

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 1279059 ONTARIO INC., CLF I (WONDERLAND) INC. AND 1699259 ONTARIO INC (C/O YORK DEVELOPMENTS) 3313 – 3405 WONDERLAND ROAD SOUTH AND 1789 WHARNCLIFFE ROAD SOUTH PUBLIC PARTICIPATION MEETING ON JUNE 20, 2013

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 1279059 Ontario Inc. and 1699259 Ontario Inc. (c/o York Developments) relating to the property located at 3313 – 3405 Wonderland Road South and 1789 Wharncliffe Road South:

- (a) the request to amend the Official Plan to change the designation of the subject lands **FROM** an “Urban Reserve – Community Growth” designation which permits a limited range of uses based on the nature of their existing use, **TO** a “New Format Regional Commercial Node” designation to permit a range of retail, convenience, personal and financial service, restaurant, commercial recreation, office, community facility and limited automotive uses, **BE REFUSED** for the following reasons:
 - i) Consideration of a development-related Official Plan designation is premature until the Southwest Area Secondary Plan comes into full force and effect;
 - ii) Should the Southwest Area Secondary Plan come into force and effect as adopted by Council, the application of the requested “New Format Regional Commercial Node” designation would not be consistent with the intent of the “Wonderland Road Community Enterprise Corridor” designation.

- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone which permits existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables, **TO** an Associated Shopping Area Commercial Special Provision (ASA3/ASA5/ASA6/ASA8()) Zone which permits a broad range of large and small scale retail outlets including supermarkets and food stores, department stores, retail warehouses, building supply; service commercial uses; offices; automotive related uses and other uses such as restaurants, studios, day care centres, commercial recreation establishments and home improvement stores, **BE REFUSED** for the following reasons:
 - i) Consideration of permitted uses and regulations through a Zoning By-law Amendment is premature until the Southwest Area Secondary Plan comes into full force and effect, establishing a land use designation and other policies for the subject site.
 - ii) Consideration of permitted uses and regulations through a Zoning By-law Amendment is premature until the Wonderland Road South Environmental Assessment is completed.
 - iii) Should the Southwest Area Secondary Plan come into force and effect as adopted by Council, a zoning by-law amendment to permit development would be premature because municipal servicing is not planned to be constructed within three years as is required by Policy 20.5.6.1 x) of the Southwest Area Secondary Plan.

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

- iv) Should the Southwest Area Secondary Plan come into force and effect as adopted by Council, the proposal would be inconsistent with policies requiring the creation of local street connections through the entire width of the block perpendicular to Wonderland Road South, and the creation of a sense of enclosure and a street oriented, pedestrian friendly environment.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

January 29, 2007 – Public Participation meeting and staff recommendation for refusal of Official Plan and Zoning By-law amendments on the subject property. (OZ-7072/OZ-7073)

PURPOSE AND EFFECT OF RECOMMENDED ACTION

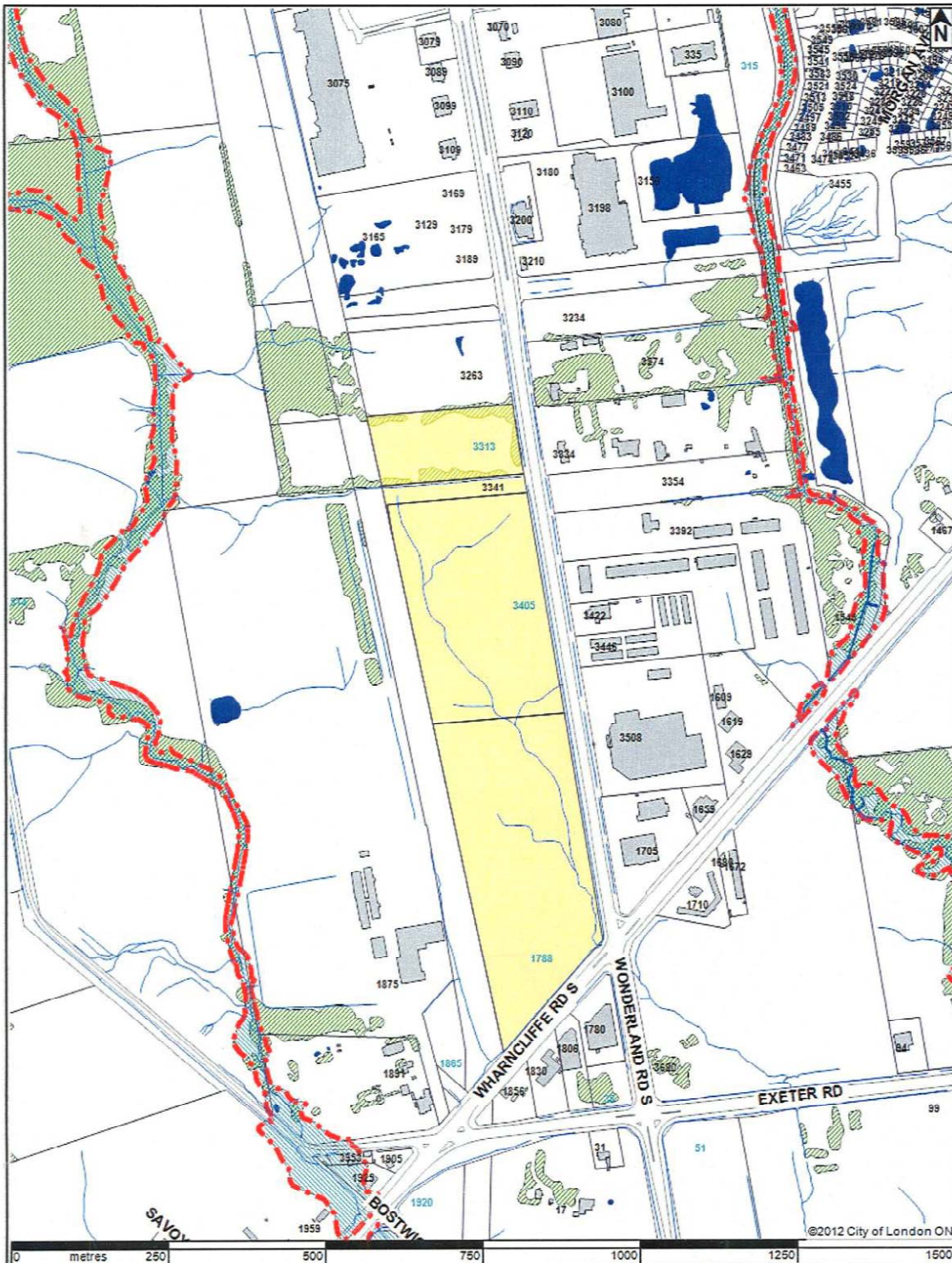
The purpose and effect of the staff recommendation is to refuse the request for policies and regulations that would permit commercial development on this site. The outcome of a future OMB hearing on the various appeals to the Southwest Area Secondary Plan (SWAP), the completion of the Transportation and Stormwater Management Environmental Assessment and the anticipated timing of the availability of services to the site will inform any future consideration of development on these lands.

RATIONALE

1. Consideration of Official Plan and Zoning By-law amendments in advance of the Southwest Area Secondary Plan coming into force and effect would not be consistent with the policies of the Provincial Policy Statement (2005).
2. The requested “New Format Regional Commercial” designation does not reflect the intent of the Council approved “Wonderland Road Community Enterprise Corridor” designation, should it come into force and effect.
3. It is not possible to apply appropriate zoning to the property in the absence of a development-related land use designation and related policy direction.
4. Until road right-of-way needs are determined through the Wonderland Road South Environmental Assessment, this site cannot develop with any certainty.
5. The site concept submitted is inconsistent with the intent of the SWAP as adopted by Municipal Council, should it come into force and effect.

--	--

File: OZ-7072/OZ-7073
 Planner: B. Debbert



LOCATION MAP

Subject Site: 3313 Wonderland Rd S
 File Number: OZ-7072
 Planner: Barb Debbert
 Created By: Barb Debbert
 Date: 2012-08-15
 Scale: 1:7500

LEGEND

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

Corporation of the City of London
 Prepared By: Planning, Environmental



--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

BACKGROUND

Date Revised Application Submitted: July 30, 2012	Agent: MHBC Planning
<p>REQUESTED ACTION:</p> <p>Change the Official Plan FROM the “Urban Reserve Community Growth” designation TO the “New Format Regional Commercial Node” designation. Change Zoning By-law Z.-1 FROM an Urban Reserve (UR4) Zone which permits: existing dwellings; agricultural uses; conservation lands; managed woodlots; wayside pits; passive recreation uses; kennels; private outdoor recreation clubs; and riding stables, TO an Associated Shopping Area Commercial Special Provision (ASA3/ASA5/ASA6/ASA8()) Zone to permit: a broad range of large and small scale retail outlets including supermarkets and food stores, department stores, retail warehouses, building supply; service commercial uses; offices; and other uses such as restaurants, studios, day care centres and commercial recreation establishments. The special provision would permit home improvement stores as an additional permitted use.</p>	

<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use - Agriculture • Frontage – approximately 263 metres (862 feet) • Depth – approximately 866 metres (2,841 feet) • Area – 20.4 ha. (50.3 acres) • Shape – roughly rectangular

<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North - vacant land, future Bradley Avenue extension, Wonderland Power Centre • South - Hardware store, commercial factory outlet, offices, vacant land • East - Mixed industrial and commercial uses, auto sales, London Transit bus depot, vacant land • West - Hydro corridor, vacant land, golf driving range, warehouse and auto sales

<p>OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)</p> <ul style="list-style-type: none"> • Urban Reserve – Community Growth
<p>EXISTING ZONING: (refer to Zoning Map)</p> <ul style="list-style-type: none"> • Urban Reserve (UR4)

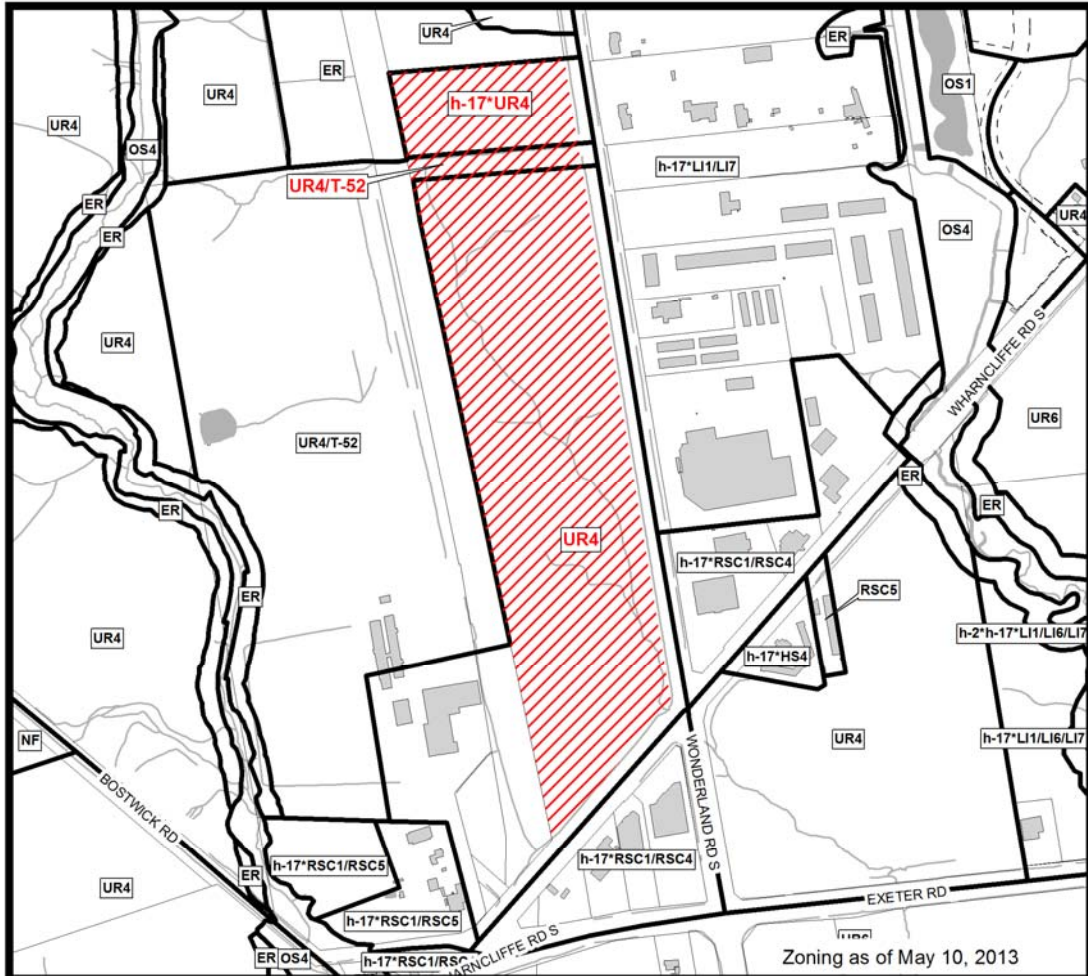
BACKGROUND/PLANNING HISTORY

In December, 2005, the applicant submitted an application to:

- amend the Official Plan from an Urban Reserve – Community Growth designation at 3405 Wonderland Road South, and an Environmental Review designation at 3313

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-17*UR4 and UR4/T-52 and UR4

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

2) ANNEXED AREA APPEALED AREAS

- "h" - HOLDING SYMBOL
- "d" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z-1
SCHEDULE A



FILE NO:
OZ-7072 **BD**

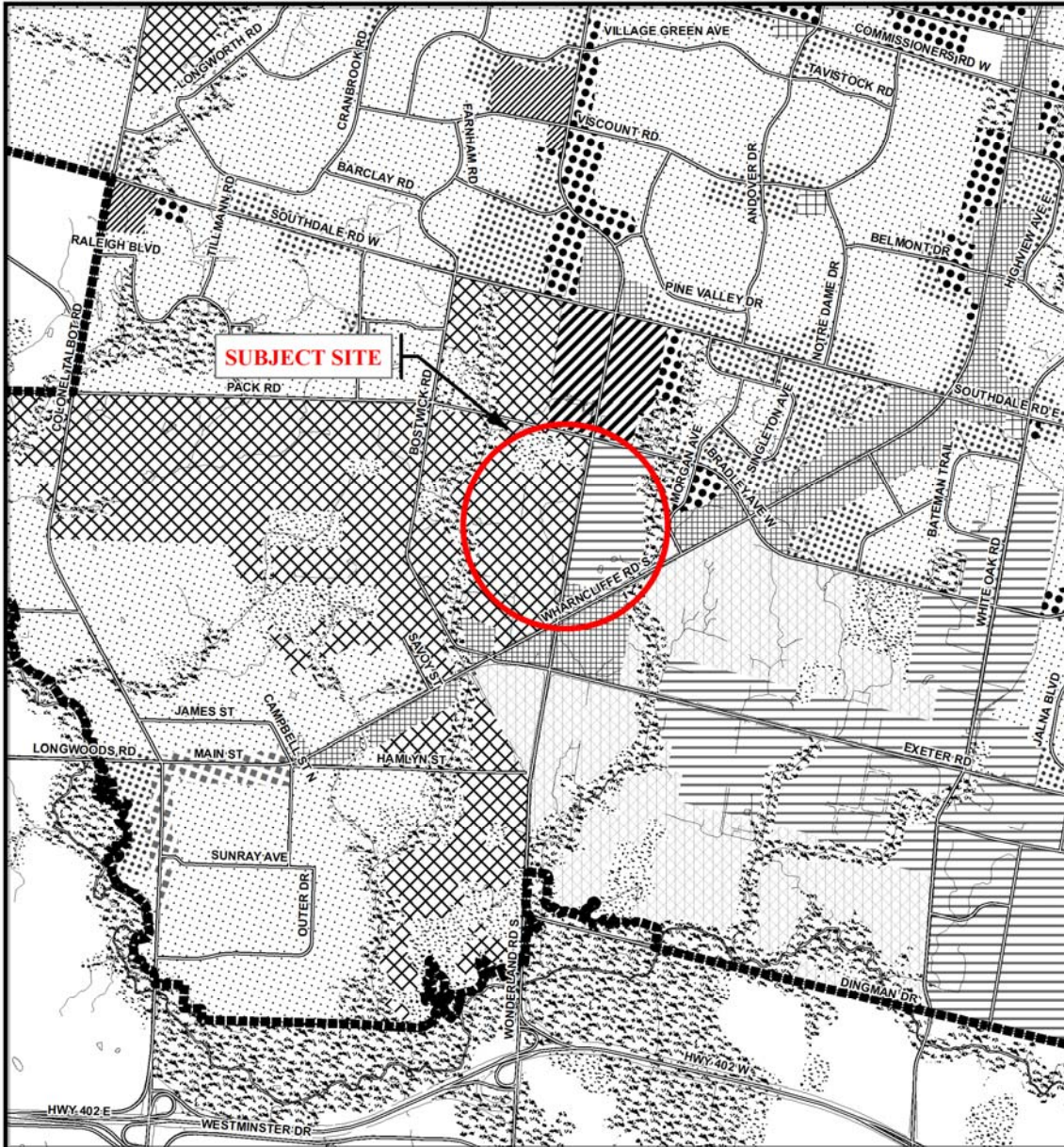
MAP PREPARED:
2013/05/17 **MB**

1:7,500
0 37.575 150 225 300 Meters

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

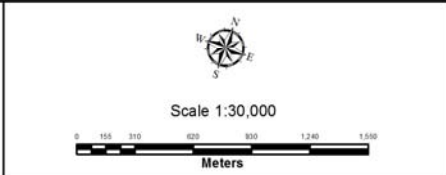
--	--

File: OZ-7072/OZ-7073
 Planner: B. Debbert



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

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



FILE NUMBER: OZ-7072
 PLANNER: BD
 TECHNICIAN: MB
 DATE: 2013/05/17

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

- Wonderland Road South, to an Associated Shopping Area Commercial designation;
- remove “Vegetation Patches Outside ESA’s and Wetlands” from Schedule “B” – Flood Plain and Environmental Features, at 3313 Wonderland Road South; and,
 - amend the zoning from an Environmental Review (ER) Zone and an Urban Reserve (UR4) Zone, to an Associated Shopping Area (ASA3/ASA5/ASA6/ASA8) Zone.

The purpose of the application was to permit “big box” commercial uses and extend the existing commercial strip south of the proposed Bradley Avenue extension to Wharncliffe Road South along the west side of Wonderland Road South.

On January 29, 2007, the Planning Committee held the public participation meeting and considered the staff recommendation on the application. Staff recommended refusal of the application in its entirety, because no Community Plan had been completed, no services were available and there was no need for new commercial designations in the area. Planning Committee recommended the refusal of the application to Council.

On February 5, 2007, Municipal Council referred the application and staff recommendation (clause 12 of the 5th Report of the Planning Committee) back to Planning Committee as the applicant was considering completing a Community Plan.

Following the Planning Committee meeting held on February 12, Council resolved on February 20, 2007,

*That the Municipal Council resolution adopted at its meeting held on February 5, 2007 relating to clause 12 of the 5th Report of the Planning Committee with respect to an application submitted by A. Soufan relating to the properties located at 3313 and 3405 Wonderland Road South **BE REFERRED** back to staff to contact Mr. Soufan by telephone and letter to request that he defer his application in order to prepare a community plan; it being noted that should Mr. Soufan not advise staff of the deferral of his application by the February 26, 2007 meeting of the Planning Committee a recommendation to refuse the application will be submitted to the Municipal Council. (15/6PC).*

On February 21, 2007, staff wrote to the applicant’s agent noting that a Community Plan has to be completed before the requested amendments are again considered at Planning Committee, and that the first step in that process is the completion of a Terms of Reference. Stantec Consulting Ltd. subsequently submitted a draft terms of reference for the Bostwick West Planning Area, proposing a study area which would be bounded by Southdale Road West, Wonderland Road South, Bostwick Road and Wharncliffe Road South.

Within the same time frame, growth management issues became a significant factor, from the City’s perspective, in assessing development proposals in the south west part of the City. In June, 2008, Council considered a report from the General Managers of Planning and Development and Environmental and Engineering Services which included a Growth Management Implementation Strategy. One of the recommendations of the report was that a City-led area planning study be undertaken for the southwest area of the City.

The 2005 planning application remained essentially dormant and the developer initiated Bostwick West Area Plan was subsumed as the municipally led Southwest Area Secondary Plan (SWAP) process was initiated in 2009 and moved forward. In anticipation of the completion of the SWAP in the latter half of 2012, the applicant submitted a revised application, requesting the Urban Reserve Community Growth designation to reflect the new Commercial designations established through OPA 438 in 2010, and zoning which included home improvement stores in addition to the uses originally requested. The originally requested Official Plan and Zoning By-law amendments related to environmental features are no longer required as these amendments were completed in 2011 (File OZ-7886). In response to issues raised by staff and in recognition of the introduction of new requirements for the submission of planning applications, the applicant also submitted the following supporting reports and documents:

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

- Planning Justification Report (MHBC Planning, Urban Design & Landscape Architecture, June 2012)
- Design Brief (MHBC Planning, Urban Design & Landscape Architecture, May 2012)
- Concept Plan (MHBC Planning, Urban Design & Landscape Architecture, May 22, 2012)
- Retail Market Demand and Impact Evaluation (Robin Dee & Associates, May 10, 2012)
- Fiscal Impact Analysis (urbanMetrics inc., June 8, 2012)
- Municipal Servicing Requirements (Stantec Consulting, April 9, 2012)
- Traffic Impact Study (Dillon Consulting, June 2012)

PLANNING EVALUATION CONTEXT

The site is located within the area encompassed by the Southwest Area Secondary Plan (SWAP), which was adopted by Council as Official Plan Amendment 541 on November 20, 2012. The Southwest Area Secondary Plan is not in 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. The applicant for the property under consideration is among the appellants.

A number of appeals were filed, for which the decisions of the OMB could have a significant impact on the proposed development. These appeals touch on matters such as:

- London Development Institute appeal of the entire plan;
- Wonderland Road South cross section;
- Requirement for dedication to the City of certain local road rights of way connecting to Wonderland Road South;
- Development Phasing strategy and policies;
- Amount and location of land included in the “Wonderland Road Commercial Enterprise Corridor” designation;
- Policies of the “Wonderland Road Commercial Enterprise Corridor” designation;
- Location of land designated to permit commercial development; and,
- Urban design and sustainability policies.

The York Developments application was originally submitted to the City in December of 2005 and accepted for processing by the City at that time. The proposed amendments are to be assessed against the policy framework that was in place at the time the application was made. While the application forms have been updated to reflect new commercial designations created through the adoption of OPA 438 (five year review), new applications were not submitted. As such, the application is being evaluated under the current (pre-SWAP) Official Plan policies.

At the same time, staff is cognizant of the fact that the SWAP (OPA 541) is a clear statement of Council’s intended future direction for the development of the lands in the southwest part of the City, including the Wonderland Road South corridor. Accordingly, staff has also undertaken a review of the proposal within the Council-approved SWAP context.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Engineering

The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Official Plan and Zoning By-law amendments applications.

- *The applicant is advised that there is currently no sanitary sewer available to serve the subject lands. The extension of the GMIS Wonderland Trunk Sanitary Sewer (SS14A) and a local sanitary sewer is required to reach the sanitary outlet at the Wonderland Pump Station. The Wonderland Trunk Sanitary Sewer is currently scheduled for 2017;*

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

any revised timing of DC projects will be assessed and confirmed by the 2014 DC Study. Should the developer wish to advance the schedule of the DC sewer, it would be at the developer's cost, to the satisfaction of the City Engineer and in accordance with City policy. WADE recommends that a holding provision related to the sanitary servicing requirements be included in the proposed zoning.

- *The applicant is advised that the site should be serviced by common internal water servicing from the existing 600 mm watermain on Wonderland Road South, with each building being individually metered. The site servicing design shall have regard for water quality. Premise isolation at the property line will be required where there is a concern that the private on site water quality has the potential to impact to municipal water system.*

The Transportation Planning & Design Division has the following comments:

Transportation staff is of the opinion that it is premature at this time to provide comments on the application since the Southwest Area Secondary Plan (SWAP) is currently under appeal and an Environmental Assessment Study for Wonderland Road South is currently underway. The comments noted below are mostly technical in nature and further comments will be provided subsequently when the noted EA is completed and a final OMB decision is made.

The London 2030 Transportation Master Plan (TMP) indicates that Wonderland Road South will need to be widened to 6 lanes within 10 to 20 years to accommodate traffic growth along the corridor. The TMP recommends that 6 lane arterials will require a minimum mid-block right-of-way of 39 m and 42 m at major intersections to accommodate turn lanes. The Southwest Area Secondary Plan (SWAP) included a concept to implement the widening which provides a gateway to the City and achieves urban design principles. In order to proceed with the implementation strategy of the SWAP and to identify the transportation infrastructure needs for Wonderland Road South as identified in the TMP, an Environmental Assessment for Wonderland Road South from Southdale Road West to Highway 401 will begin in June 2013 with anticipated completion by the end of 2014. The establishment of the long term land dedication requirements is a key outcome in order to deal with the short and long term anticipated development proposals along the subject corridor and for the protection of the future widening of Wonderland Road South.

SWAP recommends that allowances be made for street connections to Wonderland Road South through the Wonderland Road Community Enterprise Corridor. The extension of Kilborne Road through the site will provide full access to Wonderland Road South for this development. As shown on the conceptual street network in the SWAP, there are also several future local streets that are proposed through this site. Therefore the site must be designed to accommodate the alignment of Kilborne Road and future local streets and be constructed to public street standards. Allowances will need to be made through the zoning process and site plan approval to accommodate a primary collector road and the proposed local streets.

The applicants Transportation Impact Assessment (TIA) study should be revised in the future to reflect the impact of the future accesses and interim access arrangements. In the interim, the City will only support traffic signals at the proposed future intersection of Wonderland Road South and Kilborne Road (Access #3 as shown on the site plan concept). Access #2 on the proposed site plan, will be a temporary full movement intersection and restricted to right-in/right-out when Wonderland Road South is widened to 6 lanes. In summary, the study should determine how the proposed site, when fully developed, will function in the future when Wonderland Road South is widened to 6 lanes and whether one signalized intersection (at Kilborne Road) can accommodate the traffic generated by the full development.

There are several items in the TIA that require revision/clarification including phasing of development number of accesses, access spacing, traffic signal progression and trip distribution before being approved. The study identified six accesses to the site including three right-in/right-out only accesses and three full movement accesses. Based on anticipated traffic volume and

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

our Access Management Guidelines, it is anticipated that two full movement access connections and two right-in/right-out access connections should be sufficient to accommodate traffic generated by the site. Transportation also does not support a full access driveway to Wharncliffe Road South; only one restricted access (right-in/right-out) will be supported. The Wharncliffe/Wonderland/Exeter triangle technical review report has identified the safety and operational issues within the triangle and recommended restricting access connection on all legs of the triangle. The TIA also recommends the two full movement accesses on Wonderland Road South be signalized. As indicated above, only the access for the future Kilborne Road extension will be approved for traffic signals. The City has requested additional work be undertaken by the consultant to determine whether traffic volume using the Kilborne Road access warrants the installation of traffic signals. The City has also requested a review of the spacing between these accesses in relation to existing signalized intersections and whether vehicle progression can be achieved along Wonderland Road South as a result of the proposed traffic signal.

The TIA recommended a number of infrastructure improvements to existing intersections and new driveways including the installation of new traffic signals for the development. The improvements recommended for existing intersections will be built by the City when funding becomes available through the CSRF. There may be capacity deficiencies and increased congestion along Wonderland Road South at both Southdale Road West and Wharncliffe Road South if the site is fully developed before the improvements are constructed. The developer will be responsible to construct infrastructure at accesses to the site.

Based on the above, Transportation Planning & Design Division does not support the proposed Official Plan and Zoning By-law amendments until the Environmental Assessment for Wonderland Road South is completed. The EA will provide the necessary information to implement the Wonderland Road South requirements identified in the SWAP and the Transportation Master Plan. Until road right-of-way needs are known this site cannot develop with any certainty.

SWM Unit has the following comments:

- *The subject lands are located in the Dingman Creek subwatershed area. 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 criteria and environmental targets identified in the Dingman Creek Subwatershed Study Update, which may include but not be limited to, quantity, quality and erosion control.*
- *Presently, the subject lands do not have a municipal storm outlet.*
- *As there is no accessible or available storm sewer, the owner's Consulting Professional Engineer will be required to provide an alternative method of storm/drainage (Stormwater Management (SWM)) disposal, all to the satisfaction of the City Engineer. A Certificate of Approval, design drawings, and a geotechnical report may be required to support the proposed alternative system.*
- *The City Design Requirements for Permanent Private Stormwater Systems (PPS) were approved by City Council and are mandatory as of January 1, 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 quantity, quality and erosion control.*
- *The Owner is required to provide storm-drainage and stormwater management servicing for the subject lands in accordance with the Pincombe Drain and storm drainage and stormwater management maintenance and Drainage Restoration report (Stantec August 2011).*

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

- *The Owner is required to provide storm-drainage and stormwater management servicing for the subject lands in accordance with the Pincombe Drain Conceptual Storm Drain and stormwater management Master Drainage Plan (Stantec, March 2006).*
- *The Owner is required to be consistent with SWAP.*
- *The Owner is required to provide a lot grading and drainage plan that includes, but it is not limited to, minor, major storm/drainage flows that are mostly contained within the subject site boundaries and safely conveys all minor and major flows up to the 250 year storm event that is stamped by a Professional Engineer, all to the satisfaction of the City Engineer.*
- *The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance through the subject lands from external lands are preserved, all to the satisfaction of the City Engineer.*
- *The Owner shall be required to comply with the City's Drainage By-Law WM-4, to ensure that the post-development storm/drainage discharges from the subject lands will not cause any adverse effects to adjacent lands, all to the satisfaction of the City Engineer.*

Development Finance

Fiscal Impact Analysis

The York Development application also included an unsolicited Fiscal Impact Analysis. The document reports one time revenues totaling \$9,480,146 and ongoing revenues of \$2,707,031. The Development Finance group has several concerns related to the analysis examples of which are cited below:

- *The analysis outlines one time revenues of \$9.5M which include Development Charge Fees, Permit Fees, and Planning Application Fees. It should be noted that none of these fees are created to produce a profit for the City. The Development Charge Fees is a fee that averages the costs of providing growth servicing across the City. The DC revenues per hectare related to large format commercial development are the lowest per hectare of any land use designation allowed in the Community Enterprise Corridor. Building Permit Fee revenues are used to fund the work required to process the building permits application (administration, inspections, etc.). Planning fee revenues only partially fund the City's costs related to processing planning applications. Representing these revenues as a windfall for the City is inaccurate. These fees are strictly cost recovery in nature.*
- *The ongoing revenues of \$2.7M are made up of two components Property Tax and Non-Tax Revenue. The property tax assessment provided in the report assumes a full-build out of the entire development by the year 2013. In contrast the commercial development to the north has yet to build out with the construction starting in 2006 (6 years ago). The Non-Tax Revenue portion of the 2.7M is made up of various components with the largest component being "Fines, Penalties, and Interest". The provided Fiscal Analysis assumes that the City will gain \$13,000 year from the new development in fine and penalty revenue. It is unlikely that this magnitude of annual Fines and Penalties would be gained from this development.*

In summary, the City's revenues and expenditures related to each development are designed to be revenue neutral; therefore, the City will not profit off any single development. Development Finance Staff feel that it is inaccurate to represent any single development as a major fiscal windfall for the City. Targeted and well planned new developments provide a net positive impact by providing economies of scale for certain services funded through operating budgets. Using allocations of revenues and

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

expenditures as a basis for assessing the fiscal impacts of a particular development does not provide a complete picture of the financial impact of a particular application.

The following comments pertain to the financing of the works that may be required to service the development:

1. *Trunk Sanitary Sewer outlet – financing is provided for in the 2009 DC Background Study (SS14A - \$2.9M estimate). The timing of the sewer in that study is 2017. The timing of services is periodically under review in relation to revenues being collected. The timing of the sewer will be under review as part of the 2014 DC study.*

If the construction of the sanitary sewer were to proceed prior to its scheduled year of construction (presently 2017), the developer would need to apply to the City to enter into a Municipal Servicing and Financing agreement (MSFA) with the City to facilitate an earlier construction. The framework for the MSFA policy to accelerate capital works was established in November, 2011 and more detailed policy and agreement elements are currently being compiled. The assessment of the MSFA application would include a review of the financial status of the DC reserve fund.

The applicant may be eligible for claims for sanitary pipe oversizing through their lands if the pipes reach a qualifying threshold.

2. *Storm Sewer outlet - Financing is provided for in the 2009 DC Background Study (Pincombe Dr. SWMF 4 - \$2.9M & Pincombe Dr. remedial work - \$2.0M – 2009 estimates). The timing of the construction of the SWMF 4 is presently 2017. The timing of services is periodically under review in relation to revenues being collected. The timing of this SWM facility will be reviewed as part of the 2014 DC study.*

The construction of the SWM pond is currently scheduled in 2017. In order to accelerate the construction of this facility, the developer would need to apply to the City to enter into a Municipal Servicing and Financing agreement with the City to facilitate an earlier construction. The framework for this policy was established in November, 2011 and more detailed policy and agreement elements are currently being compiled. The assessment of the application would include a review of the financial status of the DC reserve fund.

Currently, the framework policy only provides for a total of \$5M in possible acceleration of capital works under this policy (sanitary and storm work combined would exceed this threshold).

The cost of private permanent storm water systems are completed at developer's cost.

The applicant may be eligible for claims for storm sewer pipe oversizing if the pipes reach a qualifying threshold size (> 1050 mm) and serve lands beyond the applicants lands.

3. *The cost of local streets to access Wonderland Road will be the responsibility of the developer.*

If the widening of a local street beyond a secondary collector to a primary collector is required it would be eligible for an oversizing claim from the Urban Works Reserve Fund.

The widening of Wonderland Rd to six lanes as reflected in the 2030 TMP is not provided for in the 2009 DC study rates. The timing of the construction of this widening will be confirmed in the 2014 Development Charges Background Study. Financing of the construction will be dependent on the inclusion of these works in an approved DC Background Study (DC by-law review currently underway).

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

Transportation Advisory Committee

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

Upper Thames River Conservation Authority (extract)

CONSERVATION AUTHORITIES ACT

The property known municipally as 3313 Wonderland Road South is regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the Conservation Authorities Act. The regulation limit is comprised of a wetland feature. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL

Policy which is applicable to the subject properties includes:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated.

3.2.6 & 3.3.2 Wetland Policies

New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and/or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study that there will be no negative impact on the hydrological and ecological function of the feature.

DRINKING WATER SOURCE PROTECTION

There are no vulnerable areas associated with the subject property.

RECOMMENDATION

The UTRCA has no objections to this application. We recommend that the applicant contact Mr. Mark Snowsell Land use Regulations Officer regarding the UTRCA’s Section 28 permit requirements prior to undertaking any site alteration or development within the regulated area.

London Hydro

No objection.

Bell Canada

A detailed review of the Official Plan Amendment and Zoning By-law Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.

Please be advised that Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan amendment and zoning By-law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Thames Valley District School Board

We are requesting the following clause be included as a condition of Draft Plan Approval for the subject plan:

“That the Developer agrees to inform all Purchasers of residential lots by including a condition in all Purchase Agreements stating that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education, therefore the subject community may be designated as a “Holding Zone” by the Thames Valley District School Board and pupils may be assigned to existing schools as deemed necessary by the Board.”

PUBLIC LIAISON:	<p>On August 10 and August 17, 2012, Notice of Application was sent to 30 property owners in the surrounding area. Notice of Application was also published in the <i>Living in the City</i> section of <i>The London Free Press</i> on August 11, 2012. A “Possible Land Use Change” sign was also posted on the site.</p>	<p>10 replies were received</p>
<p>Nature of Liaison:</p> <p>The purpose and effect of the requested Official Plan and Zoning By-law amendment is to permit an unenclosed retail commercial centre including single and multi-unit buildings.</p> <p>Change the Official Plan FROM the “Urban Reserve Community Growth” designation TO the “New Format Regional Commercial Node” designation. Change Zoning By-law Z.-1 FROM an Urban Reserve (UR4) Zone which permits: existing dwellings; agricultural uses; conservation lands; managed woodlots; wayside pits; passive recreation uses; kennels; private outdoor recreation clubs; and riding stables, TO an Associated Shopping Area Commercial Special Provision (ASA3/ASA5/ASA6/ASA8()) Zone to permit: a broad range of large and small scale retail outlets including supermarkets and food stores, department stores, retail warehouses, building supply; service commercial uses; offices; and other uses such as restaurants, studios, day care centres and commercial recreation establishments. The special provision would permit home improvement stores as an additional permitted use.</p> <p>This is a revision to an application submitted in December 2005 for similar uses. The main changes from the previous application are that the revised application reflects the “New Format Regional Commercial Node” designation created by the City in 2010, and includes a request to permit home improvement stores as an additional use. The 2005 application was deferred by Council in February 2007 for the completion of a Community Plan which is being undertaken as the Southwest Area Secondary Plan.</p> <p>The subject properties are located within the Southwest Area Secondary Plan Area. The Plan is currently under consideration and nearing completion.</p>		
<p>Responses:</p> <p>5 respondents requested additional information on the application.</p> <p>The Urban League requested that the application be refused and the proponent be encouraged to resubmit the application once the SWAP has come into effect. More specifically, they noted:</p> <ul style="list-style-type: none"> - The subject property is at a key gateway location and decisions on this site will likely influence subsequent development patterns in the area. - The proposal is distinctly different from the vision of the Wonderland Road South Corridor envisioned by SWAP (August, 2012), which promotes a mixed-use area of street-oriented building form. - Development will interfere with the planned and orderly development of the Wonderland Corridor along its entire length. 		

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

- Development is premature as it is not growth related; the proposed uses could be accommodated to the north, south of Southdale Road.

Representatives of two businesses on Wharncliffe Road South directly across from the subject property expressed a desire for continued unrestricted vehicular access to their location, should any modifications to Wharncliffe Road South occur as a result of the proposed development.

One local business owner expressed support for the proposal, indicating it will complete the commercial node at the intersection (Wharncliffe and Wonderland)

ANALYSIS

Existing Situation and Proposal

The subject site includes four properties which extend along the west side of Wonderland Road South from just south of the Wonderland Power Centre, to Wharncliffe Road South. The lands are bounded on the west side by the Hydro corridor. The total site area is approximately 20 ha.

The requested Official Plan amendment is to change the designation of the lands from Urban Reserve - Community Growth, to the "New Format Regional Commercial Node" designation. The requested Zoning By-law amendment is to change the zoning of the lands from an Urban Reserve (UR4) Zone, to an Associated Shopping Area Commercial Special Provision (ASA3/ASA5/ASA6/ASA8()) Zone. The purpose is to allow the construction of a multi-building commercial complex including multi-unit and standalone buildings. The concept plan illustrates a mixed use commercial centre with a total of approximately 55,162 m2 of retail and service commercial floor space broken down into the following components:

- Approximately 14,214 m2 of home improvement use;
- Approximately 12, 542 m2 of discount retail selling department store merchandise;
- Approximately 557 m2 of office/clinic floor space; and,
- Approximately 27,849 m2 of commercial floor space in a number of single use or multi-purpose buildings.

The site concept appears on the following page.

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. A decision to approve the requested Official Plan and Zoning By-law amendments would not be consistent with the PPS and therefore, should not be supported by Council at this time.

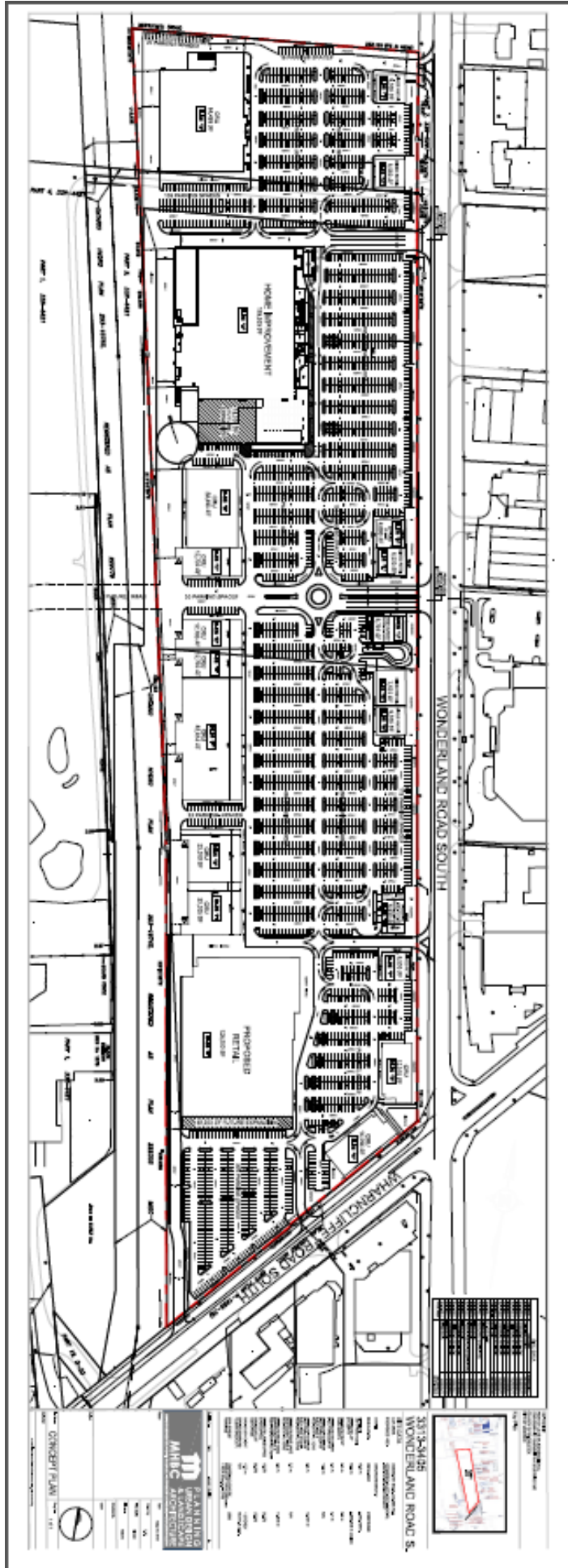
Section 1.6 of the PPS includes policies that require infrastructure and public service facilities to be provided a co-ordinated, efficient and cost-effective manner to accommodate projected needs, as well as the optimization of existing infrastructure and facilities. Transportation and Infrastructure corridors are required to be integrated and used in an efficient manner. The proposed development cannot be considered outside the context of the Southwest Area Secondary Plan, which, in its final form, will establish the planning context for surrounding land uses, servicing and transportation corridors. The Development Charges Study and the Growth Management Implementation Strategy update will confirm financing and timing for the municipal infrastructure that is required to service the proposed development. The Wonderland Road Environmental Assessment will commence shortly, the results of which may have a significant impact on the relationship between the proposed development and Wonderland Road South. While primarily a Transportation EA, urban design and stormwater management components will also be included.

Agenda Item # Page #

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Requested Site Concept



--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Official Plan – Policies in place in 2005

The application was originally submitted in 2005 and is, therefore, subject to the policies that were in effect at that time. For context, these policies refer to area plans and community plans. Parallel references to secondary plans were added to these policies through subsequent Official Plan amendments.

The “Urban Reserve – Community Growth” land use designation is applied in areas where development would be premature in the absence of a community planning process. Urban Reserve areas are zoned to allow a limited range of uses based on the nature of their existing use.

Proposals for a change in designation are governed by the following policy:

9.4.3 *The “Urban Reserve – Community Growth” and “Urban Reserve – Industrial Growth” designation are intended to provide a general indication of the mix of urban land uses proposed for the area “Community Growth” areas will be composed of predominantly residential uses but will include commercial, institutional, and open space uses that are supportive of the community as well as provide employment opportunities in a community setting.... Notwithstanding this general intent, lands within the Urban Reserve designations may be redesignated by Council for any use through the community planning process and resulting amendment to this Plan.*

The relevant policies also provide for site specific amendments as follows:

9.4.4 *The preferred approach to planning areas designated “Urban Reserve” is through the Area Study process as described in Section 19.2. Council may, however, review and adopt site specific Official Plan Amendments for lands designated “Urban Reserve” provided it does not negatively affect the community planning process on surrounding lands.*

Section 19.2.1 of the Official Plan states that “Council may direct that an area study be prepared if the land use characteristics of a specific area, and its potential for development or change, warrant a review, refinement, or elaboration of Official Plan policies. Specific examples of areas that may warrant an area study include: areas that may be subject to substantial change as the result of a proposed major development; and areas, in whole or in part, that have been designated “Area Studies” on Schedule “D”.”

Consideration of the approval of the requested Official Plan and Zoning By-law amendments would be premature at this time because:

- Council has committed to a community planning (Secondary Plan) process for this area through the adoption of the Southwest Area Secondary Plan. In fact, the proposed development of the subject property was one of several applications or development proposals that provided the impetus for a comprehensive planning review of the southwest area of the City;
- A site specific Official Plan amendment for this property would negatively affect the community planning process on surrounding lands. The ultimate development of the subject property will have a significant impact on the area because of its highly visible location on the major arterial road providing access through the southwest part of the City from Highway 401, its length along Wonderland Road South, and the size of the property.
- The SWAP is under appeal and the approval of a site-specific Official Plan amendment at this prominent location would prejudice OMB deliberations on matters addressed by SWAP that directly affect the subject property and the surrounding planning context. For example, the OMB appeals directly address the nature and extent of the “Wonderland Road Community Enterprise Corridor”, and the Wonderland Road cross section.

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

- The Wonderland Road EA, which will address transportation, storm water management and urban design related to this and other properties will commence in the summer of 2013.
- A complete evaluation of the appropriateness of the requested zoning cannot be completed in the absence of a development-based Official Plan designation. The “Urban Reserve – Community Growth” designation which applies to the property is not a development-based designation. The Council adopted “Wonderland Road Community Enterprise Corridor” designation is not in full force and effect. OMB decisions pertaining to this designation may affect the permitted land uses for the subject property.

The applicant has requested the “New Format Regional Commercial Node” designation and in its planning justification report, provided a thorough analysis of the suitability of establishing this designation on the subject property. Given that the SWAP as adopted by Council creates a specific designation tailored for the Wonderland Road corridor which is significantly different from the “New Format Regional Commercial Node”, it would not be appropriate to consider the application of the “New Format Regional Commercial Node” to the subject lands. The key differences are as follows:

- **Use** - While the permitted commercial land uses within the Council adopted “Wonderland Road Community Enterprise Corridor” are the same as those permitted in the “New Format Regional Commercial Node” designation, the intent of the “Wonderland Road Community Enterprise Corridor” is to also permit medium scale office development, high density residential, and institutional and public uses, with an emphasis on strongly encouraging mixed use developments.
- **Development Pattern/Local Street Connections** – The “Wonderland Road Community Enterprise Corridor” designation requires that a future grid pattern of streets organize development through the provision and dedication of local roads aligned perpendicular to Wonderland Road South for the permitted land uses within the designation. This is significantly different from the “New Format Regional Commercial Node” which would allow for large, big-box developments with little or no consideration for a public organizing structure which would create a pedestrian supportive environment or provide appropriate connectivity to adjacent land uses.
- **Land configuration** - “New Format Regional Commercial Nodes” are intended to be in a nodal configuration including lands on other quadrants of major road intersections. The configuration of the “Wonderland Road Community Enterprise Corridor” is linear in nature, including development at several significant arterial road intersections.
- **Scale/Intensity** - the “Wonderland Road Community Enterprise Corridor” does not limit the specific locations where commercial development is permitted (with the expectation that commercial development will be interspersed with other permitted land uses), but imposes an overall maximum Gross Floor Area (GFA) limit of 100,000 square metres, generally within the designation south of Bradley Avenue. This is quite different from the scale policies of the “New Format Regional Commercial Node” which generally allow between 35,000 and 130,000 square metres of GFA, but with the expectation that the GFA would be contained within a single commercial node.
- **Availability of Services** - In order to ensure that the limits on commercial development are not allocated to development that is not imminent or near-term, applications for Zoning By-law amendments for commercial developments on lands within the “Wonderland Road Community Enterprise Corridor” shall be considered premature if the required municipal infrastructure to support the development is not scheduled to be provided within three years of the date of application. There is no parallel provision in the “New Format Regional Commercial Node” designation.

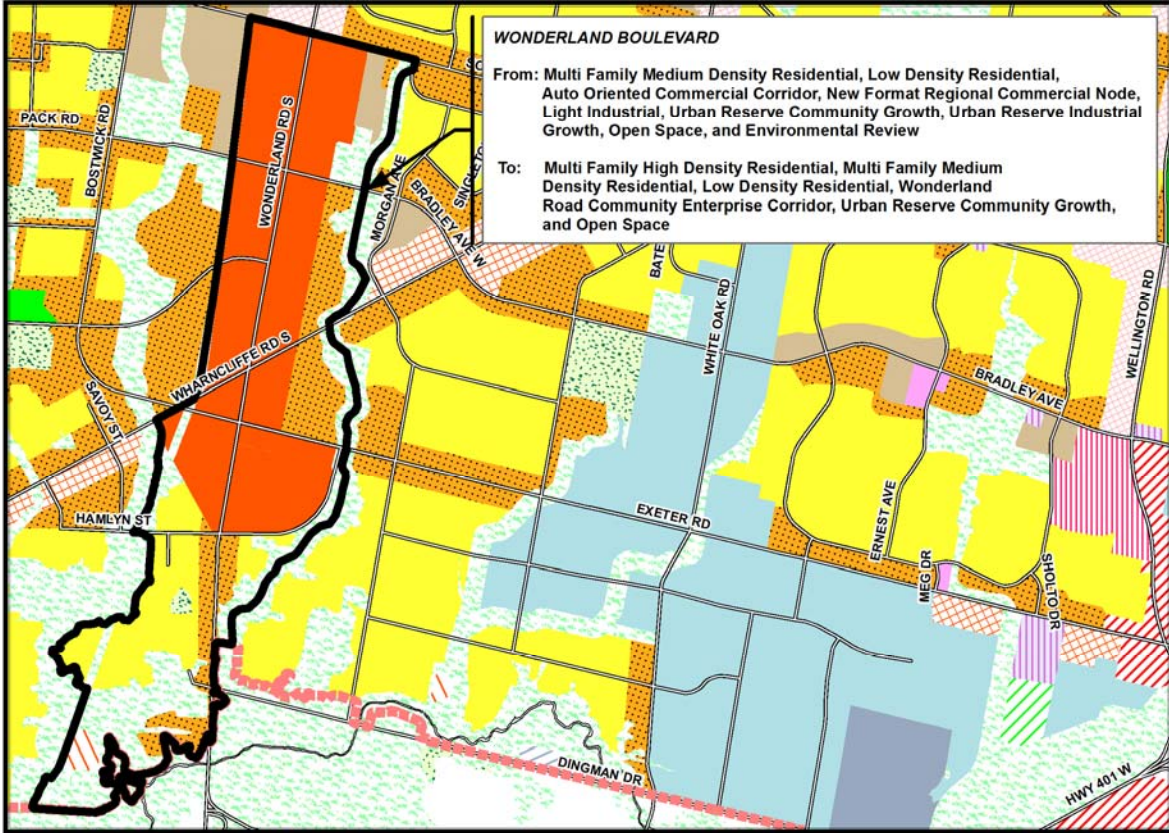
Official Plan – Council Approved Policies (under appeal)

Within the Council approved SWAP, the lands are designated as “Wonderland Road Community Enterprise Corridor” on both Schedule “A” – Land Use Plan and Schedule 5 – Wonderland Boulevard Land Use Designations, as illustrated on the following pages. At the

--	--

File: OZ-7072/OZ-7073
 Planner: B. Debbert

AMENDMENT NO:



WONDERLAND BOULEVARD
 From: Multi Family Medium Density Residential, Low Density Residential, Auto Oriented Commercial Corridor, New Format Regional Commercial Node, Light Industrial, Urban Reserve Community Growth, Urban Reserve Industrial Growth, Open Space, and Environmental Review
 To: Multi Family High Density Residential, Multi Family Medium Density Residential, Low Density Residential, Wonderland Road Community Enterprise Corridor, Urban Reserve Community Growth, and Open Space

Legend

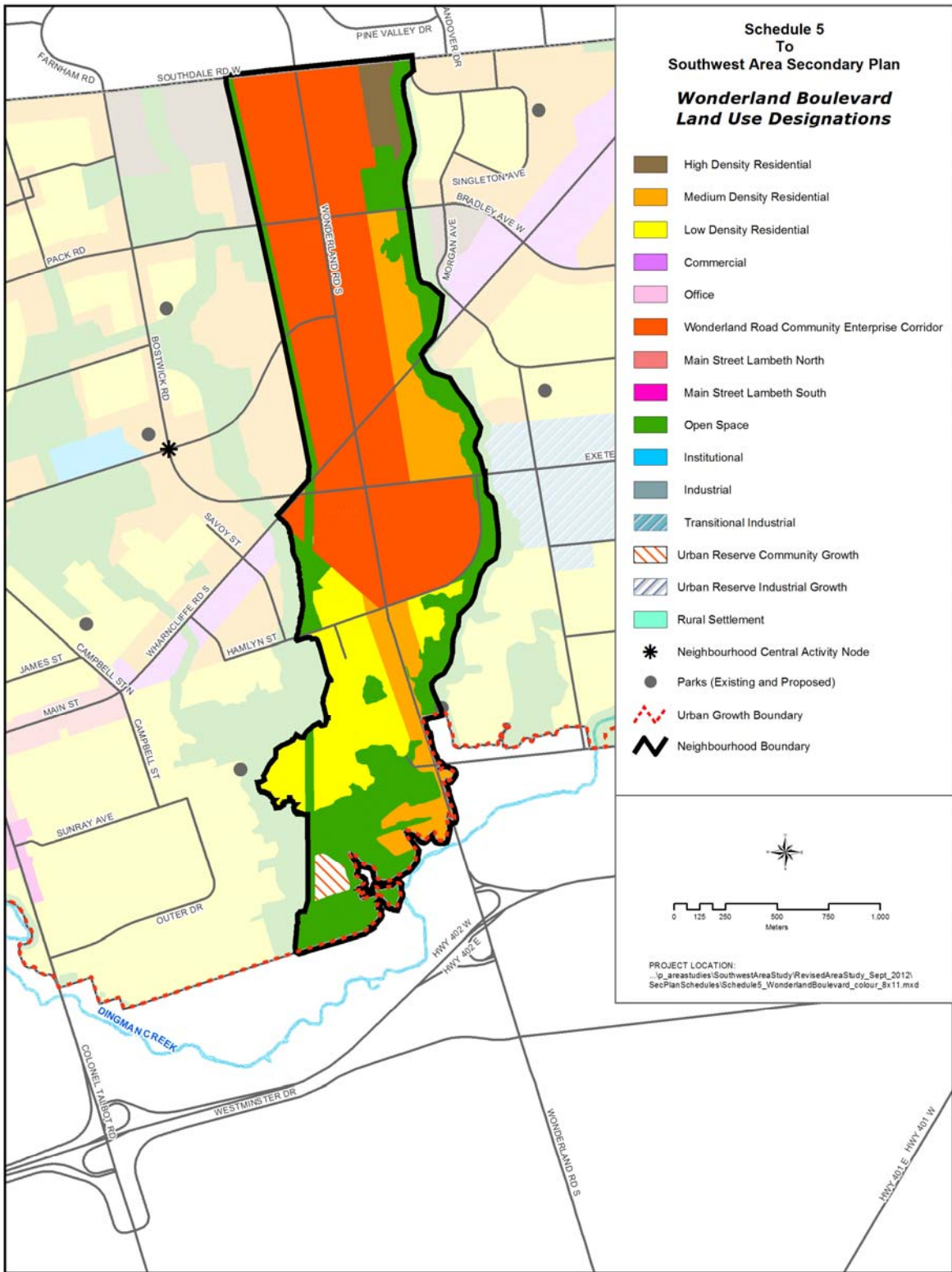
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial Corridor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

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

<p>SCHEDULE 1-k TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: 7609</p> <p>PLANNER: HM</p> <p>TECHNICIAN: MB</p> <p>DATE: 2012/10/25</p>
---	-------------------------------------	---

PROJECT LOCATION: E:\Planning\Projects\p_areastudies\SouthwestAreaStudy\RevisedAreaStudy_Sep_2012\OPAs\projects\AMENDMENT_A_NorthTalbot_colour.mxd

--	--



--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

request of the applicant, a high level review of the conformity of the requested Zoning and Site Concept with the Council approved SWAP was conducted in order to areas of consistency and divergence from the approved policies. This review is contained in Appendix A to this report. The key findings are summarized below. Appendix A and the summary below should be read in the context that the proposal may need to be re-evaluated after the Ontario Municipal Board has concluded the hearings on the SWAP, and following the completion of the Wonderland Road South Environmental Assessment.

Consistency exists with SWAP in the following key areas:

- The requested Associated Shopping Area Special Provision (ASA3/ASA5/ASA6/ASA8()) Zones are generally in keeping with the permitted uses in the SWAP; however, do not provide for future mixed-use development. The preamble to the ASA Zone provisions in By-law Z.-1 indicate that the ASA8 Zone is intended to implement the New Format Regional Commercial Node designation (from which the Wonderland Road Community Enterprise Corridor uses were taken), while the ASA3 (offices), ASA5 (automotive) and ASA6 (large traffic generating uses) are intended to implement other commercial designations. On review, many of the uses in the requested ASA3, ASA5 and ASA6 Zones would be appropriate at this location, however, special provisions may be appropriate to eliminate a small number of inappropriate uses which are not contemplated by the designation and would not be appropriate at this location.
- The lands requested to be rezoned for commercial uses are located within the area designated as “Wonderland Road Community Enterprise Corridor”.
- The amount of commercial gross floor area depicted on the site concept represents just over half of the GFA allocated for the entire “Wonderland Road Community Enterprise Corridor” designation located generally south of Bradley Avenue. The requested zoning allows a maximum lot coverage of 30%. Assuming single storey development, this land could take up approximately 60% of the entire commercial allocation for the designation.
- The site concept complies with the short-term intent of the Plan to permit commercial built-form of a low to mid-rise height. However, built form that exceeds one storey is encouraged to achieve a density of development that would result in a more efficient use of land and support a viable public transportation network. Additional height also contributes to the desired sense of enclosure to the street and a more appropriate relationship between the width of the street and the height of the buildings. Taller buildings can most effectively be achieved through the introduction of additional non-commercial uses which can operate effectively above the first floor.

The proposal diverges from the intent of the SWAP in the following key areas:

- The application for Zoning By-law amendment is premature because full municipal services are not planned to be provided within three years of the date of application as required by Policy 20.20.5.6.1 x) of the Southwest Area Secondary Plan.
- The site concept submitted does not accommodate the local road grid which is intended to establish the fundamental organizing structure for the future redevelopment of these lands into new mixed-use, or reformatted commercial developments;
- The site concept is not designed to integrate with an adjacent arterial road cross section that provides access via frontage streets that are physically separated from the through lanes.
- Buildings adjacent to Wonderland Road South and Wharncliffe Road South are not oriented to the streets in order to provide a street oriented, pedestrian shopping environment.
- The site concept does not sufficiently limit the amount of parking located immediately adjacent to Wonderland Road South and Wharncliffe Road South, in order to promote a “main street” format to create a pleasant, pedestrian shopping experience.

Appendix A to this report provides this analysis in greater detail.

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

Zoning By-law

The Zoning applied to a property includes both a list of permitted land uses, and detailed regulations which implement the intent of the Official Plan. Due to the nature of the appeals of the Southwest Area Secondary Plan before the Ontario Municipal Board, it is not possible to determine the appropriateness of the requested zoning at this time. Should the “Wonderland Road Community Enterprise Corridor” be approved as adopted by Council, additional evaluation of the appropriateness of some of the uses listed in the ASA3, ASA5 and ASA6 Zones and the potential for mixed-use buildings will be required.

Any zoning which is considered in the future should include special provisions to ensure compliance of future development with the development and design parameters established in the Southwest Area Secondary Plan, subsequent urban design guidelines and the Wonderland Road South Environmental Assessment. Such considerations may include such elements as maximum building setbacks, height, gross floor area limitations and the amount of built form along public streets. Appropriate zoning may also include holding provisions to address such matters as urban design, the provision of local roads within the development, relationship of the development to the ultimate Wonderland Road South cross section, and servicing.

PREPARED BY:	SUBMITTED BY:
BARB DEBBERT, SENIOR PLANNER COMMUNITY PLANNING AND DESIGN	JIM YANCHULA, MCIP, RPP MANAGER, COMMUNITY PLANNING AND DESIGN
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

June 6, 2013

BD/

Attach

Y:\Shared\implemen\DEVELOPMENT APPS\2012 Applications 8003 to\70727073-OZ-3313-3341 AND 3405 WONDERLAND ROAD S\OZ-7072 - 3313 wonderland road south report to PEC.docx

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Responses to Public Liaison Letter and Publication in “Living in the City”

<u>Written</u>	<u>Written</u>
Nick Michael R.G. Richards & Associates 4181 Sladeview Crescent, Unit 23 Mississauga On L5L 5R2	Elaine Sui SmartCentres 700 Applewood Crescent, Suite 100 Vaughan ON L4K 5X3
Nick Wood R.G. Richards & Associates 4181 Sladeview Crescent, Unit 23 Mississauga On L5L 5R2	Stephen Cornwell Zelinka Priamo 318 Wellington Road London ON N6C 4P4
<u>Telephone</u>	Greg Thompson President, Urban League 909-310 Dundas Street London ON N6B 3R6
Valeria Maurizio Wood Bull LLP 65 Queen Street West Suite 1400 Toronto ON M5H 2M5	Andrew Fediw Tender Tootsies Holding Corp. P.O. Box 580 STN Lambeth London ON N6P 1R5
	Douglas Schneider TSC Store 235 Sunnyside Drive London ON N5X 3V1
	Murray Cummings 25 Edwin Drive London ON N6C 6A7
	Randy Collins Hully Gully 1705 Wharncliffe Road London ON N6L 1J9

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert



August 24, 2012

City of London Planning Division
Planner | Barb Debbert
206 Dundas Street, London ON N6A 1G7

REGARDING: **File #OZ-7072/OZ-7073**
York Developments, 3313, 3341 and 3405 Wonderland Rd S.
Application to amend the Official Plan and the Zoning By-law Z-1

Thank you for the providing the Urban League of London the opportunity to comment on above application to amend the Official Plan and Zoning By-law Z-1.

We note with concern that the property is located within the boundaries of the Southwest Area Plan and we find it curious that this particular application is being submitted to planning staff in advance of the completion of the Area Plan.

Given that the Southwest Area Plan is quickly nearing completion, **we request that the application to amend the Official Plan and Zoning By-law BE REFUSED**, and the proponent be encouraged to resubmit the application once the Area Plan has come into effect. From the perspective of the League and its members, even while acknowledging that we may have imperfect information on the nature of the application, this appears to be little more than an attempt at "queue jumping".

This property is not an insignificant parcel, buried away in some back corner of the study area, with little likelihood of influencing subsequent development patterns in the area. Located at the corner of Wonderland and Wharncliffe Roads, this is, in fact, a key gateway location – Wonderland Road being the primary north/south arterial corridor from Highways 401 and 402. The vision of the draft Secondary Plan for this part of the Wonderland Corridor, arrived at after several years of community and stakeholder consultation, is one that is distinctly different from that proposed by the developer. In the draft Plan, this section of the Wonderland Corridor is designated as *Main Street Commercial Corridor*, a mixed-use area of street-oriented building form. The designation which the proponent is requesting, New Format Regional Commercial, is fundamentally different from this in both form and function. This isn't "commercial creep" but "commercial pole vault", interfering with the planned and orderly development of the Wonderland Corridor along its entire length.

Development at this particular location is premature in any event as it is not growth-related, and the suggested uses and building form contained in the proponent's application could be accommodated further north along Wonderland Road towards Southdale Road where the

The Urban League of London, Grosvenor Lodge, 1017 Western Road, London, ON N6G 1G5

--	--

**File: OZ-7072/OZ-7073
Planner: B. Debbert**

required land use designations are already in place, or at least could be easily brought into accord with the vision contained in the Southwest Area Plan.

Allowing this particular type and form of development at this particular location will certainly have a negative impact on future development patterns in the vicinity. It will surely make it much more difficult to create a "main street commercial" look and feel to this critical part of the Corridor.

If the City of London is serious about community planning – if it wants to protect the integrity of the process and truly encourage the engagement of citizens in planning the future of their city – it simply must discourage these types of end-runs around municipal planning policy. It is disrespectful of public process, imprudent, and wasteful of the time, energy and costs associated with long-term planning for the future.

With best regards,

Greg Thompson,
President, Urban League of London

**Submission to the Planning Department of the City of London
Application to amend the Official Plan and Zoning By-law Z-1: 3313, 3341, 3405 Wonderland
Road S
York Property Developments**

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Debbert, Barbara

From: Andrew Fediw [andrew.fediw@tt-group.com]
Sent: Tuesday, August 28, 2012 10:21 AM
To: Debbert, Barbara
Cc: Jim Perivolaris; Paul Perivolaris
Subject: RE: OZ-7072/OZ-7073

Dear Ms Debbert,

Per your notice dated August 17th:

As the landlord of an existing retailer located at 1806 Wharnccliffe Road South, we do have concerns about the impact of any traffic-control measures/devices, such as medians, being constructed on Wharnccliffe Road, that may prevent South-bound traffic from turning directly into our parking lot. We believe that the presence of any such measures/devices could significantly impact (negatively) the existing retail outlets on the South side of Wharnccliffe Road South.

Regards

Andrew Fediw
President
TT Group

Debbert, Barbara

From: Douglas Schneider [redacted]
Sent: Wednesday, August 29, 2012 3:37 PM
To: Debbert, Barbara
Subject: FW: Comments on York developments Wonderland R.S. to Wharnccliffe R.S.

File OZ-7072/OZ-7073

I am the property owner of the TSC Store at 1780 Wharnccliffe Rd. S. and my correct address is 235 Sunnyside Dr., London, N5X 3V1

My only comment and concern is that if there is any change to Wharnccliffe Road South, there would continue to be unrestricted access in and out to the TSC Store.

Sincerely yours,
Douglas Schneider

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Debbert, Barbara

From: TSC MAN [tscman@hotmail.com]
Sent: Thursday, August 30, 2012 3:24 PM
To: Debbert, Barbara
Subject: File # OZ-7072/OZ-7073

ATT: Barb Debbert

I have reviewed the notice regarding the above file#.

I am an owner of lands at the TSC Store property. I do not object to the above application provided it does not have a negative effect on access to and from the TSC property. TSC has been at the same location for 24 years and a major renovation was completed about 4 years ago. There is un-restricted right and left turns to and from the property.

It appears on the proposed site plan that an entrance is planned across from the TSC entrance. That is great provided right and left turns into and from TSC are unaffected. I would assume that any road widening, turning lanes or traffic lights would all be at the expense of the developer.

I appreciate the opportunity to express my comments and concerns and trust that the decision the city makes regarding this application shall protect my investment.

I would appreciate being kept informed of the status of this application as well as acknowledgement of this email.

Yours truly,

Murray Cummings
25 Edwin Drive,
London ON N6C6A7

Tele: [REDACTED]
Email: tscman@hotmail

[Empty boxes for Agenda Item # and Page #]

File: OZ-7072/OZ-7073
Planner: B. Debbert



September 5, 2012

B. Debbert
Planning Division
Corporation of the City of London



SEP 06 2012

by email and fax bdebbert@london.ca 519.661.5397

FILE NO. _____

re: Notice of Revised Application to Amend the Official Plan and Zoning Bylaw

REFERRED TO: BD

OZ - 7072/OZ - 7073
3313 - 3405 Wonderland Road South
York Developments

- FOR AMENDMENTS
- FOR ZONING
- FOR INFORMATION
- FOR REPORT
- FILE
- B.F.
- OTHER

Dear B. Debbert:

The Collins Family of Companies owns and operates Hully Gully at 1705 Wharncliffe Road South, in close proximity to the subject property mentioned in the application.

As you are aware, we have carefully monitored and have participated in the discussions about the Southwest Area Secondary Plan.

We support this development, and can indicate that it will be complementary in form and design to our operation.

We are pleased that this proposal is being considered, as it will complete the commercial node at this very important intersection.

By way of this Notice, we are asking to be circulated on all future meetings and minutes.

Sincerely

Randy Collins
CEO

cc Councillor Dale Henderson, Ward Councillor
Councillor Bud Polhill



--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Debbert, Barbara

From: Nick Michael [nickmichael@rgrichards.com]
Sent: Tuesday, September 25, 2012 3:26 PM
To: Debbert, Barbara
Subject: OZ-7072, OZ-7073

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Barb,

I was hoping you could give me a status update regarding OZ file 7072 and 7073 located on Wonderland Road South. I see the notice of revised application was released in August 2012.

I was just wondering what the status of this application was with regards to approval, if a site plan has been submitted or approved, and timeline for building permits and construction.

If you could give me a call at 905-823-7897 ext:0 or respond to this email that would be great.

Have a great Tuesday afternoon,

Nick Michael, M.Pl
Associate

R.G. Richards & Associates
tel: 905.823.7897 ext: 0
fax: 905.606.2546
email: nickmichael@rgrichards.com
4181 Sladeview Crescent, Unit 23
Mississauga, ON L5L 5R2

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Bibliography of Information and Materials
OZ-7072

Request for Approval:

City of London Official Plan and Zoning By-law Amendment Application Form, completed by MHBC Planning on behalf of 1279059 Ontario Inc./CLF I (Wonderland) Inc. c/o York Development, June 12, 2012.

City of London Official Plan and Zoning By-law Amendment Application Form, completed by MHBC Planning on behalf of 1699259 Ontario Inc. c/o York Development, June 12, 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.

Planning Division. *Report to Planning Committee re: application by Ali Soufan – 3313 and 3405 Wonderland Road South*, January 29, 2007.

City of London. *Council Resolution re: 3313 and 3405 Wonderland Road South*. February 20, 2007.

City of London. *Council Resolution re: Southwest Area Plan*. November 20, 2012.

Planning Division. *Report to PEC re: Southwest Area Secondary Plan – Official Plan Amendment No. 541 – Notice of Appeal to the Ontario Municipal Board*, January 22, 2013.

Applicant's Background Reports and Documents:

MHBC Planning, Urban Design & Landscape Architecture. *Planning Justification Report, 3313 – 3405 Wonderland Road South*, June 2012.

MHBC Planning, Urban Design & Landscape Architecture. *Design Brief, 3313, 3341 and 3405 Wonderland Road South*, May 2012.

MHBC Planning, Urban Design & Landscape Architecture, *Concept Plan – 3313 – 3405 Wonderland Road South*, May 22, 2012.

Robin Dee & Associates. *Retail Market Demand and Impact Evaluation – Wonderland Road South*, May 10, 2012.

urbanMetrics inc., *York Developments – 3313 – 3405 Wonderland Road South - Fiscal Impact Analysis – London, Ontario*, June 8, 2012.

Stantec Consulting. *Municipal Servicing Requirements – 3313 – 3405 Wonderland Road South*, April 9, 2012.

Dillon Consulting. *Proposed Commercial Development Wonderland Road at Wharncliffe Road, City of London - Traffic Impact Study*, June 2012.

Correspondence: (all located in City of London File No. OZ-7072 unless otherwise stated)

City of London -

Postma, R., City of London Urban Forestry Section. E-mail to B. Debbert, August 21, 2012.

Couvillon, A., Transportation Planning & Design Division. Memo to M. Walters, Dillon Consulting, January 7, 2013.

Agenda Item # Page #

--	--

File: OZ-7072/OZ-7073
Planner: B. Debbert

Mathers, S., Development Finance. E-mail to B. Debbert. December 17, 2012.

Smolarek, J., Urban Design Unit. Memo to B. Debbert. May 15, 2013.

Christiaans, P. Director, Development Finance. E-mail to B. Debbert, May 16, 2013.

Abushehada, I., Development Services Division. Memo to B. Debbert. May 23, 2013.

Couvillon, A. and Elmadhoon, M. Transportation Planning and Design Division. Memo to I Abushehada, Development Services Division. May 29, 2013.

Departments and Agencies -

Dalrymple, D., London Hydro. Memo to B. Debbert. August 13 and August 17, 2012.

Raffoul, L., Bell Canada. Letter to B. Debbert. August 22 and 23, 2012.

Creighton, C., UTRCA. Letter to B. Debbert. September 5, 2012.

Mercier, B. Transportation Advisory Committee Secretary. Memo to B. Debbert, October 16, 2012.

Kettle, D., Thames Valley District School Board. Letter to B. Debbert. November 14, 2012.

Appendix A – Summary of Compliance of the Requested Zoning and Site Concepts with Council Adopted Southwest Area Secondary Plan

Note: Additional relevant policies of Chapters 1 – 19 of the Official Plan and relevant by-laws and guideline documents are not included in this review.

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Use	20.5.2 – Community Structure Plan	Wonderland Road is intended to support, through non-standard access provisions, mixed-use development.	Generally.	The requested zoning and site concept do not take advantage of the opportunities to create truly mixed-use developments.
	20.5.6.1 ii) – Permitted Uses	Permitted commercial uses include those outlined in the “New Format Regional Commercial Node” designation in the Official Plan. Permitted uses also include certain types of offices, high density residential uses and institutional and public uses. Permitted uses are permitted to be mixed within a single building.	Generally.	<p>The range of requested uses, for the most part, is consistent with the intent of the permitted uses for the Wonderland Road Community Enterprise Corridor. Certain individual uses such as Automobile Repair Garages and Taxi Establishments, may be inappropriate for this location. The elimination of selected uses would not compromise the list of uses suggested on the submitted site concept. A more detailed zoning evaluation will be required once the SWAP is in full force and effect.</p> <p>Individual uses including financial institutions, dry cleaning and laundry depots, restaurants, video rental establishments, office uses have maximum GFA limits for individual uses, and may not meet the GFAs proposed on the site concept.</p> <p>Note: It would be expected that over time, a development of this nature would evolve into a more compact, mixed use development.</p>
Location	Schedule 5	The plan designates lands on both sides of Wonderland Road between Southdale Road West and Hamlyn Street as Wonderland Road Community Enterprise Corridor.	Yes.	The requested commercial development is within the area designated as Wonderland Road Community Enterprise Corridor.

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Intensity	20.5.6.1 v) – Built Form and Intensity – Commercial Development	Commercial developments for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres of gross floor area.	Yes, but...	The GFA of commercial development shown on the site concept is 55, 162 square metres, representing just over half of the GFA allocated for the entire area located generally south of the future Bradley Avenue extension. The concentration of purely commercial land uses on a fraction of the land designated for commercial uses will not provide suitable future opportunities for more appropriate mixed use developments within the remainder of the designation.
Form	20.5.6.1 v) – Built Form and Intensity – Commercial Development	Commercial built form shall be of a low to mid-rise height. Over time, the redevelopment of lands within this designation will be encouraged to include residential uses in a mixed-use format.	Yes, in the short term but does not reflect ultimate expectations.	Built form that exceeds one storey is encouraged in order to achieve the sense of enclosure to the street and more appropriate relationship between the width of the street and the building height as set out in the urban design policies.
Allocation of Commercial and Office Development	20.5.6.1 x) – Allocation of Commercial and Office Development	In order to ensure that the limits on commercial and office development are not allocated to development that is not imminent or near-term, applications for Zoning By-law amendments for commercial and/or office development on lands within the Wonderland Road Community Enterprise Corridor shall be considered premature if the required municipal infrastructure to support the development is not scheduled to be provided within three years of the date of the application.	No.	The funding for the construction of services required for this site is allocated for 2017.

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Transportation Network	20.5.2 – Community Structure Plan	Development patterns shall generally reflect a fine urban grid street network with a high level of connectivity.	No.	<p>The site concept submitted provides the potential for only one local street connection toward the north end of the development, which is insufficient, in combination with the extension of Kilbourne Road (Primary Collector) through the site to provide the organizing structure and intended level of neighbourhood connectivity. The remaining east-west oriented drive aisles terminate within the proposed development.</p> <p>Note: The number, spacing and design of local roads for the Wonderland Road Corridor may be refined through the completion of the Wonderland Road EA. Evaluate from a design perspective</p> <p>Traffic control and the design and ownership of east-west access through the site would be considered and determined at the site plan stage. A traffic study will likely be required at the site plan stage.</p>
	20.5.6.1 iii) – Wonderland Road Community Enterprise Corridor – Development Pattern/Local Street Connections	To establish an organizing structure for the present and future development for lands within the Wonderland Road Community Enterprise Corridor land use designation, local street connections shall be established perpendicular to Wonderland Road South for the full width of the blocks adjacent to both the east and west sides of Wonderland Road South as part of the development or redevelopment of any lands within the Wonderland Road Community Enterprise Corridor. Local street right-of-way dedications shall be consistent with the Conceptual Network of this Plan.	No.	
	20.5.3.8 – Transportation – General Policies	<p>Local streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The portion of a conceptual local road network which affects these lands illustrates 3 local road accesses from Wonderland Road South, and one from Wharnccliffe Road South. The illustration is conceptual and subject to any access management and/or Environmental Assessment requirements.</p> <p>The following summarize key general policies that will affect the on-site development of the subject property. Other general policies may also be considered at the site plan stage:</p> <p>-Street patterns are to support pedestrian-oriented development patterns, supporting transit, cycling and walking.</p>	No.	

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Transportation Network	20.5.3.8 (con'd)	<p>-Traffic control including signalization and full or partial restrictions on individual driveway access, shall be identified as part of traffic studies required as part of a complete application for subdivision or site plan.</p> <p>-at the subdivision and/or site plan stage where applicable, the Owner shall convey and construct the Primary and/or Secondary Collector roads identified on Schedule C of the Official Plan, to ensure future opportunities for connectivity between neighbourhoods.</p> <p>-The Transportation policies reiterate the policies contained in Section 20.5.6.1 iii) regarding the local road network as an organizing structure for the present and future development of lands.</p>	No.	See previous page.
	2.5.3.8. – Design for Wonderland Road South	<p>Where road design integrates with adjacent private development, the following apply:</p> <ul style="list-style-type: none"> - Local road access to the arterial road that is not by way of the frontage street shall not be permitted - Private driveway access from the frontage street shall not be permitted. Access to development blocks and lots shall be via the local road network or rear lanes. 	No	The site concept is not designed to integrate with an adjacent arterial road cross section that provides access via frontage streets which are physically separated from the through lanes.

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Urban Design	<p>The policies noted below are specific key elements that were found to be deficient or non-existent in the submitted site plan concept. All of the relevant urban design policies of the SWAP will be reviewed and evaluated at the stage of site plan consultation and application. Any general policies of the Official Plan, and any relevant by-laws and urban design guidelines will also be evaluated at that time. It is noted that drive-through lanes, if necessary, are to be located internal to the site and not visible from Wonderland Road South or Wharnccliffe Road South in accordance with Official Plan policy 4.35 – Drive-Through Facilities.</p>			
	<p>20.5.3.8 iv) a) – Buildings and Site Design, 20.5.3.9 i) a) and iii) a) – Development Design Policies, and 20.5.6 i)- Wonderland Boulevard Neighbourhood – Function and Purpose</p>	<p>The Plan envisions that the Wonderland Road corridor will be designed in a form that is compact, pedestrian oriented and transit friendly. Mixed-use development is encouraged. Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. The Wonderland Boulevard Neighbourhood is intended to develop as a mixed-use community with a high intensity of built form to support transit services that provides for pedestrian scale, street-oriented land use development.</p>	<p>No.</p>	<p>The buildings depicted on the submitted site concept have front doors facing the parking lot, not Wonderland Road. This is not supportive of street oriented design.</p> <p>Note: Single use commercial complexes, such as the one depicted in the submitted site concept do not support the long-term objective of compact, pedestrian oriented and transit friendly development. It would be expected that over time, a development of this nature would evolve into a more compact, mixed use development.</p>
	<p>20.5.3.9 i) c) – Development Design Policies, 20.5.6.1 i) – Intent of Wonderland Road Community Enterprise Corridor and 20.5.1.1 iii) – Development Pattern/Local Street Connections, Figure 1: Conceptual Road Network</p>	<p>A grid pattern of streets and blocks is to be established for the full width of the block through the provision and dedication of local roads aligned perpendicular to Wonderland Road South. This grid pattern will form the organizing structure for future redevelopment such that new mixed-use developments or reformatted commercial developments may occur.</p>	<p>No.</p>	<p>The site concept submitted provides the potential for only one local street connection toward the north end of the development, which is insufficient, in combination with the extension of Kilbourne Road (Primary Collector) through the site to provide the organizing structure and intended level of neighbourhood connectivity. The remaining east-west oriented drive aisles terminate within the proposed development.</p> <p>Note: The number, spacing and design of local roads for the Wonderland Road Corridor may be refined through the completion of the Wonderland Road EA.</p>

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Urban Design	20.5.3.9 iii) b) – Buildings and Site Design	Commercial development is encouraged to be in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment. Design to create this format include consideration of location of principal public entrances, the location or primary windows and signage, use of awnings, canopies, arcades or front porches, relationship of the stores to the pattern of streets and blocks of which they are a part, and other design considerations. Buildings shall have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with parking provisions in subsection g) of this policy.	No.	The buildings proposed directly adjacent to Wonderland Road South should be designed in a mainstreet format with the buildings oriented to the street in order to create a pleasant, pedestrian shopping environment. Detailed elevations will be required in order to assess building design criteria. The site should be designed to reduce the amount of surface parking directly adjacent to Wonderland Road South and Wharncliffe Road South.
	20.5.3.9 iii) d)	The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.	Unknown at this time	Any buildings proposed at the corner of Wharncliffe Road South and Wonderland Road South, or at the intersections of Wonderland Road South and the proposed internal driveways should define the corner by providing an active frontage to the street.
	20.5.3.9 iii) g)	Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility through measures related to screening, parking location in relation to buildings, and building location and orientation.	No.	Per 20.5.3.9 iii) b), parking areas adjacent to Wonderland Road South should be limited. Where parking areas remain adjacent to Wonderland Road South, provide enhanced landscaping along street frontages in order to screen all exposed parking lots from the street. This may be achieved by introducing a low landscape wall.

Policy Area	Policy Number(s)	Policy Summary	Does it Comply?	Comments
Urban Design	20.5.3.9 iii) h)	All commercial development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments.	No.	Provide for continuous pedestrian connections through the site, including between this site and future residential and commercial developments. Ensure all buildings have a walkway to the street as well as continuous walkways connecting to other buildings on the site.
Sustainable Development	20.5.3.2 – Sustainable/Green Development	Achieve sustainable development through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system. Through Planning applications, proponents are encouraged to meet criteria for sustainable development.	No.	The submitted site concept does not support sustainability through enhanced connectivity to transit, mixed –use development or the provision of the required local road grid network. As part of a complete application for site plan approval, a report is likely to be required which explains how the applicant has endeavoured to incorporate sustainable/green features in accordance with this policy.
Tree Planting Standards	205.3.6 – Tree Planting Standards and Stewardship Practices	All landscape plans for new development shall comply with tree planting standards and other tree canopy cover targets established for each land use as identified in the Urban Forestry Strategy. Wherever possible, enhanced tree planting will be encouraged in exterior side yards along local streets. Encourage the use of large stock tree-planting for development adjacent to arterial roads.	Unknown at this time.	This policy will be considered as part of the review of any application for site plan approval.