

## **CHAPTER 4 COMMERCIAL LAND USE DESIGNATIONS**

130. Amend Section 4 by deleting Section 4. INTRODUCTION and Subsections 4.1., 4.1.1., 4.1.3., 4.1.4., 4.1.5. and 4.1.6. in their entirety.
131. Amend Section 4 by adding 'DOWNTOWN AND' at the beginning of the title; by adding " **4.1. DOWNTOWN DESIGNATION**" as a second line.
132. Amend subsection 4.2. by renumbering it 4.1. and by making the following changes:
- in the first paragraph by deleting "s" at the beginning of "southwestern" in the second line and replacing it with "S"; by adding "recreational, entertainment" after "government" at the end of the third line; by deleting "commercial" after "other" in the fourth line; by adding "location for new" after "function as a" in the eighth line; by adding "over time" after "strengthened" in the ninth line; by adding "cultural" after "convention," in the eleventh line.
  - in the second paragraph by adding "The Downtown Design Guidelines will be used to improve the aesthetics of new development and the pedestrian environment." at the end.
  - in the third paragraph by deleting "Area" after "Downtown" in the first line; by deleting "Plan" after "zoning in the" in the fifth line and replacing it with "Zoning By-law"; by deleting "The successful" at the beginning of the seventh line and replacing it with "The City will support the"; by deleting "is dependent on the ability of the City to encourage property owners to incorporate architecturally and historically important buildings and features into development projects, and upon the cooperation of property owners in" after "the Downtown" in the seventh line and replacing it with "by encouraging property owners to incorporate architecturally and/or historically important buildings and features into new development projects,"; by adding "significant" after "designating" in the second last line; and by adding "streetscapes" after "buildings and" in the second last line.
133. Amend subsection 4.1.2. by renumbering it 4.1.1. and by making the following changes:
- by deleting "Downtown" and replacing it with "Planning" in the title.
  - in paragraph i) by deleting "s" from southwestern" in the last line and replacing it with "S".
  - in paragraph iii) by adding "ial" to "resident" in the first line; and by adding "gateway" after "adjacent" in the second line.
  - in paragraph v) by adding "transit" after "network of" in the second line.
  - by adding the following paragraph at the end:

"viii) Enhance the attractiveness and accessibility of the Downtown for residents and visitors, with particular attention to attracting seniors and families with children."
134. Amend subsection 4.1. by adding the following new subsection at the end:
- "4.1.2. Urban Design Objectives**
- i) Promote a high standard of design for buildings to be constructed in the strategic or prominent locations of the Downtown;
  - ii) Discourage development and design treatments that are considered detrimental to the functional success and visual quality of Downtown;

- iii) Allow flexibility for individual design creativity and innovation;
  - iv) Design new development to complement the appearance and function of any significant natural features and public open spaces that are adjacent to the site;
  - v) To the extent feasible, position new development to minimize the obstruction of view corridors to natural features and landmarks;
  - vi) Design new development to provide for continuity and harmony in architectural style with adjacent uses that have a distinctive or attractive visual identity or are recognized as being of architectural or historic significance; and,
  - vii) Co-ordinate the planning and design of streetscape improvements in the Downtown including the upgrading of building facades, signage, sidewalks, lighting, parking areas and landscaping.”
135. Amend subsection 4.2.1. by renumbering it 4.1.3. and by making the following changes:
- deleting “**Area**” from the sidebar title.
  - in item i) (a) by deleting “man-made” after “natural and” in the first line and replacing it with “constructed”.
  - in paragraph i) by adding the following new item after (b):
    - “(c) the inclusion of the type and intensity of existing land uses which are permitted and desirable in the Downtown;”
  - in i) (c) by renumbering it “(d)”.
  - in i) (d) by renumbering it “(e)” and by deleting “element” after “reasonable” in the second line and replacing it with “amount”.
  - in i) (e) by renumbering it “(f)”.
  - in ii) by deleting “Area” after “Downtown” in the first line; by adding “of the Official Plan” after “Schedule “A”” in the first line; by adding “and rehabilitation” after “redevelopment” in the third line; by deleting “though” after “growth” in the third line and replacing it with “through” and by deleting “Area” after “Downtown” in the fourth line.
  - in ii) by deleting item (e) in its entirety and replacing it with “(e) other matters identified in Section 4.5. Planning Impact Analysis.”
136. Amend subsection 4.2.2. by renumbering it “4.1.4.”; by adding “Within the Downtown boundaries, a Downtown Shopping Area has been identified.” at the beginning; by deleting “regionally significant” at the end of the first line; and by adding “to serve Downtown workers, the residential population and visitors. The policy does not preclude uses which serve a regional clientele. Non service-office uses, residential uses and surface parking lots will be discouraged at street level. The concentration of community service agencies at street level will also be discouraged in the Downtown Shopping Area.” at the end of the first paragraph.
137. Amend paragraph 4.2.2. (now numbered “4.1.4.” i) by deleting “a point mid-block between Wellington and Waterloo Streets” after “Talbot Street to” in the third line and replacing it with “Colborne Street;”; and by deleting “Dufferin Avenue” after “extending to” in the sixth line and replacing it with “Kent Street”.
138. Amend subsection 4.2.3. by renumbering it “4.1.5.” and by deleting “halls” after “convention” in the first line and replacing it with “centres”.
139. Amend subsection 4.2.4. by renumbering it “4.1.6.” and by making the following changes:

- by renumbering “4.2.4.” to “4.1.6.” in the footnote.
- in paragraph i) by deleting “a” after “that” in the second line and replacing it with “the existing” and by adding “and enhanced” at the end.
- in paragraph ii) by deleting the last sentence as follows: “The preferred location for large hotel developments shall be near the existing concentration of hotel space east of Wellington Street, to facilitate interaction among these uses and the provision of convention and parking facilities.”
- in paragraph iii) by adding “-office” after “service” in the last line.
- in paragraph iv) by deleting “though” after “created” in the third line and replacing it with “through”; by deleting “commercial” after “service” in the last line and replacing it with “-office”.
- in paragraph vi) in the first paragraph by deleting “art galleries” after “cinemas,” in the first line; by adding “that have a City-wide or broader service area” after “entertainment” in the first line; and by deleting “Area” after “Downtown” in the second line.
- in paragraph vi) by starting a new paragraph after “destination place” in the third line; by deleting “amount and range” after “limited” in the third line and replacing it with “number”; by adding “Enclosed” after “in the” in the fifth line; by deleting “Shopping Area” in the fifth line and replacing it with “Commercial Node”; by deleting “Policy 4.3.2.(i)” after “specified” in the sixth line and replacing it with “Section 4.3.5.3.”; by deleting “Policy” after “specified in” in the seventh line and replacing it with “Section”; and by deleting “Shopping Area, Associated Shopping Area Commercial and Business District Commercial” after “Community” in the ninth line and replacing it with “Commercial Node and Main Street Commercial corridor”.
- in paragraph vi) in the second paragraph (now third) by deleting “art galleries” after “cinemas” in the first line.
- in paragraph vi) (a) by deleting “Area” after “Downtown” in the second line; by adding “locational” after “criterion” in the third line; and by deleting the “.” at the end and replacing it with a “;”.
- in paragraph vi) (b) by deleting “Area” after “Downtown” in the third line; by deleting “place; and” after “destination” at the end and by deleting the “.” at the end and replacing it with “;”.
- in paragraph vi) (c) by deleting the “.” at the end and replacing it with “; and”.
- in paragraph vi) by inserting the following new clause after “(c)”:
 

“(d) The proposed use will support the neighbourhood.”
- in paragraph vii) by deleting “c” and replacing it with “C” on “city-wide” in the second line; and by adding “to create a community focal point for residents and tourists.” at the end.
- by adding the following new subsection viii):
 

“Commercial Parking Structures and Surface Parking Lots” (in the sidebar)

“viii) Commercial parking structures are a permitted use in the Downtown and are encouraged to locate in peripheral areas of the Downtown. The design of these structures along the street edge should be addressed through consideration of the Downtown Design Guidelines

specifically requiring enhanced landscaping and consideration of pedestrian connections.

The long term intent of the Plan is to improve the aesthetics of existing surface parking lots and to discourage new surface parking lots in the Downtown, especially where they involve the removal of buildings.”

- in paragraph viii) by renumbering it “ix”); by deleting “warehousing” after “facilities,” in the second line and replacing it with “uses accessory to retail and restaurant uses”; and by deleting “within a corridor extending along York Street” after “permitted” in the fifth line and replacing it with “in peripheral areas of the Downtown”.
  - in paragraph ix) by renumbering it “x”.
140. Amend paragraph 4.1.1. x) by renumbering it “xi) and by deleting “Area” and “Downtown” in the first and fourth lines;
141. Amend subsection 4.2.5. by renumbering it “4.1.7.” and by making the following changes:
- in paragraph 4.2.5. i) by adding at the end of first sentence: “for commercial uses and will normally not exceed 350 units per hectare (140 units per acre) for residential uses. Increases in density may be permitted without amendment to this Plan provided the proposal satisfies density bonusing provisions of Section 3.4.3. iv) and 19.4.4. of the Plan, conforms to the Site Plan Control By-law and addresses standards in the Downtown Design Guidelines.”; by starting a new paragraph beginning with “This maximum” in the second line; by adding “at or near the street line” after “buildings” in the fifth line; and by deleting the following sentence at the end: “The density of residential development in the Downtown will normally not exceed 350 units per hectare (140 units per acre) and will be governed by the provisions in policy 3.4.3. of this Plan.”
  - in paragraph ii) by adding “in the Downtown” after “projects” in the first line; and by adding “,conform to the Site Plan Control By-law and address standards in the Downtown Design Guidelines.” after “Chapter 11” in the third line.
  - in paragraph iii) (b) by deleting “policy” after “described in” in the sixth line and replacing it with “Section”.
142. Amend subsection 4.2.6. by renumbering it “4.1.8.”; by deleting “and functionally obsolete buildings” after “land” in the second line; by deleting “substandard” after “viable but” in the fourth line and replacing it with “require improvements”; and by adding “and/” making it read “and/or” after “appearance” in the last line.
143. Amend subsection 4.2.7. by renumbering it “4.1.9.” and by making the following changes:
- in paragraph i) by deleting “Development” at the beginning and replacing it with “New development:”.
  - in paragraph ii) by deleting “and the development of grade separated street crossings to link major developments,” after “pedestrians,” in the fourth line; and by adding “,the use of accessibility design standards” after “protection” in the eighth line.
  - in paragraph iii) by adding “,parkettes, public and” after “setbacks” in the third line.
144. Amend subsection 4.2.8. by renumbering it “4.1.10.”; and by adding the following new paragraph at the end:
- “Surface Parking Lots” (in the sidebar)

“iv) The creation of new surface level commercial and/or accessory parking lots within the Downtown Shopping Area will be discouraged. Surface parking lots outside of the Downtown Shopping Area that require the demolition of significant heritage buildings will also be discouraged.”

145. Amend subsection 4.2.9. by renumbering it “4.1.11.”; by deleting “Concept” after “Downtown” in the sidebar; by deleting “policy” after “provisions of” in the first line and replacing it with “Section”; by deleting “Concept” after “adopt a” in the second line; by deleting “Concept” after “The” at the end of the second line; and by adding the following new sentence at the end: “This Plan would be adopted by Council, similar to other adopted policies such as the Downtown Community Improvement Plan, Downtown Design Guidelines, Downtown Facade Study and the Downtown Millennium Plan.”

146. Amend subsection 4.1. by adding the following new subsection at the end:

**“4.1.12. Monitoring”** (in the sidebar)

“The monitoring of retail, office, residential and other space trends in the Downtown should occur to ensure new development and rehabilitation are meeting Council’s Downtown Planning and Urban Design Objectives. The monitoring should occur either through the yearly Downtown Report Card, through the 5 year review of the Official Plan, or through a separate study.”

147. Amend Chapter 4 by deleting all of the remainder of Chapter 4 and replacing it with the following:

**“4.2**

**Introduction**

**COMMERCIAL LAND USE DESIGNATIONS**

*The commercial land use designations provide the primary location for retail and service commercial land uses. They provide for the orderly development and distribution of commercial uses consistent with the objectives of this Plan, two general types of Commercial land use designations have been identified on Schedule “A” (Land Use) of the Official Plan. The “Commercial Node” and “Commercial Corridor” general types of designation are applied to multi-use commercial areas according to their functional characteristics and form. These two general designations include sub-categories that are defined according to size, function, market focus and form criteria. The “Commercial Nodes” general land use designation include specific Enclosed Regional, New Format Regional, Community and Neighbourhood Commercial Nodes designations. These require commercial uses to be clustered in a nodal format and are classified based on their size, market focus and functional characteristics. The “Commercial Corridors” general land use designation is applied along major streets in a linear form and includes the specific Main Street and Auto-Oriented Commercial Corridor designations. They have either a street-oriented, pedestrian form or auto-oriented form, respectively.*

*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.*

**4.2.1.  
Panning Objectives  
for all Commercial  
Land Use  
Designations**

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

- 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.

**4.2.2.  
Urban Design  
Objectives for all  
Commercial  
Designations**

- i) Promote an aesthetically pleasing form of commercial development that conforms to the City's Commercial Urban Design Guidelines and any area specific guidelines;
- ii) Maintain, where possible, the architectural and historical amenity of listed buildings in the commercial designations and ensure, through application of the Commercial Urban Design Guidelines, that new development is complementary to the form of existing development;
- iii) Encourage commercial development located along arterial roads, which serve as major entryways into the City, to meet a higher design standard through the site plan approval process and through the application of the Commercial Urban Design Guidelines; and,
- iv) Discourage large, front yard surface parking areas; encourage street-oriented development; introduce a higher standard of landscaping; incorporate accessible pedestrian connections to transit facilities, to adjacent neighbouring residential areas and within large commercial developments; require joint access and the co-ordination of internal and external traffic movements.

**4.3.  
Introduction**

**COMMERCIAL NODES**

*The development of lands designated as Commercial Node is primarily intended to meet a variety of retail and service needs ranging from*

*frequent, convenience-oriented and neighbourhood-based shopping activities to the provision of specialized goods and services that draw customers from a broad trade area. While these areas are conveniently located to satisfy many of the shopping needs of the areas they serve, they are not intended to accommodate the wide range of functions or the intensive scale of non-retail development permitted in the Downtown, nor will they rival the Downtown's role as the primary business, administrative, institutional, entertainment and cultural area in the City.*

(Section 4.3 amended by OPA 95 - OMB Order No. 1596 - approved 98/06/25)

*The orderly development and distribution of shopping facilities shall be encouraged through the classification of the Commercial Node designation into four categories based on size, function, and form criteria. "Enclosed Regional Commercial Node", "New Format Regional Commercial Node", "Community Commercial Node" and "Neighbourhood Commercial Node" are shown on Schedule "A" ( Land Use) of the Official Plan and the policies contained in this Section of the Plan describe the size, function, permitted uses and development criteria for each category.*

*Enclosed Regional, New Format Regional, Community and Neighbourhood Commercial Nodes shall be developed primarily for retail and service commercial uses, and, to a lesser extent, small scale offices that are suited to a location with an integrated form of development that encourages multi-purpose shopping trips. Specific ranges of uses for the commercial nodes will determined on the basis of their size, location and proximity to sensitive land uses. These uses will be identified in the Zoning By-law.*

**4.3.1.  
Planning Objectives**

- i) Encourage the grouping of retail and service commercial uses into nodal areas that serve multi-purpose shopping trips;
- ii) Promote the development of these areas into a nodal configuration rather than strip configuration so that their impact on traffic and adjacent land uses is minimized; and,
- iii) Support the distribution of retail and service commercial uses in each nodal classification based on location, size, function, scale and form criteria to meet the shopping needs of residents.

**4.3.2.  
Urban Design  
Objectives**

Commercial Nodes be developed in accordance with the general principles of urban design as noted in Chapter 11 and in the Commercial Urban Design Guidelines.

In commercial nodal areas, attention should be provided to the following general design principles;

- i) massing and architecture within the node

- should provide for articulated facades and rooflines, accented main entry points, generous use of glazing and other façade treatments along sidewalk areas and weather protection features. These elements should be encouraged to facilitate enhanced design and improve pedestrian access within the node;
- ii) street setbacks should be minimized by placing smaller, single or multi-tenant buildings near the sidewalk and along arterial roads and by increasing, as much as possible, the street frontage of nodal developments. This will assist in framing prominent nodal corners;
  - iii) improve the design the design of the street edge by including enhanced landscaping, encouraging buildings at or close to the street line and discouraging the inclusion of blank walls along major roads;
  - iv) development within the commercial nodes should be consistent with green building standards. Building design that can reinterpret and integrate corporate design standards into the node's existing urban conditions should be considered;
  - v) parking should be provided in rear or side yards and/or structured parking areas. Street edge parking should be provided where conditions are suitable. Parking courts and larger parking areas which are broken up with landscaped pedestrian walkways and crossings should be developed;
  - vi) the provision of signage supportive of the commercial node's character and consistent throughout the node should be encouraged;
  - vii) the use of landscaping to improve and enhance the pedestrian environment within the commercial node as well as to screen and buffer unsightly uses should be an integral part of the commercial node;
  - viii) lighting should be provided that enhances the nodal area, ensures safety and reinforce the pedestrian environment;
  - ix) specific directives which improve access and linkages between nodes and the surrounding residential neighbourhoods should be provided in the Commercial Urban Design Guidelines;
  - x) improve pedestrian connections from transit stops, from adjacent residential neighbourhoods and within commercial nodes;
  - xi) linkages and access to public transit within each node should be established and maintained;

- xii) encourage combined access points and joint access between neighbouring properties to minimize traffic impacts on adjacent road and maximize the traffic carrying capacity of those roads; and,
- xiii) address urban design issues such as noise, landscaping, privacy fencing at the interface of the Commercial Node and adjacent sensitive land uses.

**4.3.3.  
Mixed-Use  
Development**

Several of the existing commercial nodes have sufficient vacant land areas and/or older, existing developments which are conducive to redevelopment and intensification and redevelopment within these areas should be considered where the integration of additional uses, such as residential and community facilities, with retail functions could achieve a more mixed-use commercial environment.

Mixed use developments which permit a substantial residential component shall be implemented through specific zoning by-law amendments and concurrent site plan applications. These processes will address and prevent conflict between the different land uses within and adjacent to the node by requiring:

- i) compliance with maximum heights and densities of the new use;
- ii) appropriate location of mixed use projects within the nodal area to ensure that such projects enhance the amenity, visual and functional aspects of the node they serve;
- iii) appropriate location of mixed use projects within the nodal area to ensure that such projects enhance the amenity, visual and functional aspects of the node they serve;
- iv) safe accessible pedestrian, cycling, vehicular and public transit access and parking;
- v) screening of noise, visual, odour or other nuisances;
- vi) appropriate set backs;
- vii) interior and exterior amenity spaces;
- viii) adequate transportation, water, sewer and other utility capacity; and,
- ix) adequate park, community and neighbourhood facilities.

**4.3.4.  
Application of Gross  
Floor Area**

Applications for the introduction of a mixed-use development within an existing node or through the redevelopment of an existing node will need to address the requirements to expand or intensify an existing node as set out in Section 4.3.10. of this Plan.

It is a policy of this Plan that the maximum permitted

Gross Floor Area (GFA) applies to the entire node designation and not to individual properties within the designation.

#### **4.3.5.**

#### **ENCLOSED REGIONAL COMMERCIAL NODE**

##### **4.3.5.1. Function**

Enclosed Regional Commercial Nodes are intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs. They are intended to be developed to promote the integration of uses, encourage multi-purpose shopping trips, minimize the interface between commercial and residential development and reduce the disruption to traffic flow on adjacent streets.

Enclosed Regional Commercial Nodes, are regarded as major activity centres, based on their size and range of uses and may have trade areas that extend beyond the municipal boundary.

##### **4.3.5.2. Location**

An Enclosed Regional Commercial Node shall be located:

- i) at the intersection of two arterial roads;
- ii) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks for adjacent residential uses; and
- iii) on a site with good access to public transit service with on-site transfer areas encouraged.

##### **4.3.5.3. Permitted Uses**

Permitted uses include all types of large and small-scale retail outlets including department stores; home improvement and furnishings stores; specialized retail outlets and supermarkets and food stores; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries or day care centres; and professional and medical/dental offices. Transit facilities and commuter parking lots are also encouraged in this designation. Within Regional Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Hotels may also be permitted through a zoning by-law amendment application. Zoning on individual sites may be for less than the full range of permitted uses.

##### **4.3.5.4. Form**

The development of an Enclosed Regional Commercial Node with an enclosed shopping centre focus is encouraged. Free-standing structures developed on the shopping centre site along the street edge are also encouraged.

Enclosed Regional Commercial Node designations will comprise lands that are in a nodal configuration, including lands on other quadrants of

the intersection of major roads. The extent of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety and pedestrian connections; and the integration of development in terms of design, appearance and pedestrian access 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 and/or design studies may be required.

Any proposal to expand an Enclosed Regional Commercial Node designation across a road or intersection will require an Official Plan amendment and consideration of criteria in Section 4.3.10.

**4.3.5.5.  
Scale**

Commercial development within an Enclosed Regional Commercial Node designation shall normally range in size from 50,000 square metres to 120,000 square metres gross floor area. Zoning of individual Enclosed Regional Commercial Nodes will normally be restricted to the existing zoned gross floor area and any expansions to these centres will be subject to a zoning by-law amendment application and to Section 4.3.10. and Section 4.5. of this Plan.

**4.3.6.**

**NEW FORMAT REGIONAL COMMERCIAL NODE**

**4.3.6.1.  
Function**

New Format Regional Commercial Nodes serve a similar function as Enclosed Regional Commercial Nodes but can have a different form and may be larger in size. They are intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs. These nodes may have a higher concentration of retail uses than the Enclosed Regional Commercial Nodes. New Format Regional Commercial Nodes are also regarded as major activity centres by reason of their size and range of uses, and may have trade areas that also extend beyond the municipal boundary.

**4.3.6.2.  
Location**

A New Format Regional Commercial Node shall be located:

- i) at the intersection of two arterial roads;
- ii) 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
- iii) on a site which should have good access to public transit service and/or have an on-site transit transfer station.

**4.3.6.3.  
Permitted Uses**

Permitted uses including all types of large and small-scale retail outlets; including supermarkets and food stores; department stores; retail warehouses, building supply, and home improvement and furnishings stores; convenience

commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries; and professional and medical/dental offices. Within New Format Regional Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Transit facilities and commuter parking lots are also encouraged in this designation. Hotels may also be permitted through a zoning by-law amendment. Zoning on individual sites may be for less than the full range of permitted uses.

**4.3.6.4.  
Form**

New Format Regional Commercial Nodes typically have a “big-box” or “new-format” form of development and fewer small-scale uses than the Enclosed Regional Commercial designation. There may or may not be public common areas. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops, encourage pedestrian connectivity with adjacent uses and reduce the visual impact of large open parking lots. While these areas generally serve the traveling public, they should be designed to incorporate public spaces and facilities at central locations.

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

Any proposal to extend a New Format Regional Commercial Node designation across a road or intersection will also require an Official Plan amendment.

**4.3.6.5.  
Scale**

Commercial development within a New Format Regional Commercial Node designation shall normally range in size from 35,000 square metres to 130,000 square metres gross floor area. Zoning of individual New Format Regional Commercial Nodes will normally be restricted to the existing zoned gross floor area and any expansions to these centres will be subject to a zoning by-law amendment application and to Section 4.3.10 and Section 4.5. of this Plan

**4.3.6.6.  
Special Policies**

**1) Southdale Road and Wonderland Road**

The Southdale/Wonderland New Format Regional Commercial Node, which extends along Wonderland Road between Southdale Road and the intersection with Bradley Avenue, serves several commercial functions due to its location as a major southern entryway into the City from Provincial Highways 401 and 402. Urban design principles contained in Chapter 11 of this Plan place an emphasis on the promotion of a high standard of design for buildings to be constructed in strategic locations such as major entryways into the City.

Recognizing the strategic entryway location of the subject area, an emphasis will be placed on a higher standard of commercial design. The goals and best practices for building design, parking and pedestrian configurations, landscaping and linkages will be addressed through the implementation of the City's Commercial Design Guidelines

In order to promote a nodal configuration for commercial uses, development of the lands on the west side of Wonderland Road, south of Southdale Road will be phased. The phasing of commercial development on the subject site, which is 20 hectares in size, will occur in two stages. The first stage of development will occur on the northerly two-thirds of the lands which will be rezoned for commercial development. Proposals to amend the Zoning By-law to consider commercial development for the southern one-third of the lands will only be considered if it can be demonstrated that the proposed use, by reason of its size, configuration or exposure requirements cannot be accommodated within available lands in the northerly two-thirds of the site.

**2) Fanshawe Park Road West/Hyde Park Boundaries**

For the purposes of these policies, this node includes 1281-1425 and 1250-1422 Fanshawe Park Road West and lands fronting onto the east side of Hyde Park Road north of the woodlot.

Function

The Fanshawe Park/Hyde Park Road New Format Regional Commercial Node is located at a major gateway into the City from the west and northwest. As a result of this gateway function, it is expected that large-scale retail uses will be attracted to this area.

Permitted Uses

Consistent with the intended function of the node, a broad range of retail, service, community facility and office uses will be permitted within the designation. Zoning on individual sites may not allow for the full range of permitted uses and may limit the size based on the total permitted gross floor area in the node.

To allow a mix of uses and control the scale of development, 7000m<sup>2</sup> of office gross floor area will be permitted with no more than 4700m<sup>2</sup> permitted in any one office building. This office space will be required to locate along the east side of Hyde Park Road on the First London North/Smart Centre lands

within 60m (200 ft.) of the road allowance.

**Scale and Form** The total gross floor area permitted in the node will be 122,000m<sup>2</sup> including 115,000m<sup>2</sup> of retail commercial uses and 7000m<sup>2</sup> of office commercial uses proposed for the east side of Hyde Park Road. If the office building does not develop the office space cannot be reallocated to retail gross floor area. The total retail gross floor area in the node will be comprised of 48,850m<sup>2</sup> on the northeast corner, 11,150m<sup>2</sup> on the immediate southeast corner on the existing properties and the remaining of 55,000m<sup>2</sup> on the balance of lands at the south-east corner of the First London North/Smart Centre lands designated for commercial uses.

**Phasing** The subject site is located at the fringe of the City and to date some services and roadwork are not available to accommodate the scale of development envisioned by this policy. Additional improvements are required adjacent to the site but also off-site. Significant roadworks will be required to accommodate growth and staging will be required prior to the ultimate development of the site.

**Design Guidelines** In addition to the guidance provided by the Urban Design Principles listed in Chapter 11 of the Official Plan and the Council approved Commercial Urban Design Guidelines, Council is particularly concerned about the aesthetics of the street frontages along Hyde Park Road and Fanshawe Park Road West, both major entryways into the City. Issues include, but are not limited to, buildings oriented close to the street, windows on the street and amount of boundary landscaping.

(Section 4.7.1.5 added by OPA NO. 332 - OMB Order 0837 - approved 2005/04/07)

#### **4.3.7. COMMUNITY COMMERCIAL NODE**

**4.3.7.1. Function** 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.

**4.3.7.2. 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.

**4.3.7.3.  
Permitted Uses**

Permitted uses 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 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.

**4.3.7.4.  
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.

Any proposal to extend a Community Commercial Node designation across a road or intersection will also require an Official Plan amendment.

**4.3.7.5.  
Scale**

Commercial development within a Community Commercial Node shall normally range in size from 13,000 m<sup>2</sup> to 50,000 m<sup>2</sup> gross floor area. Zoning of individual Community Commercial Nodes will normally be restricted to the existing zoned gross floor area and any expansions to these centres will be subject to a Zoning By-law amendment application and to section 3.10 and Section 4.5 of the Plan.

**4.3.7.6.  
Special Policies**

**1) Sunningdale  
North  
Planning Area**

The following policy applies to lands within the Sunningdale North Area Plan, located generally northwest of the intersection of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with Section 3.5.17. of this Plan, the Sunningdale North Area Plan which will be adopted as a guideline document under Section 19.2.2. of this Plan, and the associated Concept Plan for the Mixed Use Area which will be adopted as a guideline document under Section 19.2.2. of this Plan.

**Permitted Uses**

In general the Community Commercial Node designation within this area is intended to support retail uses of a distinctive character within a lifestyle commercial theme, small to medium scale office uses, and stand alone or mixed-use residential development.

Within the Sunningdale North Area Plan, lands designated Community Commercial Node may be developed for a wider range of retail and service uses consistent with those permitted in the Community Commercial Node designation. Automotive service and sales uses will not be permitted. Multi-family, high density and multi-family, medium density residential uses may be permitted. Residential units, above commercial and office units, may also be permitted.

**Scale and Form**

The scale and form of development within this Community Commercial node will not be guided by policies within the Community Commercial Node designation. Rather, the following scale and form policies will apply. In addition, the Sunningdale North Area Plan and the Concept Plan for the Mixed Use Area will guide the scale and form of retail and service uses within the designation:

- i) Office buildings will be permitted up to a medium scale as defined in Section 5.2.4

- of this Plan;
- ii) Total office gross floor area will not exceed 10,000 m<sup>2</sup>;
- iii) One primary retail or service use may not exceed 2,000 m<sup>2</sup>;
- iv) All other individual uses will not exceed 2,000 m<sup>2</sup>;
- v) 50% of all commercial floor space, beyond the primary retail use and office uses, will be located within buildings with a maximum gross floor area of 750m<sup>2</sup>;
- vi) To ensure that this retail node is functionally supportive of the mainstreet concept and to avoid the development of a traditional big box retail block, 50% of all commercial floor space, beyond the primary retail use and office uses, will be located on the mainstreet corridor;
- vii) Total retail floor space will not exceed 16,000m<sup>2</sup>;
- viii) A minimum of 500 m<sup>2</sup> of retail and service uses will directly front the Commons;
- ix) Total lot coverage of all retail, office and institutional buildings will not exceed 30%; and,
- x) All commercial and office uses fronting collector roads and the Village Commons will be a minimum of two storeys in height. Retail buildings will be encouraged to include second storey office, institutional or residential uses.

(Subsection vi) added by OPA 354 – approved April 5, 2005)

#### **4.3.8. NEIGHBOURHOOD COMMERCIAL NODE**

**4.3.8.1. Function** Neighbourhood Commercial Nodes are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. They should contain uses that are convenience-oriented and unlikely to draw customers from beyond the local area.

**4.3.8.2. Location** Neighbourhood Commercial Nodes should be located;

- i) at the intersections of arterial roads, primary collector roads and secondary collector roads;
- ii) on sites close to pedestrian and bicycle pathways and transit services;
- iii) 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,
- iv) on sites with good pedestrian access to the neighbourhood.

**4.3.8.3.  
Permitted Uses**

Permitted uses include small retail stores; food stores; pharmacies; convenience commercial uses; personal services; financial institutions; 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; small-scale restaurants; commercial recreation establishments; and similar uses that draw customers from a neighbourhood-scale trade area. Residential units above ground floor commercial uses may be allowed. Multi-family high or medium density residential uses may also be permitted through a zoning by-law amendment application, concurrent site plan application and consideration of design features which allow integration of the two uses. Zoning on individual sites or areas may be for less than the full range of permitted uses.

**4.3.8.4.  
Form**

Neighbourhood Commercial Nodes generally have a strip plaza focus with a combination of small free-standing uses or small uses in a plaza format but can be applied to a collection of small stores intended to serve the surrounding neighbourhood. 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. The design, appearance and scale shall be in harmony with the surrounding residential area with adequate screening and buffering between uses. Parking areas should be carefully designed and shared parking areas should be accommodated where possible.

Neighbourhood Commercial Node designations should comprise lands that are in a nodal configuration. 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; other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies and/or design studies may be required.

**4.3.8.5.  
Scale**

Commercial development within a Neighbourhood Commercial Node shall normally range in size from 1,000 square metres to 13,000 square metres gross floor area.

**4.3.8.6. Special  
Policies**

**1) Springbank  
Drive**

The Neighbourhood Commercial Node extending along Springbank Drive, west of the Coves, contains a mix of small-scale retail, service and office uses which are compatible with the adjacent residential area, as well as some automotive and industrial-type uses which may detract from the amenity of the residential area. In order to minimize the potential for land use conflicts, and to encourage development which will complement the

pattern of existing development, the range of permitted uses will be restricted as follows:

Lands fronting onto Springbank Drive, west of the Coves, shall be encouraged to develop for a limited range of permitted uses including retail stores, convenience stores, clinics, day care centres, small food stores, small-scale, service-oriented office uses, personal service establishments, eat-in restaurants, institutional uses, studios, financial institutions, automobile service stations, gas bars, existing dwelling units and converted dwellings.

**4.3.9.  
Multiple Shopping  
Centres**

Where there are multiple shopping centres and/or stores in a designated Commercial Node, Council may permit, without amendment to this Plan, new uses which result in an increase in the size of the Commercial Node above that permitted by the size criteria, if it can be demonstrated that the node will continue to serve its designated function.

Where an increase in gross floor area is considered to change the designated function of a Commercial Node, an Official Plan amendment will be required subject to the provisions of Section 4.3.10.

**4.3.10.  
Applications to Add,  
Expand or Upgrade  
Commercial Nodes**

Proposals to add a new Commercial Node, expand a Commercial Node designation, or change the category of an existing Commercial Node to another Commercial Node designation shall require an amendment to the Official Plan.

Minor expansions to existing commercial nodes and/or intensification of existing development may be permitted without amendment to the Official Plan; provided that the intent of the policies are not compromised and the following conditions are met:

- i) the proposed expansion or enlargement does not significantly affect the scale, location, form or function of the expanded node;
- ii) the implementing zoning by-law and site plan address the size and nature of specific uses and the impacts relating to noise, vibration, emissions, lighting, parking and traffic generation resulting from the expansion; and,
- iii) the neighbouring uses are protected where necessary by provisions for landscaping, buffering or screening, as well as measures to reduce impacts which may be provided through site plan control and zoning provisions.

**4.3.10.1.  
General Evaluation  
Criteria**

Major expansions to existing nodes or the creation of new nodal areas will require an amendment to the Official Plan. Council shall encourage infilling and the consolidation of existing commercial nodes and limit the extension or introduction of new nodes. 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.

**Criteria for Expansion of Shopping Areas Across Intersection**

Proposals to amend the Official Plan to extend Commercial Nodes across intersections or roads shall be evaluated on the basis of the Commercial Node policies, and on the following criteria:

- i) all the criteria identified in subsection 4.3.10.1. i) above;
- ii) the ability to integrate the design, function and road characteristics of the proposed development with the existing Commercial Node;
- iii) pedestrian accessibility and vehicular access across a road or intersection; and,

- iv) consideration of design improvements to integrate development across the intersection.

#### 4.4.

#### **COMMERCIAL CORRIDORS**

##### **Introduction**

*The development of lands designated as Commercial Corridor is intended to meet the needs of both pedestrian and vehicular- oriented trade.*

*Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low density residential housing to a mix of commercial, office and remnant residential uses. The wide range of uses to be permitted, their proximity to established neighbourhoods, and the need to minimize disruption to traffic and neighbouring residential uses necessitate controls on site planning and development scale. The intent of the designation is to provide for the strengthening of these areas for retail, personal service, office, and residential uses through rehabilitation, some redevelopment and the implementation of improvement plans.*

*The Automobile-oriented Commercial Corridor designation caters to, and takes a form of linear commercial strips along major arterial roads consistent with vehicular-oriented trade. Generally sites are larger than those in the Main Street Commercial Corridor designation so opportunities for greater rear yard setbacks from sensitive land uses are easier to implement. Because the sites are generally larger, the uses also tend to be larger. Issues such as street edge aesthetics, co-ordinated access, internal access and outside storage are important in these areas and are dealt with in the Official Plan, zoning by-law, site plan approval process and in the urban design guidelines.*

#### 4.4.1.

#### **MAIN STREET COMMERCIAL CORRIDOR**

##### **Introduction**

*Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or newer mixed-use areas. They have a street-oriented form with buildings close to the street. The street frontages of individual uses are generally of a scale that provides for easier pedestrian movement. They include a broad range of uses, that cater to the adjacent residential neighbourhoods within easy walking distance. These areas also lend themselves to the formation of a Business Improvement Area.*

*One of the key goals of the Plan is to strengthen these areas by encouraging infilling and redevelopment which conforms to the existing form of development and improves the aesthetics of the business area. Issues addressed through the Zoning By-law, site plan approval process and*

*urban design guidelines include building texture, setback, accessibility and inclusion of common parking facilities.*

*Many of the Main Street Commercial Corridors shall also be recognized as gateway areas to the Downtown and will provide unique attributes and functions that support the Downtown.*

**4.4.1.1.  
Planning Objectives**

- i) Provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development;
- ii) Encourage development which maintains the scale, setback and character of the existing uses;
- iii) Encourage common parking areas instead of individual access points and individual parking areas; and
- iv) Encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

**4.4.1.2.  
Urban Design  
Objectives**

- i) Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;
- ii) Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;
- iii) Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;
- iv) Design development to support public transit;
- v) Create high quality public places;
- vi) Maintain and create a strong organizing structure;
- vii) Maintain or create a strong identity and place;
- viii) Maintain, where possible, the architectural and historical amenity of listed buildings and ensure through the application of the Commercial Urban Design Guidelines that new development is consistent with the form of existing development; and
- ix) Encourage the transition and connection between the gateway Main Street Commercial Corridors and the

Downtown through pedestrian, transit and design linkages.

**4.4.1.3.  
Function**

The Main Street Commercial Corridor designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. This designation may also be applied to new commercial areas provided that a mixed use, street oriented form of development is proposed. Proposals for the creation of new Main Street Commercial Corridors shall be supported by a comprehensive design concept and design guidelines. These areas typically consist of small, separately-owned and managed commercial properties that meet the frequent shopping and service needs of nearby residents or provide specialty shopping for customers from a much larger area. Those Main Street Commercial Corridors adjacent to the Downtown will be regarded as gateway areas and subject to additional policies.

**4.4.1.4.  
Permitted Uses**

Permitted uses in Main Street Commercial Corridors include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings. Zoning on individual sites may not allow the full range of permitted uses.

In specified Main Street Commercial Corridors identified in Section 4.4.1.13 the primary and secondary permitted uses and/or other policies relating to the nature and scale of development have been varied to meet specific policy objectives for these areas.

**4.4.1.5.  
Location**

The Main Street Commercial Corridor designation is applied to long established commercial areas, primarily along arterial roads, in older parts of the City that mostly consist of small, separately-owned and often pedestrian-oriented commercial uses, but may also include a mix of residential, light industrial uses, and community facilities. It is the intent of these policies to strengthen and enhance the existing Main Street Commercial Corridors. Areas designated Main Street Commercial Corridor may be appropriate for the establishment of a Business Improvement Area.

**4.4.1.6.  
Zoning of Heritage  
Buildings**

Within the Main Street Commercial Corridor designation it is recognized that Council, under the policies of Chapter 13, Heritage Resources Policies, may designate listed buildings of architectural and/or historical significance. Notwithstanding the Main Street Commercial Corridor designation, these buildings may be zoned to protect existing structures under provisions of

Chapter 13 and the heritage zoning provisions of the Zoning By-law.

<b>4.4.1.7. Scale of Development</b>	Redevelopment or infilling of commercial uses within a Main Street Commercial Corridor designation shall form a continuous, pedestrian-oriented shopping area and shall maintain a setback and storefront orientation that is consistent with adjacent uses.
Shopping Centres	i) New shopping centres developed in a Main Street Commercial Corridor designation shall not normally exceed a Neighbourhood Commercial Node scale of development and shall conform to the storefront setback and urban design criteria identified above.
Office Buildings	ii) The height and scale of office buildings in a Main Street Commercial Corridor designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses. Larger office buildings which would be more appropriately located in the Downtown or Office Area designations shall be discouraged within Main Street Commercial Corridors.
Residential Densities	iii) Residential densities within mixed-use buildings in a Main Street Commercial Corridor designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan.
Form	iv) Main Street Commercial Corridors are pedestrian-oriented and the Zoning By-law may allow new structures to be developed with zero front and side yards to promote a pedestrian streetscape.
<b>4.4.1.8. Mixed Use Development</b>	Residential uses combined with commercial uses or free-standing residential uses will be encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas beyond the work-day hours. Residential development above existing commercial development should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.
<b>4.4.1.9. Urban Design</b>	Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas. Given the diversity of the Main Street Commercial Corridors, separate guidelines for specific areas to include recommendations for the private realm, and the public realm, including streets and open spaces where direct municipal investment

can assist in creating more pedestrian and transit friendly environments, may be required.

Main Street Commercial Areas should ensure that urban design:

- i) provides continuity of the urban fabric;
- ii) provides incentives and flexibility for redevelopment opportunities;
- iii) protects heritage buildings and landscapes and maintains the diversity of the urban environment;
- iv) provides appropriate building massing and height provisions to ensure main streets define the public spaces in front of and in between buildings.
- v) provides for architectural guidelines to enable greater influence on building elevations, entrances and materials;
- vi) provides for signage policies and regulations that are sensitive to the main street environment; and
- vii) provides guidelines with strong direction on the provision of landscaping and streetscaping, open spaces and on-street parking as elements of the public realm.

**4.4.1.10.  
Interpretation of the  
Boundaries of the  
Designation**

Because of the generality of the Official Plan designation applied to Schedule “A” (Land Use) of the Official Plan and the narrow interface between the Main Street Commercial Corridor designation and abutting residential designations, the designation only applies to properties which have frontage onto roads which meet the locational criteria above and does not apply to properties which have locations on side streets. A zoning by-law amendment and concurrent site plan application is required to allow adjacent properties to be added to augment existing commercial sites within the designation.

**4.4.1.11.  
Applications to  
Expand or Add Main  
Street Commercial  
Corridor designations**

There are substantial opportunities for infilling and redevelopment within many of the designated Main Street Commercial Corridors. Nevertheless, it is recognized that over the life of this plan there may be proposals to expand or add to these areas.

Minor expansions to and infill within Main Street Commercial Corridors may be permitted without amendment to the Official Plan, provided that the intent of the policies are not compromised and the following conditions are met:

- i) the proposed expansion or enlargement or infill does not significantly affect the scale, location, form or function or the Main Street Commercial Corridor;
- ii) the implementing zoning by-law and site plan address the size and nature of the

uses and development; and,

- iii) the expansion or infill is well integrated with the surrounding uses.

Proposals to amend the Official Plan to expand or add a Main Street Commercial Corridor designation shall be evaluated on the basis of:

- i) Compliance with the scale, function, and form criteria of this Plan;
- ii) ability to integrate residential uses for mixed use developments;
- iii) ability to comply with the urban design guidelines;
- iv) the availability of municipal services including transportation infrastructure to accommodate the proposed use; and,
- v) Planning Impact Analysis according to the provisions of Section 4.5.

**4.4.1.12.  
Main Street  
Commercial Corridor  
Improvement**

Improvements to the function and appearance of Main Street Commercial Corridors and the enhancement of any distinctive characteristics or visual attributes shall be encouraged.

**Improvement  
Measures**

Council may consider support for the following improvement measures:

- (a) Co-operative efforts by property owners and merchants to create common off-street parking lots in areas that are now under-supplied with parking;
- (b) the formation of Business Improvement Areas and the preparation of plans for the upgrading of streetscapes and other publicly owned lands;
- (c) the designation of all, or parts of Main Street Commercial Corridors as Community Improvement Project Areas and the use of senior and local government assistance programs to promote building rehabilitation, heritage building enhancement and retention, streetscaping and servicing improvements, and the creation of new residential units; and,
- (d) the preparation of area studies, where necessary, to address problems related to pedestrian and vehicular circulation, the integration of new development, and the impact of development in the designation on adjacent residential areas.

**4.4.1.13.**

The provisions of the following section apply to

**Specific Main Street Commercial Corridors**

specific Main Street Commercial Corridors where specific policies are required to provide further guidance to development in these areas.

**4.4.1.13.1. Richmond Street**

Richmond Street, between the Downtown and Oxford Street, shall develop as a mixed-use area with retail stores, commercial recreation establishments, restaurants and personal services at street level. Mixed-use projects that include street level commercial uses appropriate to a pedestrian-oriented shopping area will be encouraged. This area is distinguished from the other Main Street Commercial Corridors with regard to the scale of new office and residential development that is permitted and that it acts as a gateway to the Downtown from the north.

(Clause i) amended by OPA No. 95 - approved by MMAH 98/06/25)

- i) The maximum permitted height of new development shall be stepped down from the Downtown boundary at Kent Street to Central Avenue and then will be allowed to increase between Mill Street and Oxford Street. The Zoning By-law will specify height limits on a block- by-block basis in keeping with this policy.
- ii) Office uses within mixed-use buildings may be developed at a larger height and gross floor area than otherwise intended for the Main Street Commercial Corridor designation.  
(Clause i) amended by OPA No. 95 – approved by MMAH 98/06/25)
- (iii) Special urban design features will be encouraged at the interface with the Downtown at Kent Street.

**4.4.1.13.2. Old East Village Corridor**

The Old East Village Corridor is located along Dundas Street between Charlotte Street and Adelaide Street. Historically, this area has served as a commercial focal point for the surrounding neighbourhood which was once the Town of East London. While the role of the corridor has diminished since the 1980's, it is the intent of this Plan to encourage the revitalization of this corridor. A Community Improvement Plan has been prepared for the corridor, pursuant to Chapter 14 of this Plan. (OPA No. 373 - 2005/11/07)

The corridor's heritage building stock is a key asset and the protection, enhancement and celebration of significant heritage structures will be encouraged through all of the revitalization activities that are initiated.

The corridor is not homogeneous. Existing conditions and future goals for the corridor differ considerably from district to district and, accordingly, area-specific policies have been established for four separate segments along the corridor: the Village Core; the Village Annex; the Area of Transition and Redevelopment; and the Entertainment and Recreation District.

i) The Village Core:

The Village Core extends from Adelaide Street to Lyle Street on the south side of Dundas Street and from Adelaide Street to the Palace Theatre on the north side of Dundas Street. This portion of the Old East Village corridor will primarily serve as a pedestrian-oriented commercial district. The heritage building stock and a continuous street frontage are key assets of the Village Core, and zoning will be established to support the retention of these assets. Demolition of important buildings on the streetscape will be actively discouraged.

Development of a scale which exceeds the existing built form in the Village Core will require a zoning amendment and such amendments will only be permitted where the proposed development supports a continuous commercial streetscape and incorporates buildings which are important to the streetscape. Applications for rezoning to support large scale development will be required to show how the proposed development represents a "good fit" within the streetscape - recognizing scale, massing, architectural character, storefront characteristics and other design considerations. New, at-grade parking lots will be prohibited fronting Dundas Street, uses which disrupt the continuity of the commercial corridor at street level will be discouraged. Residential uses will be permitted on the ground floor at the rear of buildings and above street grade in existing and new structures. Other uses will be supported at grade which contribute to a continuous pedestrian-oriented commercial streetscape.

Municipal parking behind the existing streetscape is one of the assets supporting revitalization of the Village Core. Such parking is vital to support access to the corridor by visitors outside of the immediate community. Sufficient parking supply will be considered on a long term basis, accounting for the needs of a revitalized corridor in the future.

ii) The Village Annex:

The Village Annex extends from the eastern edge of the Village Core to Rectory Street on the south side of Dundas Street and 812 Dundas Street on the north side.

This area is currently characterized by an interrupted commercial streetscape, interspersed with residential buildings, parking lots and non-commercial uses. Through sensitive infill development, the restriction of additional parking facilities with a Dundas Street orientation, and the preservation and maintenance of key buildings that currently exist along the corridor, the Village Annex will serve as a pedestrian connector linking the Village Core and the Entertainment and Recreation Zone. To this end, new development shall be encouraged to facilitate a continuous building streetscape with active frontages.

Development densities provided for in the District will serve to assist in the realization of a critical

mass of residential development supportive of the corridor. Development shall be effectively integrated and sensitive to the scale and massing of the existing built environment. Proposals exceeding the existing built form must also have consideration of the pedestrian environment. Demolition of important buildings on the streetscape will be actively discouraged within the Village Annex.

The former Town Hall, Aeolian Hall, for London East is located within the Village Annex. This heritage building provides a symbolic tie to the community's rich history and serves as a key focal point for revitalization of the Old East Village. It is important to retain this significant heritage building.

iii) The Area of Transition and Redevelopment:

The Area of Transition and Redevelopment extends from the eastern edge of the Village Annex to Egerton Street on the south side of Dundas Street and to Charlotte Street on the north side of Dundas Street. (OPA No. 373 - 2005/11/07)

While this area does include some high quality buildings which strongly relate to the corridor, the Area of Transition and Redevelopment includes large gaps in the streetscape created by parking lots, major institutional uses, office uses, light industrial uses, auto-oriented commercial uses, and residential buildings. Given the length of the entire corridor extending from Adelaide Street, this district is not currently considered a viable part of a continuous pedestrian commercial streetscape. Furthermore, its existing form does not support such a function unless there is significant redevelopment.

This plan supports the transition of this area to provide for a mix of uses. Unlike other segments of the corridor, development in the Area of Transition will not be required to support a pedestrian-orientation. The Area of Transition and Redevelopment will be pre-zoned to allow for medium and large scale development such as multi-family housing and mixed use development. Demolition of important buildings on the streetscape will be actively discouraged through the application of site-specific, lower intensity zoning that will remain in place until such time as a zoning amendment is approved concurrently with a development agreement.

iv) Entertainment and Recreation Zone

Consistent with Policy 6.2.2.ii) of this Plan, the Western Fair will serve as the critical anchor of activity for the Entertainment and Recreation Zone. Wherever possible, physical linkages will be established to encourage a flow of activity between the Fairgrounds and the Old East Village Corridor. Structures developed on the Fairgrounds will be encouraged to be designed such that they have street presence and orientation toward Dundas Street.

Queens Park is an important asset along the Corridor, providing a natural setting for various recreational activities within a highly urbanized setting. A portion of Queens Park will be accessible to the community at all times, while another portion of the park may exclude public access during Western Fair events. This dual function will be supported by a complimentary park design for Queens Park as it is improved over time.

(Clause ii) amended by OPA No. 95 - approved by MMAH 98/06/25)  
(Clause ii) amended by OPA No. 339 and replaced by a new Clause ii) - approved 04/11/01)

(Clause ii) amended by OPA NO. 360 - approved June 13, 2005

**4.4.1.13.3.  
Wortley Road**

The Main Street Commercial Corridor extending along Wortley Road, a secondary collector road, between Elmwood and Craig Streets, shall be encouraged to develop for a mix of small-scale specialty retail shops, food stores, business and personal services, and office uses. It is intended that residential densities within mixed-use buildings should not exceed a multi-family, medium density residential scale of development.

**4.4.1.13.4.  
Hyde Park**

The Main Street Commercial Corridor extending along Gainsborough Road and Hyde Park Road in the Hamlet of Hyde Park is currently comprised of a mixture of pedestrian and auto-oriented commercial uses. It is the long term intent of the Official Plan policies to foster and encourage the development of a pedestrian/street-oriented commercial area for Hyde Park similar to Richmond Row. This development will be guided by the Official Plan policies, by urban design guidelines included in the Hyde Park Community Plan and other guidelines/standards prepared by the City and/or Business Association. When Hyde Park Road and Gainsborough Road are widened some on-street parking in off-peak periods may be permitted, however, over time as traffic volumes increase, on-street parking may be restricted or removed and the businesses should plan for individual and/or grouped parking facilities.

**4.4.1.13.5.  
Hamilton Road**

The commercial area along Hamilton Road and Horton Street contains a mix of pedestrian-oriented and auto-oriented commercial uses, as well as pockets of predominantly low density residential development. In order to minimize the potential for land use conflicts, and to encourage development which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

Lands fronting onto Hamilton Road, between Adelaide Street and Redan Street; Trafalgar Street and Elm Street; and Delaware Street and Giles Street; shall be encouraged to develop for a limited range of permitted uses including small-scale retail stores, food stores, financial institutions, small-scale restaurants, clinics, convenience stores, community facilities such as day care centres and churches, funeral homes, offices, personal service establishments, studios, single-detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, townhouses and apartment buildings.

Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

**4.4.1.13.6.  
Adelaide Street**

The commercial area extending along Adelaide Street, between Oxford Street and Queens Avenue, contains a mix of commercial, office and service uses, as well as pockets of less intensive uses, including low density residential development. In order to minimize the potential for land use conflicts and to encourage new uses which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

Lands fronting on the east side of Adelaide Street, between Central Avenue and Princess Avenue, and between Dufferin Avenue and Queens Avenue; and on the west side of Adelaide Street, between Central Avenue and Queens Avenue; shall be encouraged to develop for a limited range of permitted uses including small-scale retail stores and restaurants, clinics, convenience stores, community facilities such as day care centres and churches, funeral homes, studios, offices, personal service establishments, single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, townhouses and apartment buildings.

Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

**4.4.1.13.7.  
Wharncliffe Road  
between Horton Street  
and Emery Street**

The designation along Wharncliffe Road is characterized by a wide mix of commercial uses on the west side of the road and a mix of residential and Road commercial uses on the east side of Wharncliffe Road. It is a policy of the Plan to permit commercial uses in this area which can be appropriately buffered from adjacent residential areas. In order to minimize the potential for land use conflicts, and to encourage new uses which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

- a) Lands fronting onto the east side of Wharncliffe Road, between Emery Street and

Horton Street, shall contain a more limited range of permitted uses including existing dwellings, converted dwellings, small-scale specialty retail shops, funeral homes, financial institutions, small-scale offices, office conversions, convenience commercial uses, studios, eat-in restaurants, personal and business services, community facilities, and repair shops.

Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

#### **4.4.2.**

#### **AUTO-ORIENTED COMMERCIAL CORRIDOR**

##### **Introduction**

*Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area.*

*Auto-Oriented Commercial Corridors, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are more appropriately located in the Downtown, Commercial Nodes, or Main Street Commercial Corridor designations. Policies contained in this Section of the Plan describe the function, permitted uses, location and development form for the designation*

*One of the key goals of the Plan is to improve the aesthetics of these commercial corridors which are normally located on arterial roads which serve as major entryways into the City. Issues addressed through the Zoning By-law, site plan approval process and urban design guidelines include street edge landscaping, internal access, joint access and multi-use integration and design.*

##### **4.4.2.1. Planning Objectives**

- i) Promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities.
- ii) Encourage infilling and consolidation of permitted areas within the existing limits of commercial corridor developments.

##### **4.4.2.2.**

- i) Encourage enhanced street edge

**Urban Design Objectives**

landscaping, internal and joint access to multiple uses on the same or different properties and improved building aesthetics.

**4.4.2.3. Function**

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

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

**4.4.2.4. Permitted Uses**

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These uses have limited opportunity to locate within Commercial Nodes or Main Street Commercial Corridors by reason of their building form, site area, location, access or exposure requirements; or have associated nuisance impacts that lessen their suitability for a location near residential areas.

Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public. Zoning on individual sites may not allow the full range of permitted uses.

Light industrial uses which have ancillary retail, wholesale or service functions; construction and trade outlets; repair, service and rental establishments; service trades; assembly halls and private clubs or similar types of uses that require large, open or enclosed display or storage areas; and service commercial uses which may create potential nuisance impacts on adjacent land uses may be permitted at certain locations subject to Provincial regulations.

(Clause i) amended by OPA No. 95 - approved by MMAH 98/06/25)

Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.

**4.4.2.5.  
Location**

The Auto-Oriented Commercial Corridor designation will be applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported.

The designation shall include lands of suitable depth, size and accessibility to accommodate the permitted uses and shall be on lands separated from existing or planned residential development or other sensitive land uses by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts.

The designation may also be applied in areas which are situated on arterial or primary collector roads adjacent to or on the perimeter of industrial areas.

The creation of small isolated Auto-Oriented Commercial Corridor designations shall be discouraged so that service commercial uses are not unnecessarily dispersed throughout the City. A coordinated approach to the development of these areas shall be encouraged. Proposals to amend the Official Plan to allow the creation of new designations or the major extension of existing designations may be required to include a concept plan for the integration of access points, parking areas, landscaping, setbacks, and other buffering measures on the subject lands and on adjacent properties that may be appropriate for service commercial development.

**4.4.2.6.  
Form**

The development of new permitted uses within the designation may take the form of infilling, redevelopment or the conversion of existing structures.

Auto-Oriented Commercial Corridors vary considerably in their mix of existing uses, lot sizes and scale of development. The following policies will guide the form of development in these areas.

**4.4.2.6.1.  
Minimum Lot  
Frontage, Site Area  
and Depth**

The Zoning By-law will contain minimum lot frontage, site area and depth requirements so as to direct any future development to sites which can accommodate appropriate setbacks, on-site parking and landscaped areas.

Substantial site area and frontage requirements may be applied through the Zoning By-law to provide for the development of large sites to accommodate single-purpose, free-standing buildings, or to require the clustering of smaller uses in an integrated form with common driveways and parking areas.

**4.4.2.6.2.**

In keeping with the policies on road access in this

**Combined Access** Plan, the integration of new commercial uses to provide common parking areas and driveways shall be encouraged.

Access points to arterial roads shall be limited to the minimum number necessary for the functioning of a proposed commercial use. Access points will be controlled to minimize disruption to traffic flow and may also be limited through requirements for common driveways and access between sites. Where there is a large area of undeveloped commercial land located on an arterial road, consideration may also be given to the creation of a service road to provide access for future development. These types of measures may be implemented through site plan control, subdivision approval, or a Road Access By-law.

**4.4.2.6.3.  
Access onto Side  
Streets**

Where possible, vehicular access will be oriented to the main arterial road. Where access from a side street is necessary, appropriate measures will be employed through site plan approval process to minimize negative impacts on adjacent residential properties.

**4.4.2.6.4.  
Buffering**

Requirements for rear yard setbacks, buffer strips, privacy screening and other appropriate measures to buffer new development from adjacent residential areas shall be applied through the Zoning By-law and site plan control process.

**4.4.2.6.5.  
Height**

The Auto-Oriented Commercial Corridor designation shall have a low-rise development form. The height restrictions for these areas will be detailed in the Zoning By-law.

**4.4.2.6.6.  
Shopping Centres**

It is not intended that large-scale shopping centres be located in the Auto-Oriented Commercial Corridor designation as these facilities should be directed to Enclosed Regional, New Format Regional and Community Commercial Nodes.

Small shopping centres may be developed to accommodate secondary permitted uses which serve employees of the adjacent employment areas. Such centres will be limited to a size range which is consistent with that of shopping centres permitted under the Neighbourhood Commercial Node designation.

**4.4.2.6.7.  
Office Buildings**

The height and scale of office buildings in the designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses and which does not exceed a neighbourhood scale of development, approximately 2000m<sup>2</sup> in size. The Zoning By-law will limit floor areas for individual office uses in keeping with the intent that large office uses be located within the Downtown or Office Area designations.

**4.4.2.6.8.  
Site Planning**

Where Auto-Oriented Commercial Corridor designations are adjacent to existing or planned residential development or other sensitive land uses, restrictions on outdoor storage and garbage storage, and requirements for substantial setbacks, landscaped strips, screening, and other measures to buffer the commercial or office uses may be required through the Zoning By-law or the site plan approval process. Site plan control may also be used to achieve a consistent approach to the positioning of buildings and the design of site plans.

**4.4.2.7  
Interpretation of the  
Boundaries of the  
Designation**

Because of the generality of the Official Plan designation applied to Schedule "A" (Land Use) of the Official Plan and the often narrow interface between the Auto-Oriented Commercial Corridor designation and abutting designations, the designation only applies to properties which have frontage onto roads which meet the locational criteria above and does not apply to properties which have locations on side streets. A zoning by-law amendment and site plan application is required to allow adjacent properties to be added to augment existing commercial sites on the arterial road.

**4.4.2.8.  
Urban Design**

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

Urban design within the Commercial Corridors should:

- i) display a high standard of design of buildings, their massing, siting, exterior access and public areas;
- ii) provide a high standard of separation from residential areas where there are conflicts between uses to ensure safety;
- iii) provide for strictly controlled vehicular access points onto arterial and collector roads;
- iv) maintain, where possible, uniform setbacks to the street;
- v) provide for coordinated design of signage, street furniture, lighting and landscaping and ensure appropriate lighting adjacent to residential areas; and,
- vi) provide convenient, attractive and safe pedestrian and transit access.

**4.4.2.9.  
Applications to  
Expand or Add Auto-  
Oriented Commercial**

The lands designed Auto-Oriented Commercial Corridor as shown on Schedule "A" (Land Use) are widely distributed and include areas that can accommodate infilling and redevelopment. It is

<b>Corridors</b>	recognized, however that as the availability of land within these areas is reduced, there may be proposals to expand or add designations or add permitted uses. The expansion or extension of existing Commercial Corridors and/or the creation of new Commercial Corridor designations should be discouraged. Proposals to amend the Official Plan and/or Zoning By-law to expand or add a designation shall be evaluated on the basis of:
<b>4.4.2.9.1. Criteria</b>	i) Compliance with the appropriate policies on form, function, permitted use, location, and scale of development.;
<b>4.4.2.9.2. Size of Development</b>	ii) The Auto-Oriented Commercial Corridor designation will not be applied on a site specific or small area basis;
<b>4.4.2.9.3. Servicing</b>	iii) The availability of municipal services to accommodate the proposed use;
<b>4.4.2.9.4. Alternative Lands</b>	iv) The availability of alternative undeveloped lands within the general vicinity that may be appropriate for the proposed use. Where a new designation could result in a substantial addition to the City's commercial floor area, full justification for this addition must be provided; existing pre-designated and pre-zoned opportunities must be considered in this justification, including reasonable opportunities for redevelopment and retrofit of the existing commercial stock;
<b>4.4.2.9.5. Planning Impact Analysis</b>	v) Planning Impact Analysis according to the provisions of Section 4.5.
<b>4.4.2.10. Improvements to Auto-Oriented Commercial Corridors</b>	Improvements to the function and appearance of existing strip commercial development shall be encouraged. Area studies, as described in policy 19.2.1., may be prepared for existing service commercial strips to address matters such as roadway improvements, sign control measures, landscaping and setback requirements, and land use compatibility issues.
<b>4.4.2.11. Specific Auto-Oriented Commercial Corridors</b>	The provisions of the following Section apply to specific Auto-Oriented Commercial Corridors where specific policies are required to provide guidance for development
<b>1) Horton Street Corridor West</b>	In addition to the permitted uses, the area bounded by Horton Street on the south, Richmond Street on the east, the Thames River on the west and the rail lines on the north, may also be developed for uses allowed in the Light Industrial designation, other than hotels and motels, as described in Section 7.3.1. and Section 7.3.2. To avoid land use compatibility and transportation problems, and to provide for a form of development that is appropriate for a Downtown fringe area, proposals for the development of new light industrial uses will require an amendment to

the Zoning By-law. Zoning By-law amendments will be evaluated on the basis of a Planning Impact Analysis as described in Section 4.5.

## **2) Dundas Street Corridor**

Boundaries	For the purpose of these policies, the Dundas Street Corridor is defined as lands on Schedule "A" ( Land Use), generally fronting Dundas Street between Highbury Avenue and Clarke Road.
Function	The Dundas Street Corridor is an established commercial strip which developed because Dundas Street is a major gateway to the City of London from the east. A broad range of commercial uses have been developed along this Corridor, most on shallow lots abutting residential neighbourhoods. There are some larger properties within the corridor. It is intended that the Official Plan will recognize the Dundas Corridor as a unique commercial district which will continue to accommodate this broad range of commercial uses on lot sizes which are generally smaller than normally required.
Permitted Uses	A full range of retail uses, such as, hotels, motels, personal service uses, community facilities, restaurants, automotive uses and offices will be permitted. Large-scale retail uses, such as automobile sales, home improvement establishments, building supply and hardware stores and restricted automotive services may also be permitted in appropriate locations. The Zoning By-law will consider the appropriateness of uses on specific sites or areas based on lot sizes, compatibility and traffic impacts as well as other criteria set out in Section 4.5 ( Planning Impact Analysis).

## **3) Wellington Road Corridor**

Boundaries	For the purpose of these policies, the Wellington Road Corridor is defined as lands identified on Schedule "A" (Land Use), generally fronting onto the west side of Wellington Road between Southdale Road and Bradley Avenue.
Function	The Wellington Road Corridor is intended to remain as part of a major regional commercial centre in the City of London. The Corridor's role as a gateway to the City from Highway 401 contributes to its excellent accessibility and strong attraction as a regional centre. As a result of this regional role, it is expected that large-scale retail uses will be attracted to the area. Council does not intend that the Wellington Road Corridor will rival the Downtown as the primary business, office, cultural and administrative centre for the City.
Permitted Uses	Consistent with the intended function of the Wellington Road Corridor, a broad range of retail and service commercial uses will be permitted within this designation. The full range of uses permitted in the Community Commercial Node designation will be permitted. Uses that may have large amounts of outside storage, or may pose potential noise, odour or visual impacts, or may interrupt the commercial continuity of the Wellington Road Corridor, will not

be permitted. Small to medium scale offices will be permitted in appropriate locations through site specific zoning. Zoning on individual sites may not allow for a full range of permitted uses.

Design Guidelines

In addition to the guidance provided by the Urban Design Principles listed in Chapter 11 of this Plan, Council may develop specific design guidelines for the Wellington Road Corridor.

**4.5.**

**PLANNING IMPACT ANALYSIS**

**4.5.1.  
Purpose**

Planning Impact Analysis will be 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.

**4.5.2.  
Scope of Planning  
Impact Analysis**

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

Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. The criteria that will be considered include:

- i) the policies contained in the Section relating to the requested 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;
- 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;
- iv) the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed 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;
- vi) the height, location and spacing of any buildings in the proposed

development, and any potential impacts on surrounding land uses;

- 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;
- viii) where adjacent to sites under separate ownership, access and traffic circulation should be co-ordinated;
- ix) 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;
- x) the potential impact of the proposed development on surrounding natural features and heritage resources;
- xi) constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration, and rail safety may limit development;
- xii) compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;
- xiii) compliance with Ministry of the Environment (MOE) noise guidelines; and,
- xiv) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis.
- xv) impacts of the proposed change on the planned transportation system, including transit.

**4.5.3.  
Information Required**

An applicant for a proposed change in land use may be required to provide information and details on the development and its likely impacts, for the purpose of assisting the City in undertaking Planning Impact Analysis.

**4.6.  
General Servicing  
Provision for  
Commercial Land  
Use Designations**

Development within commercial land use designations will occur on full municipal services. Notwithstanding this intent, Council may permit lands designated for commercial use before they were annexed to the City of London on January 1,

1993, to develop on an individual, on-site wastewater treatment system subject to:

- i) the policies of Section 17.2 which limit uses to those of a "dry" nature; and,
- ii) lands subject to this policy shall be placed in a holding zone limiting the range of permitted uses to uses of a "dry" nature until such time as municipal services are available and the holding provision is lifted.

(Section 4.9 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)"