative.

The Community Commercial Node designation provides the primary location for retail and service commercial land uses that provide for the daily and/or weekly convenience shopping and service needs of nearby residents and passing motorists, and provide for a wide range of goods and services which are needed on a regular basis. The proposed Official Plan designation would support the proposed retail and commercial uses. The proposed commercial uses are appropriate and are consistent with the existing / surrounding land uses.

Changing the designation to "Community Commercial Node" also allows for greater flexibility in the ultimate land use mix because high density residential uses and community facilities may be permitted at appropriate locations within the "Community Commercial Node" designation by way of a zoning by-law amendment. This process would provide for careful consideration of the site design, to ensure compatible integration of multi-family and commercial development.

Form

Community Commercial Nodes can have either an enclosed shopping centre or a strip plaza focus with either a supermarket or food store as an integral part of the centre. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops and reduce the visual impact of large open parking lots. A well defined streetscape and landscaping features are encouraged which should be integrated into the surrounding residential community and promote safe pedestrian access from surrounding streets.

Community Commercial Node designations should comprise lands that are in a nodal configuration, including lands on other quadrants of the intersection of major roads. However, some existing designations may be in a linear format. Infilling within the designation is permitted but extensions will be evaluated through an application to amend the Official Plan. Extension of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety and priority; the integration of development in terms of design, appearance and pedestrian and vehicle maneuverability between or among sites and other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies or design studies may also be required.

The proposed development would take the form of a combination of free standing structures along street frontages and one or more building pads that could accommodate one or more small to medium scale commercial uses.

Policies in the Community Commercial Node designation support the location of free standing structures along street frontages to improve the design of the street edge provide access to transit stops and reduce the visual impact of large, open parking lots. A well-defined streetscape and landscaping features are encouraged which should be integrated into the surrounding residential community and promote safe pedestrian access from the surrounding streets. An Urban Design Brief submitted with the application included some building locations and orientations along the street edge with consideration for public spaces and perimeter sidewalks. Additional comments on site elements, public spaces and pedestrian circulation are disused under the Urban Design section below.

Scale

Commercial development within a Community Commercial Node shall normally range in size from 13,000 m² to 50,000 m² gross floor area.

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The proposed Gross Floor Area shown in the concepts is approximately 29, 079 square metres (313,004 sq.ft.) remaining well within the allowable Gross Floor Area range. The applicant believes that this floor area is achievable given the proposed site concept plans.

The Official Plan also establishes criteria upon which to evaluate the creation of new commercial nodes. Specifically it states the following:

Where new nodes and expansions are proposed, amendments to permit such expansions or new nodes shall be evaluated on the basis of: i) compliance with the size, function, and form criteria of this Plan for the specific nodal area; ii) consideration of traffic impacts through the preparation of a traffic study which identifies and addresses the timing of proposed future road infrastructure improvements relative to the proposed expansion or new area and ensures that there is adequate capacity in the road system to accommodate new commercial development or expansion to existing nodes; iii) consideration of noise impacts on abutting sensitive land uses; iv) completion of a commercial justification report which addresses the availability of other designated lands to accommodate the uses proposed, the effect of the change in designation on the supply of commercial lands; and to determine the need for new commercial floor space in this area; v) submission of an overall design concept and design guidelines; vi) consideration of design improvements contained in the Commercial Design Guidelines including enhanced street edge landscaping, street-oriented buildings, limited and joint access and pedestrian connections to the street and transit; vii) conceptual site plan which identifies how the proposed expansion or new area relates to the existing node and surrounding areas with respect to land use, privacy, noise, signage, lighting, appropriate building height, location and height of parking areas and structure, the location and function of delivery routes and bays as well as site access and circulation including pedestrian and transit access and connections; viii) the availability of municipal services to accommodate the proposed use; and, ix) Planning Impact Analysis according to the provisions of Section 4.5.

The conceptual site plans provide pedestrian linkages in all directions. The proposed development respects the development limitations of the site as shown on the concept plan, the site is large enough to accommodate all buildings, parking, loading, buffering and setbacks.

The proposed amount of commercial floor area for the subject site is within the allowable gross floor area permitted in the Community Commercial Node designation. This is not considered to be a significant expansion of commercial on this site. In reality, it is more of a complementary extension to lands zoned and designated existing commercial on the subject site. It strengthens this commercial node by creating interaction between the lands in the area.

Market Impact Analysis

The Sifton application included a "Market Demand & Impact Analysis" report (Malone Given Parsons Ltd., March 2012), which examined the demand and impact of permitting an expanded range and area of retail uses on the subject site within the context of existing/proposed land uses and servicing infrastructure. Based on the market analysis and findings, the study concluded "...there is demand and opportunity to support an expanded range of retail uses on the Site totaling about 340,000 sq. ft. The proposed development is warranted and appropriate from the perspectives of both market opportunity and lack of impact. The proposed retail/commercial development entails an improvement to the level of shopping service and choice available to residents of Southwest London."

The Market Demand & Impact Analysis included consideration of some elements of the Southwest Area Plan, which was under preparation at the time. For example, the report recognized that lands located southeast of the subject site, which were designated "Urban Reserve Industrial Growth" in the Official Plan, would be redesignated to accommodate low and medium density residential uses by the Southwest Area Plan. This change was adopted as part of OPA 541, resulting in a significant increase in the amount of lands designated Low Density Residential and Multi-Family, Medium Density Residential in the area south/east of Wharncliffe Road, between Bradley and Exeter.

The Market Demand & Impact Analysis included consideration of the commercial lands in the Wonderland corridor, between Southdale Road and Wharncliffe Road South but did not contemplate the extent of the "Wonderland Road Community Enterprise Corridor" that was

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ultimately adopted as part of OPA 541. Permitted uses in the proposed "Enterprise Corridor" designation include a broad range of commercial, residential, office and institutional uses. The land use mix within the Enterprise Corridor is not explicitly defined and the designation is currently under appeal. It is difficult to determine, with a high degree of certainty, the ultimate breakdown of future land uses within the corridor. This will be more apparent once the OMB decision is issued on Southwest Area Plan appeals and site specific applications are submitted.

The Sifton application is being evaluated within the context of the Community Commercial Node policy framework of the Official Plan. This designation includes trade areas that are generally subsidiary to the trade areas of Enclosed and New Format Regional Commercial Nodes, and primarily consist of the surrounding community and neighbourhoods within convenient walking or driving distance.

The "Wonderland Road Community Enterprise Corridor" is located on the primary north-south arterial entryway into the City from Highways 401 and 402. This designation is intended to accommodate a broad mix of commercial, office, residential and institutional uses. The ultimate breakdown and location of these uses within the corridor has not been determined and the extent of commercial lands has not been defined. This corridor is intended to accommodate the greatest densities and intensity of development within the Southwest Plan Area, and serves a different function than that of the Community Commercial Node designation.

Transportation

The subject site is bounded by Wharnccliffe Road South, the future extension of Bradley Avenue and Morgan Avenue, which will be extended south to Wharnccliffe Road as part of the Andover Trails Subdivision (39T-07510). Wharnccliffe Road and Bradley Avenue are classified as Arterial Roads in the Official Plan and will ultimately be developed to serve high volumes of traffic at moderate speeds with provision for controlled and limited access. As a result of a traffic study undertaken for the Andover Trails and Westbury subdivisions the classification of Morgan Avenue, between Bradley Avenue and Wharnccliffe Road South, was changed from a Secondary Collector to a Primary Collector in 2010 (OPA 487).

A Transportation Impact Study was prepared for the Bostwick East Area Plan, which was adopted by Council as a Guideline Document in 2005. Roadway corridor alignments and classifications were confirmed through associated Official Plan amendments (OPA 358, OPA 380) and Ontario Municipal Board Decisions. The Bradley Avenue corridor alignment and intersection at Wharnccliffe were confirmed through the completion of an Environmental Assessment in 2007.

Previous studies have shown that without the Bradley Avenue corridor in place, traffic volume on some of the collector roads in Bostwick East would exceed the normal maximum volume of 5,000 vehicles per day when full build-out is reached (i.e. to the maximum residential density and commercial floor area). To prevent this from occurring, holding provisions were applied to the zoning on lands in the area that will limit the amount of development reduced unit and floor area thresholds, until such time as the required studies are undertaken and/or road improvements are in place to address this potential traffic issue. The interim commercial floor area threshold in the Andover Trails subdivision (39T-07510) is 15,248m². While a small amount of additional floor area could be accommodated on Block 84 Plan 33M-641, which is now included in the lands owned by Sifton, the interim development limit is substantially below the commercial floor area (approximately 31,000m²) proposed in the Sifton concept plans.

Adjustments could be considered to the current threshold limits based on the land use mix being proposed in this application (i.e. increase in commercial component and decrease in multi-family component). However, the Transportation Impact Assessment and supplementary reports provided with the application to date, have not been completed to the satisfaction of the City's Transportation Division. Based on the documentation available at this time, no changes are being recommended to the holding provisions that are currently in effect. This will ensure commercial development is limited in scale until such time as an increase can be warranted through the completion of studies and/or roadway infrastructure improvements that are satisfactory to the City.

The construction of Bradley Avenue, between Morgan Avenue and Wharnccliffe Road, would support the overall road network within Bostwick East and allow development to exceed the

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thresholds that are currently in place. The last segment of Bradley Avenue between Morgan Ave and the Pincombe Drain is required to be dedicated as a Condition of the Andover Trails subdivision (39T-07510). While the construction of Bradley is not mandatory at this time, Condition 59b) states:

There are several other conditions of draft approval that address transportation requirements in Plan 39T-07510. Two conditions currently restrict access to the subject site from Bradley Avenue, as follows:

- 63. *As part of the Design Studies submission, the Owner shall complete an access management plan, satisfactory to the City Engineer, for Blocks 5 and 6 within the Plan (commercial blocks) and the lands to the east of the plan to reduce the impact of accesses on Wharncliffe Road South. The access management plan will assume no accesses of any type to Bradley Avenue to any block within the subject plan and lands within draft plan application 39T-05509).*
- 70. *the Owner shall prohibit access to the land from Bradley Avenue by establishing a Block of a 0.3 metre (1 foot) reserve along the entire flankage of Blocks 1, 2, 3 and 4.*

The concept plan submitted by Sifton proposes accesses off Bradley Avenue; however, any changes to the current conditions of draft approval would be subject to further review and consideration by the Transportation Division. If it is determined through the completion of the updated Traffic Impact Study and Access Management Plan satisfactory to the City that an access from Bradley may be permitted, changes will be required to the conditions of draft approval and/or subdivision agreement.

Given the "incomplete" status of the Transportation Impact Study revised conditions of Draft Approval cannot be finalized at this time. However, once the TIS has been completed and accepted by the City, the conditions will need to be revised accordingly. The current conditions will continue to apply in the interim.

The full financing for the construction of transportation works for the subject lands are not identified the current (2009) Development Charge Background Study within the 20-year growth window. Accordingly, the timing and funding associated with the transportation works is undetermined at this time.

Sanitary Servicing

The conditions of draft approval provide general requirements to be addressed with respect to sanitary servicing, including required upgrading to the temporary Bostwick Pumping station. The temporary Bostwick Pumping Station has a peak flow capacity of 74 L/s. The Bostwick East plans of subdivision (all of Sifton's Phases including the Bierens lands, and the Decade Westbury plan) were included in the tributary area and, accordingly, have been allocated capacity in that station. However, the gross floor area used to calculate the flow for the Pumping Station was based on average projected gross floor area instead of standard design criteria. Therefore, the provisions have been applied to ensure that development will be based on these 'realistic' gross floor areas and within the capacity of the Pumping Station.

Urban Design

Commercial Design Guidelines – Wharncliffe Road at Bradley Avenue

Through the Bostwick Area Plan commercial design guidelines were prepared to evaluate and direct future design of the subject sites at Wharncliffe Road and Bradley Ave. The guidelines are to direct and assess site plans as to how they reflect the objectives of policies including the City of London Placemaking Guidelines, the Zoning By-law and the East Bostwick Area Plan.

Two conceptual site plans were submitted with this application illustrating potential uses and site layouts. The applicant indicated the concepts illustrate the intent to create a commercial development that is attractive, accessible and complies with the Commercial Urban Design Guidelines.

Section 11.1 of the Official Plan

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The Urban Design policies in the Official Plan apply to all development proposals, and relate to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Design principles relate to a variety of subjects. Those which are particular to this development include high design standards along major neighbourhood entryways, a coordinated approach to the planning and design of streetscapes in commercial areas, the inclusion of street oriented features that provide for the enhancement of the pedestrian environment in pedestrian traffic areas, access to sunlight, landscaping, building positioning, enhanced accessibility standards, parking and loading, and recreational facilities.

The applicant submitted an Urban Design Brief with the application which provides a response to the applicable urban design policies of the Official Plan. Following the receipt of input from City Urban Design staff and the Urban Design Peer Review Panel, the applicant is required to submit a modified site plan and renderings of the proposed development at the site plan review stage which, with respect to the commercial components, will address the articulated urban design objectives and concerns as outlined in comments from Urban Design staff and the Urban Design Peer Review Panel. The "h-95" holding provision, which is included in the current and recommended zoning, requires the implementation of appropriate urban design guidelines prior to development.

Zoning By-law

Most of the subject site is currently zoned: Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.RSC1(20)/RSC2(11)/RSC3(17) /RSC4(15)/RSC5/(17)) Zone; and Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.RSC1(20)/RSC2(11)/RSC3(17)/RSC4(15)/RSC5/(17)) Zone, which permit a wide range of automotive, commercial and service oriented uses; Block 4 on Plan 39T-07510, which is just under 3 hectares in size and zoned: Holding Residential /R5/R6/R7/R10 (h.h-54.h-71.h-100.h-134.R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone, which permits a range of multi-family uses including townhouse dwellings, cluster housing, apartment buildings and retirement lodges.

The Restricted Service Commercial Zones are normally intended to implement the Auto-Oriented Commercial Corridor designation in Section 4.4.2 of the Official Plan. The Zone provides for and regulates a range of moderate intensity commercial uses, and trade service uses, which may require significant amounts of land for outdoor storage or interior building space and a location on major streets.

The applicant has requested zoning to implement the proposed Community Commercial Node designation and also to accommodate a broader range of commercial uses, mainly retail.

The requested zoning is a Community Shopping Area zone which permits bake shops, catalogue stores, clinics, convenience service establishments, day care centres, duplicating shops, financial institutions, food stores, libraries, medical/dental offices, offices, personal service establishments, restaurants, retail stores, service and repair establishments, studios, video rental establishments and brewing on premises establishments.

At the applicant's request, staff have also considered and recommended special provisions to permit stand alone buildings instead of, or in addition to, a shopping centre format along with reduced front and exterior side yard setbacks to accommodate the anticipated uses and scale of development. These proposed special provisions will provide flexibility that is required in the site design to accommodate street-oriented storefronts and pedestrian scale boulevards.

Holding Provisions

The purpose of applying holding provisions is to ensure that prior to development proceeding, certain requirements have been addressed to the satisfaction of Council. The following lists the current holding provisions on the subject site:

h- The "h" holding provision is to ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until a subdivision agreement or development agreement is entered into for the lands in question with the City of London.

h-11 The "h-11" holding provision is to ensure the orderly development of lands and the

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adequate provision of municipal services, the "h-11" symbol shall not be deleted until a development agreement associated with a site plan which provides for appropriate access arrangements to the satisfaction of Council is entered into with the City of London.

h-63 The "h-63" holding provision is to ensure there are no land use conflicts between the commercial and residential land uses, the "h" symbol shall not be deleted until the owner agrees to implement all noise attenuation and design mitigating measures as recommended in noise assessment reports, acceptable to the City of London.

h- 82 The "h-82" holding provision is to ensure that there is a consistent lotting pattern in this area, the holding symbol shall not be deleted until the part block has been consolidated with adjacent lands.

h- 95 The "h-95" holding provision is to ensure that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented, a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified Urban design issues.

h- 100 The "h-100" holding provision is to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. The holding provisions being proposed for transportation infrastructure and sanitary conveyance & treatment capacity are consistent with the policies for Bostwick East.

h-105 The "h-105" holding provision is to ensure that a comprehensive storm drainage and stormwater management report prepared by a consulting engineer is completed to address the stormwater management strategy for all lands within the subject plan and external lands where a private permanent on-site storm drainage facility is proposed for any block or blocks not serviced by a constructed regional stormwater management facility.

h-134 The "h-134" holding provision is to ensure that development does not exceed a maximum interim threshold of 759 residential units, the h-134 symbol shall not be deleted until the temporary Bostwick sanitary sewage pumping station and forcemain are decommissioned; and a Traffic Impact Study is prepared, which demonstrates that the transportation infrastructure in Bostwick East is adequate to accommodate forecast traffic volumes.

h-135 The "h-135" holding provision is to ensure that commercial development does not exceed a maximum interim floor area threshold of 15,248 m² in draft plan 39T-07510, the h-135 symbol shall not be deleted until a Traffic Impact Study is prepared, which demonstrates that the transportation infrastructure in Bostwick East is adequate to accommodate forecast traffic volumes

h-138 The "h-138" holding provision is to ensure To ensure that commercial development in draft plan 39T-05509 does not exceed a maximum interim floor area threshold of 12,868 m², the h-138 symbol shall not be deleted until a Traffic Impact Study is prepared, which demonstrates that the transportation infrastructure in Bostwick East is adequate to accommodate forecast traffic volumes.

These holding provisions are recommended to remain on the subject site and will allow a limited amount of development to proceed based on the existing service infrastructure. The holding provision requirements will have to be satisfied to allow the maximum "floor area" build out permitted under the current zoning.

Development would be permitted to proceed in accordance with the requirements of the underlying Zone, provided the total amount of commercial development does not exceed the interim threshold identified for the draft plan area. A maximum amount of development on one block could be offset by a lower amount (or no development) on another block within the draft plan area, provided the total amount does not exceed the holding provision threshold.

The holding provisions are intended to be applied on a temporary basis. Once the servicing requirements can be addressed to the satisfaction of Council, the holding provisions will be lifted and development can proceed to full build-out, as permitted by the underlying Zone.

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Planning Impact Analysis

Planning Impact Analysis is used to evaluate applications for an Official Plan amendment and/or Zoning By-law amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered.

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 and identify ways of reducing any adverse impacts on surrounding land uses Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. The criteria considered include the following:

- i) *the policies contained in the Section relating to the requested designation;*

The requested commercial land use designation provides the primary location for retail and commercial land uses, the orderly development and distribution of commercial uses consistent with the objectives of the Official Plan while not precluding future High Density Residential provided for in the existing land use designation.

- 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 zoning is consistent with the general policies of the Official Plan, as well as the specific policies for a commercial node. The proposed commercial uses are compatible with the surrounding land uses, will service the community and/or surrounding neighbourhoods, are accessible by all modes of transportation including transit, and fit the intent of a Community Commercial Node designation. Landscaping, fencing, architectural design and other site plan measures will be addressed through site plan review and will help ensure compatibility.

- 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 a nodal configuration of approximately 10 hectares in size. The site is sufficient in size to accommodate the proposed uses, parking and landscaped open space, as shown on the conceptual site plans submitted with the application.

- iv) *the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses.*

The area in the vicinity of the subject site includes lands to the north/east (fronting on Wharncliffe Road) that are designate and zoned for Auto-Oriented Commercial Corridor uses. This area is substantially developed with automotive and service-type commercial uses. Three vacant blocks situated immediately north of the future Bradley extension, recently registered as part of Plan 33M-641 in the adjacent Westbury subdivision.

Lands to the immediate south/east of the subject site (south/east of Wharncliffe Road) are currently in agricultural use and largely vacant. This area is designated Urban Reserve Industrial Growth and proposed to be redesignated for medium and low density residential development in the Southwest Area Plan (OPA 541).

The area to the immediate north includes previous phases of the Andover Trails subdivision, which consists of lands that are partially developed, and in the process of being developed for low density, medium density and high density residential uses. The Bostwick East Area Plan projected a population of 4,626 based on the proposed Low, Medium and High Density Residential land use designations for the area bounded by Southdale Road, Wonderland Road and Wharncliffe Road.

The area to the west of the Pincombe Drain includes a New Format Regional Commercial Node designation extending south from Southdale Road to the future Bradley Avenue corridor. This

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area has been developing over the past five years and close to build-out, with no indication of long-term vacancies. Between Bradley and Wharncliffe, the east side of Wonderland is designated Light Industrial and largely developed with a variety of industrial and service uses such as warehousing open storage and auto sales. The west side of Wonderland is designated Urban Reserve-Community Growth and largely vacant/undeveloped.

An Auto-Oriented Commercial Corridor designation applies to lands at the intersection of Wonderland Road and Wharncliffe Road and most of this area is currently undeveloped. The Community Commercial Node designation and zoning proposed by the Sifton application, permits a wider range of commercial retail, office and service type uses, some of which are not permitted in the Auto-Oriented Commercial Corridor. While there is some overlap in permitted uses, the designations are functionally different. The Community Commercial Node is intended to service the daily shopping needs of neighbourhoods within convenient driving or walking distance while the Auto-Oriented Commercial Corridor generally caters to vehicular traffic and single purpose shopping trips, with customers drawn from passing traffic or a wide ranging market area.

While this application is being considered within the context of the existing Official Plan, changes are proposed by the Southwest Area Plan (OPA 541) which, if approved, will accommodate some of the same commercial uses that will be permitted on the subject site. The potential impact of the proposed Community Commercial Node designation on the "Wonderland Road Community Enterprise Corridor" fronting on Wonderland Road, between Southdale Road and Hamlyn Street is difficult to determine since the designations are intended to serve a different function. The subject site is readily serviced and the Community Commercial Node is intended to serve the shopping needs of surrounding neighbourhoods that are within convenient walking or driving distance. The Wonderland Road Enterprise Corridor, is a major entryway to the City with direct access from Highways 401 and 402. This corridor is intended to accommodate a mix of land uses (commercial, office, residential, institutional) that will develop over a number of years; however, specific locations and areas have not been allocated for the constituent land uses.

- 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.*

As noted in the Transportation section, traffic impacts will be minimized by limiting the commercial floor area until such time as the transportation infrastructure is adequate to accommodate full build-out. Transportation infrastructure will be developed through conditions of draft plan approval, including the development of Morgan Avenue. The Bradley Avenue extension is planned to be developed and this corridor will accommodate area traffic over the long term.

- vi) *The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;*

Proposed buildings are of appropriate size and spacing based on the conceptual site plans and fit within the limitations of the Zoning By-law. The proposed special provisions will allow flexibility in the location and spacing of buildings to provide for pedestrian friendly streetscapes along the perimeter of the site.

- 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;*

Access is proposed to the site from all three boundary roads. Access is currently restricted from Bradley Avenue. Any changes to this restriction would be subject to further review and acceptance by the City.

- viii) *the exterior design in terms of bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area and its conformity with the City's commercial urban design guidelines;*

An Urban Design Brief was submitted with the application, demonstrating how uses will be integrated with surrounding land uses. Comments have been provided on the proposed design elements and a holding provision for urban design is being recommended with the zoning, to ensure that the identified design considerations will be addressed prior to development.

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

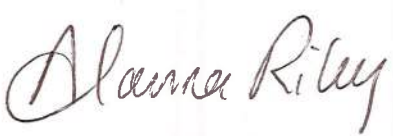



This development is proposed on lands that are vacant and currently zoned for residential or commercial uses. There are no natural features that would be impacted by the development.

CONCLUSION

The subject site comprises of a 10 hectare parcel of land bounded by two arterial roads and a primary collector. The site is currently designated Auto-Oriented Commercial Corridor and Multi-Family, High Density Residential; and zoned to permit a range of auto oriented commercial uses and high density residential uses. The recommended amendments, to establish a Community Commercial Node designation is supported by the Official Plan policies currently in effect, and by the Provincial Policy Statement.

Since the subject site is designated Auto-Oriented Commercial Corridor and Multi-Family, High Density Residential in the Southwest Area Plan (adopted as OPA 541), a reconsideration is required by Council to ensure consistency with the recommended Official Plan amendment.

Adoption of the recommended Community Shopping Area zoning is proposed to be deferred until the Official Plan Amendment comes into effect. The recommended zoning includes the same holding provisions that currently apply, to ensure future development on the site addresses requirements relating to access, road widening, traffic, urban design, and noise attenuation to the satisfaction of the City.

PREPARED AND RECOMMENDED BY:	REVIEWED BY:
	
ALANNA RILEY, MCIP, RPP SENIOR PLANNER, DEVELOPMENT SERVICES	BRUCE HENRY MANAGER, DEVELOPMENT PLANNING
RECOMMENDED BY:	SUBMITTED BY:
	
TERRY GRAWAY, MCIP, RPP MANAGER, DEVELOPMENT SERVICES & PLANNING LIAISON	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL

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Alanna Riley

Bibliography of Information and Materials
OZ-8087

Request for Approval:

City of London Official Plan and Zoning By-law Amendment Application Form, completed by Sifton Properties Limited dated August 3, 2012

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. Planning Act, R.S.O. 1990, CHAPTER P.13, as amended.

Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, March 1, 2005.

City of London. Official Plan, June 19, 1989, as amended.

City of London. Zoning By-law No. Z.-1, May 21, 1991, as amended.

City of London. Reports to Planning Committee

City of London. Bostwick Area Plan, as amended

City of London. South West Area Plan, November 2013.

Commercial Design Guidelines Wharncliffe Road at Bradley Avenue

Urban Design Brief – August 1, 2012

Planning Rationale Report – August 1, 2012

Traffic Impact Study – August, 2012

Market Demand & Impact Analysis – March, 2012

Andover South Commercial Area Sanitary Servicing Report – March 28, 2012

Correspondence: (all located in City of London File No. OZ-8087. unless otherwise stated)

City of London -

City of London Transportation Advisory Committee – Letter dated Oct. 16, 2012

City of London Stormwater Management Unit. – Email dated Sept. 13, 2012

City of London Wastewater and Drainage Engineering Division. – Email dated Sept. 10, 2012

City of London Transportation Division. Memo dated December 20, 2012

Smolarek J. City of London Urban Design Unit. Memo dated March 1, 2013

Agencies -

Urban Design Peer Review Panel. Memo dated January 16, 2013

Raffoul L., Bell Canada. – Letter dated September 10, 2012

Public –

As cited in written correspondence.

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to 1311, 1363 and 1451 Wharncliffe Road South

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on March 26, 2013

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - March 26, 2013
Second Reading - March 26, 2013
Third Reading - March 26, 2013

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Auto Oriented Commercial Corridor and Multi-Family, High Density Residential to Community Commercial Node on Schedule "A", Land Use, to the Official Plan for the City of London

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1311, 1363 and 1451 Wharncliffe Road South in the City of London.

C. BASIS OF THE AMENDMENT

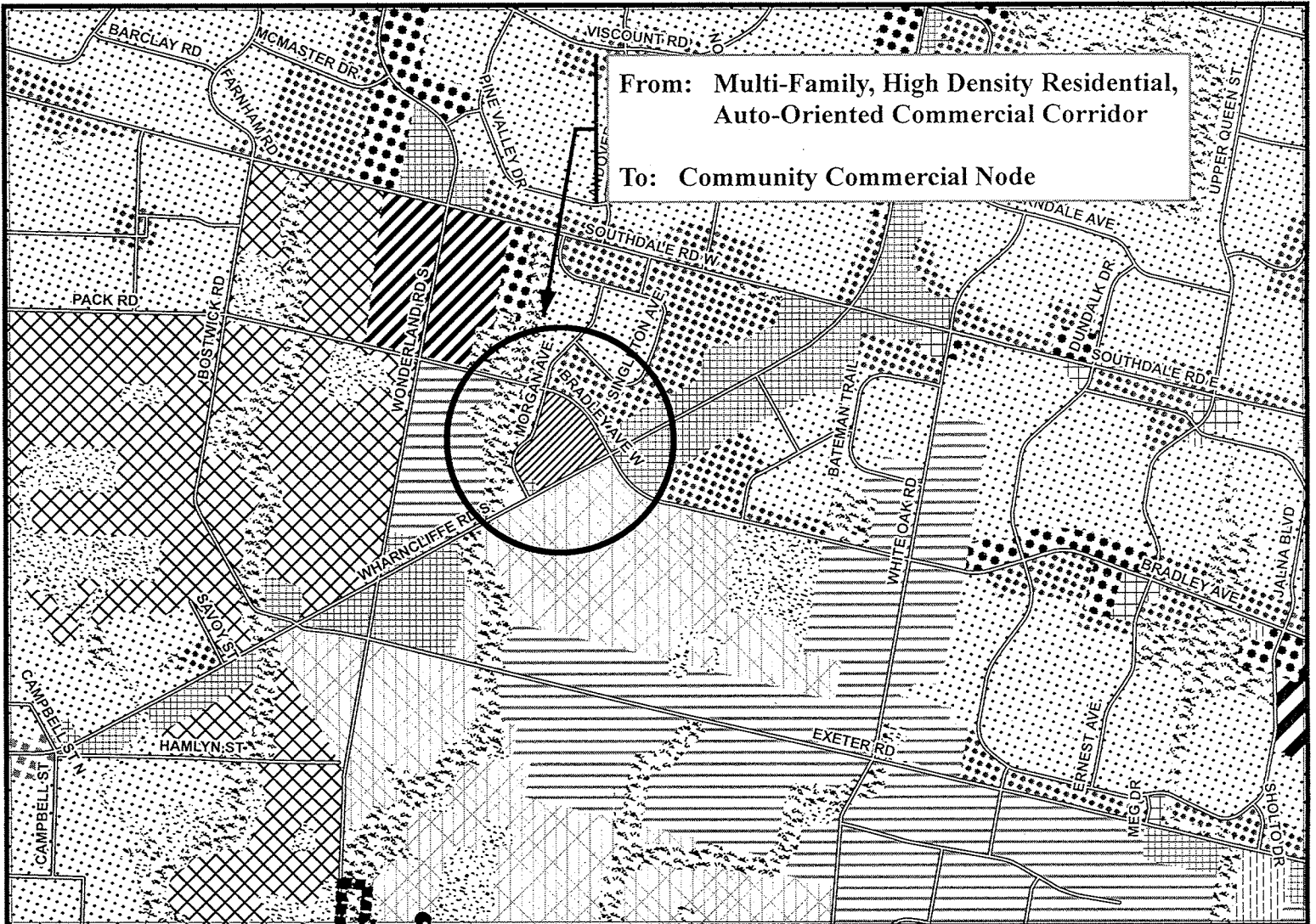
The Amendment is to provide for an expanded commercial area and wider range of commercial uses that will serve the needs of residents within convenient walking or driving distance, in accordance with the policies of the Community Commercial Node designation.

The subject site, with a nodal configuration frontage on two arterial roads and transit service, is an appropriate location for the Community Commercial Node designation. The proposed uses are appropriate for this site and multi-family high density residential uses may be permitted through a zoning by-law amendment, subject to proper integration with the commercial uses. Municipal infrastructure is available or planned and the development is appropriately located to serve the needs of residents from surrounding residential neighbourhoods.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1311, 1363 and 1451 Wharncliffe Road South in the City of London, as indicated on "Schedule 1" attached hereto from Auto Oriented Commercial Corridor and Multi-Family, High Density Residential to Community Commercial Node.



From: Multi-Family, High Density Residential,
Auto-Oriented Commercial Corridor
To: Community Commercial Node

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 |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: OZ-8087

PLANNER: AR

TECHNICIAN: DT

DATE: March 4, 2013

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Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located 1311, 1363
and 1451 Wharncliffe Road South.

WHEREAS Sifton Properties Limited have applied to rezone an area of land located 1311, 1363 and 1451 Wharncliffe Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1311, 1363 and 1451 Wharncliffe Road South, as shown on the attached map from: a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.RSC1(20)/RSC2(11)/RSC3(17)/ RSC4(15)/ RSC5/(17)) Zone, a Holding Restricted Service Commercial Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.RSC1(20)/ RSC2(11)/ RSC3(17)/RSC4(15)/RSC5/(17)) Zone, and a Residential /R5/R6/R7/R10 (h.h-54.h-71.h-100.h-134.R5-7/R6-5/R7.D100.H45/R10-3.H45) Zone, **TO** a Holding Community Shopping Area Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-138.CSA5()) Zone; and a Holding Community Shopping Area Special Provision (h.h-11.h-63.h-82.h-95.h-100.h-105.h-135.CSA5()) Zone.

- 1) Section Number 24 of the Community Shopping Area Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

24.4 ___ CSA5() 1311, 1363 and 1451 Wharncliffe Road South

a) Regulations:

- | | | |
|-----|---|---|
| i) | Building Form | Uses may be in stand-alone buildings and not form part of a shopping centre |
| ii) | Front Yard Setback
(Minimum) | 3.0 metres |
| ii) | Exterior Side Yard Setback
(Minimum) | 3.0 metres |

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 subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

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Alanna Riley

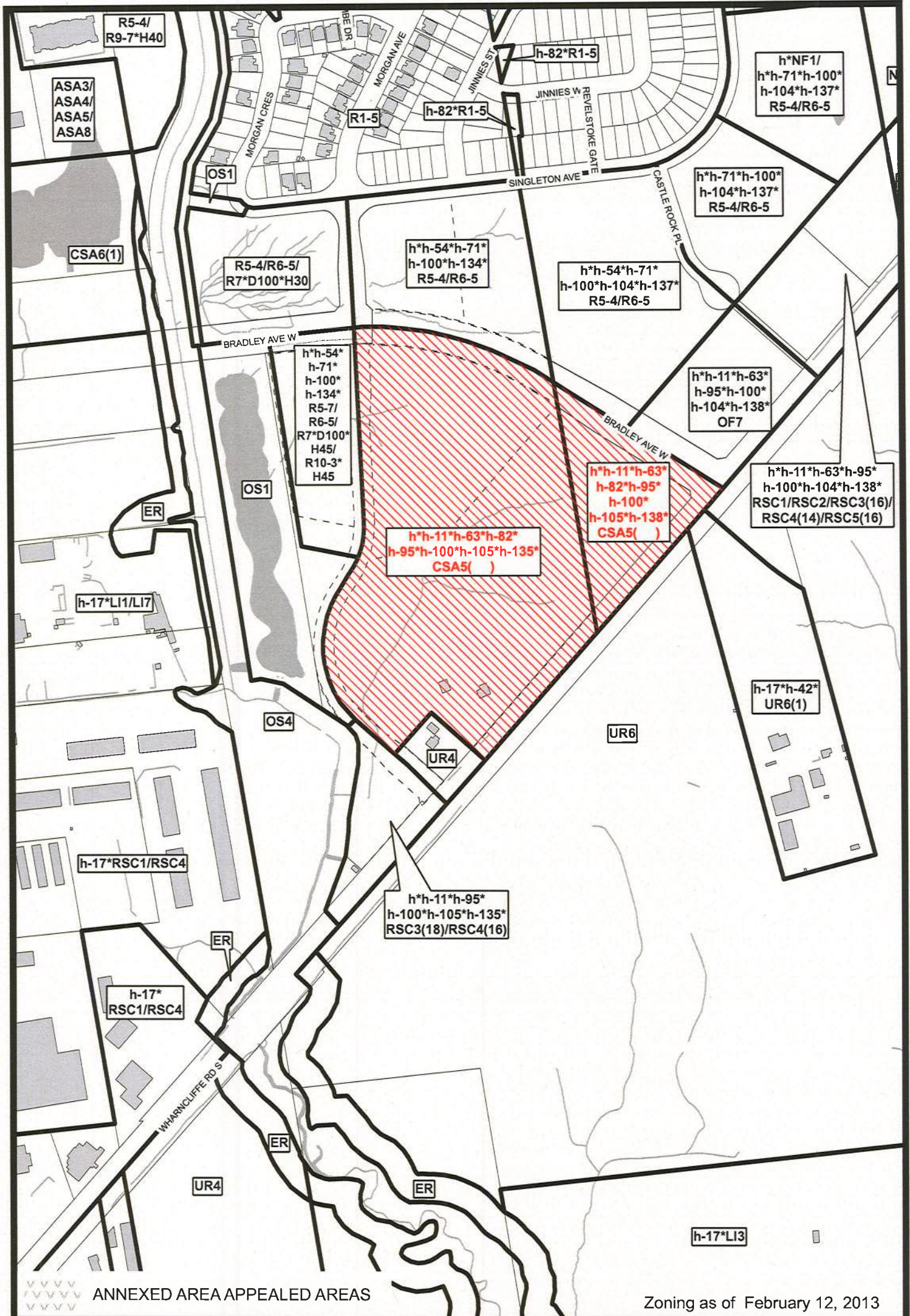
PASSED in Open Council on _____, 2013.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - _____, 2013
Second Reading - _____, 2013
Third Reading - _____, 2013

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



File Number: OZ-8087

Planner: AR

Date Prepared: March 4, 2013

Technician: DT

By-Law No: Z.-1-

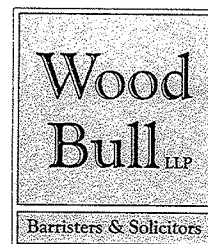
SUBJECT SITE



1:5,000

0 25 50 100 150 200 Meters





MUNICIPAL, PLANNING & DEVELOPMENT LAW

25 July 2012

Sent via E-mail and Mail

Cathy Saunders, City Clerk
City of London
300 Dufferin Avenue
P.O. Box 5035
London, ON N6B 1Z2

City Planning Department
City of London
300 Dufferin Avenue
P.O. Box 5035
London, ON N6B 1Z2

7013
RECEIVED BY

AUG 02 2012

CITY OF LONDON
DEVELOPMENT SERVICES

Attention: City Clerk
Email to: csaunder@london.ca
hwoolsey@london.ca

Attention: Greg Barrett (GBarrett@london.ca)
Terry Grawey (terrygrawey@london.ca)

Dear Ms. Saunders:

**Re: Future Applications by Sifton Properties Limited
Lands west of Wharncliffe Road, south of Southdale Road (1451 Wharncliffe Road) (the
"Subject Lands")
Request for Notice and Information**

We are the solicitors for Greenhills SC Ltd., the owner of property located at the south-east corner of Wonderland Road and Exeter Road, within the London Southwest Planning Area.

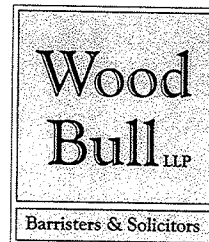
We understand that there are existing applications on the Subject Lands, including applications to remove the holding symbol from the lands (Municipal File H-7863), (amongst many others).

We request that the City provide our office and our client, on an ongoing basis and as it becomes available, with information regarding the existing applications for the Subject Lands. Without limiting the generality of this request, please provide our office and our client with copies of the following:

- All applications for Official Plan Amendment, Zoning By-law Amendment, Site Plan Approval, Minor Variance, Consent, and/or Building Permit respecting the Subject Lands (an "Application");
- Timely notice of any open house, community consultation meetings or public meetings in regard to an Application respecting the Subject Lands;
- Timely notice of any meetings of Council or any Committee of Council, or Committee of Adjustment in regard to an Application respecting the Subject Lands; and

Dennis H. Wood Direct: (416) 203-7718 dwood@woodbull.ca

65 Queen Street West Suite 1400 Toronto Ontario M5H 2M5 T (416) 203-7160 F (416) 203-8324 www.woodbull.ca



25 July 2012

- Any reports prepared by City staff or their consultants in regard to an Application respecting the Subject Lands.

We would appreciate being advised whether the owners or their representatives have engaged in pre-application consultation meetings with City staff in regard to any proposed new applications, in particular involving retail uses.

We would appreciate being advised if the City receives any new applications for the Subject Lands, and we also request timely notice of any open house, community consultation meetings, public meetings, meetings of Council or Committee of Council in regard to any future application on the Subject Lands.

The above-requested information may be sent to our office and to our client at the following addresses:

Wood Bull LLP
65 Queen Street West, Suite 1400
Toronto, Ontario, M5H 2M5
Attn: Valeria Maurizio

Greenhills SC Ltd.
700 Applewood Crescent
Vaughan, Ontario, L4K 5X3
Attn: Elaine Sui

Thank you in advance for your attention to this request.

Yours very truly,

Wood Bull LLP

A handwritten signature in black ink, appearing to read "Dennis H. Wood", is written over the typed name.

Del: Dennis H. Wood

DHW

c. Client

File # OZ-8087

Attn: Terry Grawey
Dale Henderson

We received the notice of application to amend the official plan, file OZ-8087. In receiving and reviewing this possible amendment to change the land use designation on Schedule "A" of the Official Plan, we are opposed to the proposal of the land use being amended from "Auto-Oriented Commercial Corridor" and "Multi-Family Residential" to "Community Commercial Node (referred to as CCN)". This "CCN" permits a wide range of commercial retail uses, a limited range of automotive services, service-oriented office uses, community facilities such as libraries or day-care centres, professional and medical/dental offices, and commercial/private schools, which we are opposed to for numerous reasons and concerns that we feel have not been addressed in this proposal.

We do not feel that considerable consideration has been taken for the newly developed subdivision "Andover Trails" in this proposal. Although fully aware that eventually this "triangle" within a commercial and auto-oriented area would be developed, the Multi-Family residential buyers in this new subdivision were advised that the interior of the triangle would consist of the current zoning for future development.

With the proposal to change the zoning to "CCN", we do not feel that adequate attention has been given to the increased traffic flows and issues this will present into what we thought would be a residential area when we decided to build our house in this subdivision.

In 2011, file 0-7819 presented by the City of London, there was an application to amend the official plan. This amendment proposed the southerly extension of Morgan Avenue, between Singleton Avenue and Wharncliffe Road South, from a "Secondary Collector" road to a "Primary Collector" road. The residents in the area attended the Public Meeting and expressed our concern at this time. Consideration was given to our concerns and, as a result, it was accepted that this road classification was to remain a "Secondary Collector". With this new proposal to amend the current zoning changing this to a higher use Commercial zone, we have great concern that people will again try to use our Residential Community as a "cut through" on a street that is intended for residential function. We would like clarification and acknowledgement that this has been addressed with this proposal as we do not feel that the transportation network within this proposed plan addresses this issue appropriately for our Neighbourhood area.

In June of 2012, the Secondary Plan for the Southwest Area Plan was released. This proposed application to amend the official plan, in my view, contradicts the visions, principals and purpose of the plan for the Wonderland corridor. The current amendment encourages a poor transportation network with an increased volume in a Neighbourhood area and does not create the "transition between densities" being adjacent to a Multi Family, Medium Density Residential zone.

The commercial properties and buildings proposed in the two site plans fall short of the visions of the Secondary Plan with respect to service and commercial development, encouraging a "main street" format of the Southwest area Plan, where driveways, parking, lanes and aisles are shown between the buildings and public sidewalks, parking lots about the street, primary windows, and signage do not face the street, and any commercial nodes **including** large-format retail stores should be integrated into the pattern of streets and blocks of which they are part. In this proposal, they are being pushed into a Residential setting.

With the introduction of this commercial property, we are also concerned with increased lighting levels, increased nightly noise with deliveries, garbage pick up, snow removal and maintenance happening at night. All of these items adjacent to a residential property create a nuisance for the homeowners and quality of life. With the proposed property layout SK-11, all of these above

mentioned items would become a concern as it faces the Residential zoning across from the Bradley Extension.

We would like to encourage the City of London to continue efforts to bring development and business to the Southwest area; however, we would like the City of London to review this potential plan and other locations within the Southwest area plan that better suite the Commercial businesses included in this proposal. In addition, we believe that the City should follow the visions and expectations of the 2012 Secondary Plan and the Wonderland Corridor.

We would like the above mentioned concerns to be included as part of the public record in this amendment application to the official plan, and to be addressed at the future scheduled Public Meeting.

Vicki Blackwell
3255 Morgan Avenue
London, Ontario
N6L 0B8
[REDACTED]