

Planning Justification & Design Report

755-765, 785, 815 Wonderland Road South

785 Wonderland Road Inc.



September, 2022



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1.0 INTRODUCTION

On behalf of the 785 Wonderland Road Inc., Zelinka Priamo Ltd. has prepared this *Planning Justification & Design Report* to provide policy analysis in support of Official Plan and Zoning By-law Amendment applications for a development on lands known municipally as 755, 765, 785, and 815 Wonderland Road South (the “subject lands”), consisting of a large mixed-use development utilizing the existing shopping centre building and parking areas, and incorporating new residential development in the form of townhouses, and apartment buildings. The proposed development would add 20,000 m² of commercial floor area (office), and 900 residential units.

The purpose of the following land use justification report is to evaluate the proposed Official Plan and Zoning By-Law Amendments, which seeks to add a site-specific policy under the Shopping Area Place Type Section of the London Plan, and rezone the subject lands to permit the proposed development, within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the London Plan, and the City of London Zoning By-law.

2.0 THE SUBJECT LANDS

The subject lands are comprised of a single, irregular-shaped parcel, bounded by Village Green Avenue to the north, Viscount Road to the south, Wonderland Road South to the east, and Woodcrest Boulevard to the west. The lands have a lot area of approximately 11.57ha (28.59ac) and have frontage along Wonderland Road South (176.4m/578.7ft), Viscount Road (335.67m/1,101.28ft), Village Green Avenue (60.89m/199.77ft), and Woodcrest Boulevard (326.96m/1,072.70ft).



Figure 1: The Subject Lands

The subject lands are occupied by Westmount Shopping Centre, a two-storey building containing a variety of commercial, office, restaurant, commercial recreation, and cinema uses. Vehicular access is provided by two full-turns driveways via Wonderland Road South and two full-turns driveways via Viscount Road. Large surface parking areas surround the existing building providing parking for the shopping centre, and commercial pad buildings. There is also a 2 level underground parking garage beneath a portion of the shopping centre providing an indoor, weather protected parking area. Public sidewalks are provided on the perimeter of the subject lands along Village Green Avenue, Viscount Road, Wonderland Road South, and Woodcrest Boulevard.

The subject lands have minimal landscaping, with most vegetation directed towards the perimeter and some limited parking islands. The subject lands are generally flat in topography.



Figure 2: Subject Lands facing West from Wonderland Road South

Vehicular access to the subject lands is provided by four separate driveways – two from Wonderland Road South and two from Viscount Road; a break in the curbed median on Wonderland Road South and Viscount Road allows left-in and left-out vehicular movements. One driveway on Wonderland Road South and one on Viscount Road are part of a signalized intersection.

3.0 SPATIAL ANALYSIS AND SURROUNDING LAND USES

The subject lands abut townhouse dwellings (535-595 Village Green Avenue) and a place of worship (521 Village Green Avenue) to the north; are adjacent to a gas bar (839 Wonderland Road South) and three schools (Jean Vanier at 1019 Viscount Road; Westmount Public School at 1011 Viscount Road ; and Saunders at 941 Viscount Road) across Viscount Road to the south; are adjacent to high-rise apartment buildings (760-790 Wonderland Road South) across Wonderland Road South to the west; and are adjacent to additional townhouse dwellings (641-781 Woodcrest Boulevard) and low-rise apartment buildings (625-645 Village Green Avenue).

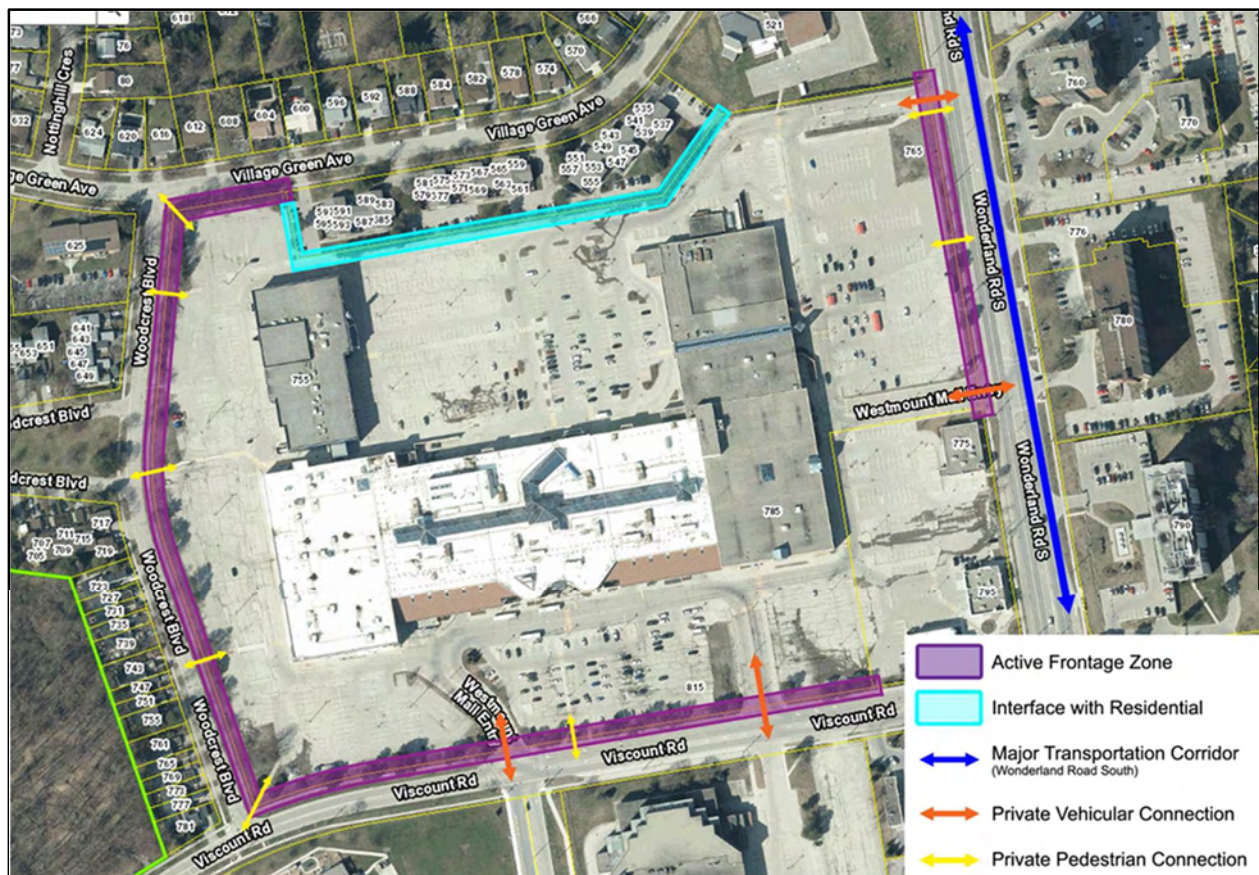


Figure 3: Site Specific Spatial Analysis

In addition to the uses immediately abutting the subject lands surrounding land uses in the area include low density residential to the north and northwest, medium and high density residential along the Wonderland Road South corridor, commercial uses further south along Wonderland Road South, and open space/parkland to the west and south (Lynngate Grove Park, Viscount Woods, and Westmount Park). There is a small commercial node to the north along Wonder Road South at the intersection of Commissioners Road West, and a larger commercial node to the south at the intersection with Southdale Road West. The commercial node to the south is the

beginning of the Wonderland Road Enterprise Corridor, a large format commercial corridor that stretches south along Wonderland Road South to south of Exeter Road. The subject property is located along an Urban Thoroughfare, Wonderland Road South, between two Neighbourhood Connectors, Viscount Road and Village Green Avenue. Wonderland Road South is a major north-south arterial roadway crossing the City in its entirety, providing a connection to Highways 401, and 402 to the south, and Highway 7 north of the City.

The subject lands have four active frontage zones along Wonderland Road South, Viscount Road, Village Green Avenue, and Woodcrest Boulevard. The Wonderland Road South corridor has street tree plantings, hydro poles, centre medians, dedicated turn lanes, public sidewalks (both sides), utility boxes, and street lights. Controlled intersections at Viscount Road, and Village Green Avenue controls traffic flows along Wonderland Road South and traffic entering/exiting the adjacent communities to the east and west. Viscount Road is similar in appearance with street trees, hydro poles, public sidewalks, dedicated turn lanes, and street lights. Viscount Road does not have centre medians, and only has two lanes of traffic. Village Green Avenue, and Woodcrest Boulevard are quieter collector roadways primarily used by residents of the immediate community. Both roadways are two lanes (unmarked), with wide boulevards with mature trees, and street lights. Public sidewalks are offered on both sides of the roadways, and all utilities are buried along the streetscape. The subject lands do not have any vehicular connections to Village Green Avenue or Woodcrest Boulevard; however, pedestrian connections are provided to the public sidewalk from the subject lands along both streetscapes.

An appropriate scale for the regional spatial analysis of the subject property would include lands within 400 metre and 800 metre radii (Figure 4), which represent 5 and 10 minute walks respectively. This area is comprised of a wide range of uses including but not limited to residential low-high), commercial/office, institutional, commercial recreation, and open space.

Within the 400m radius the following unique uses can be found:

- St. Rose of Lima Catholic School;
- Westmount Public School;
- Saunders Secondary School;
- Viscount Woods;
- Westmount Park;
- Westmount Presbyterian Church;
- Village Green Community Church;
- Woodcrest Community Pool; and

- Lynngate Grove Park.

Within the 800m radius the following unique uses can be found:

- Sherwood Fox Public School;
- Village Green Park;
- Forest Edge Community Pool; and
- West Lions Park

While outside of the 800 metre radius, the following uses are within 1km of the subject lands and are noteworthy land uses: Southwest Optimist Park, and the Bostwick Community Centre.

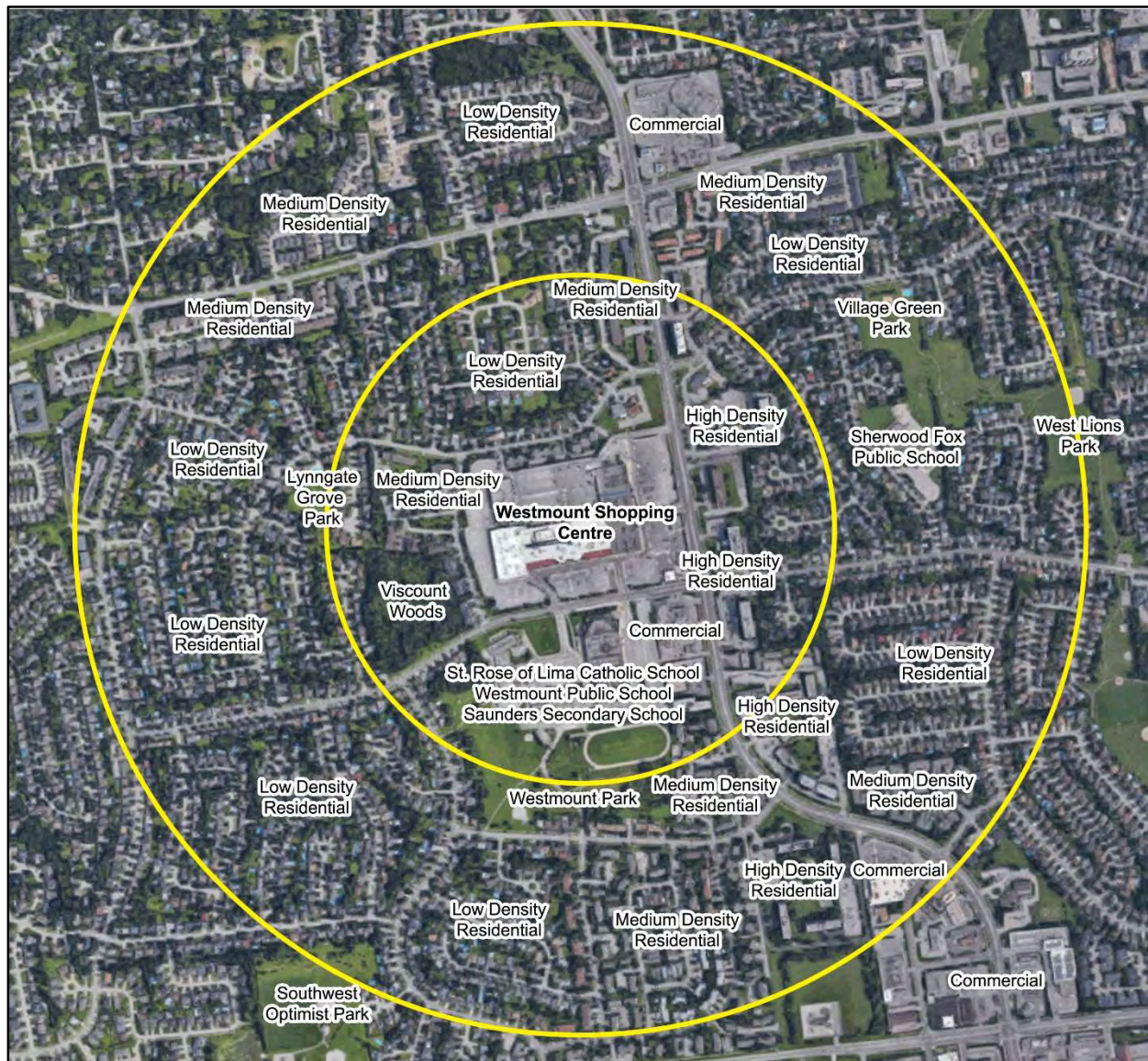


Figure 4: Spatial Analysis - 400m & 800m radii

Residential development within the radii is the full range from low density single detached dwellings to high density high-rise apartment buildings. The majority of the high density uses are focused along the Wonderland Road South corridor, particularly along the east side of the corridor. The high-rise building reach heights of up to 12-storeys along the corridor. Several medium density (low-rise apartments, and townhouses) are also along the corridor. Additional medium density developments are spread throughout the adjacent communities along the collector road streetscapes.

While the subject lands have surface parking areas between the main building and streetscape, pedestrian connections are provided at location proximate to the building's entrances. Additional commercial pad developments at the corner of Wonderland Road South and Viscount Road provide direct pedestrian connections from the public sidewalk to the pad buildings, and further connections through the subject lands to the main shopping centre. Given the location proximate to a major arterial roadway, and connector roadways, the surrounding road network provides for public sidewalks on most sides of the streets making travel to and from the subject lands very pedestrian friendly.

The subject lands are well served by major transportation routes including an arterial roadway and neighbourhood connectors (Wonderland Road South, Village Green Avenue, and Viscount Road). The subject lands are well served by public transportation by multiple bus routes (Routes 10, 15, 24, and 56) that use the subject lands as a terminal station stopping outside one of the main entrances. These transits routes provide connections to the Downtown Core, Western University Main Campus, London Health Sciences Centre (Victoria Campus). The proximity to commercial, service, and retail uses provides incentive for residents to use alternative modes of transportation (cycling, walking, transit etc.) to complete their daily needs.

While the subject lands are well serviced by surrounding land uses, and alternative transit options to reach those uses, the objective of the proposed development is to revitalize the subject lands into a mixed-use community hub, which would become the destination itself for residents of the surrounding communities, and beyond. The proposed development takes a 'live, work, play' approach, providing opportunities for all aspects of day-to-day life within a single large scale development, eliminating the dependence or need on the personal automobile.

4.0 CURRENT LAND USE POLICY AND REGULATION

4.1 The London Plan

The subject lands are identified as within the “Shopping Area” Place Type (Figure 24) along an “Urban Thoroughfare” and “Neighbourhood Connector” Street Classification (Figure 25) in *The London Plan*. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses are permitted in this land use designation. Mixed-used buildings are encouraged. The “Shopping Area” Place Type is intended to service the surrounding residential neighbourhoods, although in some areas, such as the subject lands, the Shopping Area is large and has historically served a broader population, and not just limited to the immediate communities.

Surrounding Place Types include additional Shopping Area, Neighbourhood, and Green Space. The adjacent Neighbourhoods Place Type along the west side of Wonderland Road South are also included in the High Density Overlay which provides additional infill and intensification policies for high density development. While the subject lands themselves are not afforded the same policy structure, their location adjacent to lands that are will be taken into consideration when evaluating the proposed development.

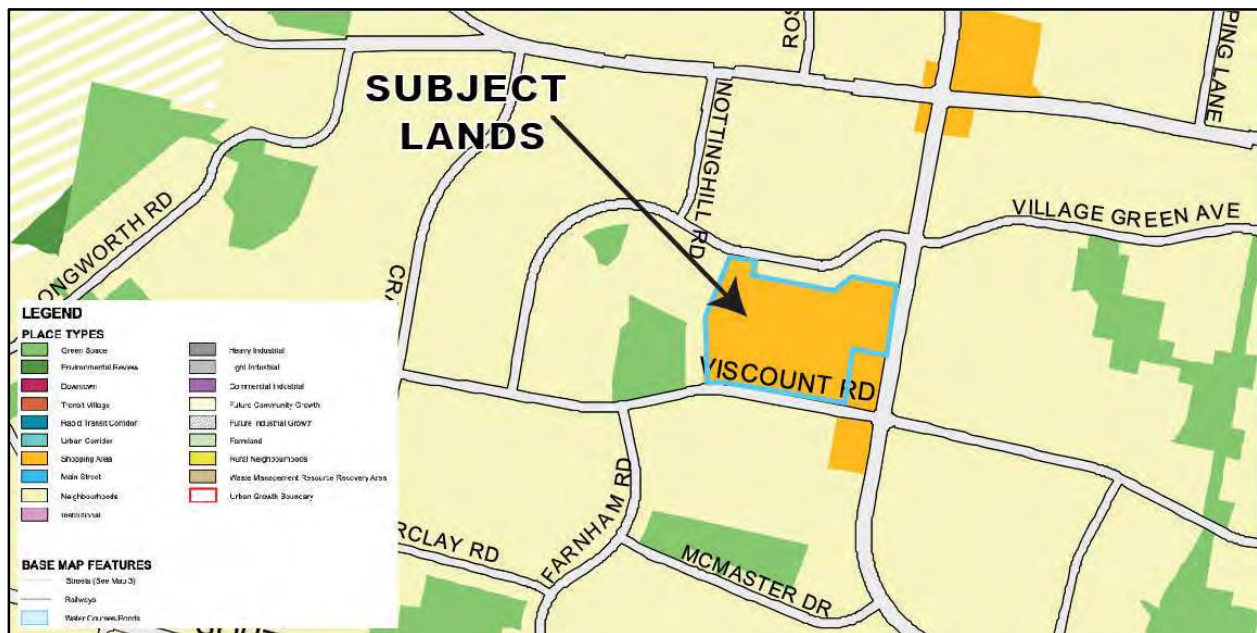


Figure 5: Excerpt from *The London Plan - Map 1 Place Types*

Within the Shopping Area Place Type, building heights in the range of 1-storey to 6-storeys are contemplated. The proposed 16-storey apartment buildings are not permitted under the London Plan and therefore an Official Plan Amendment to the London Plan is required.

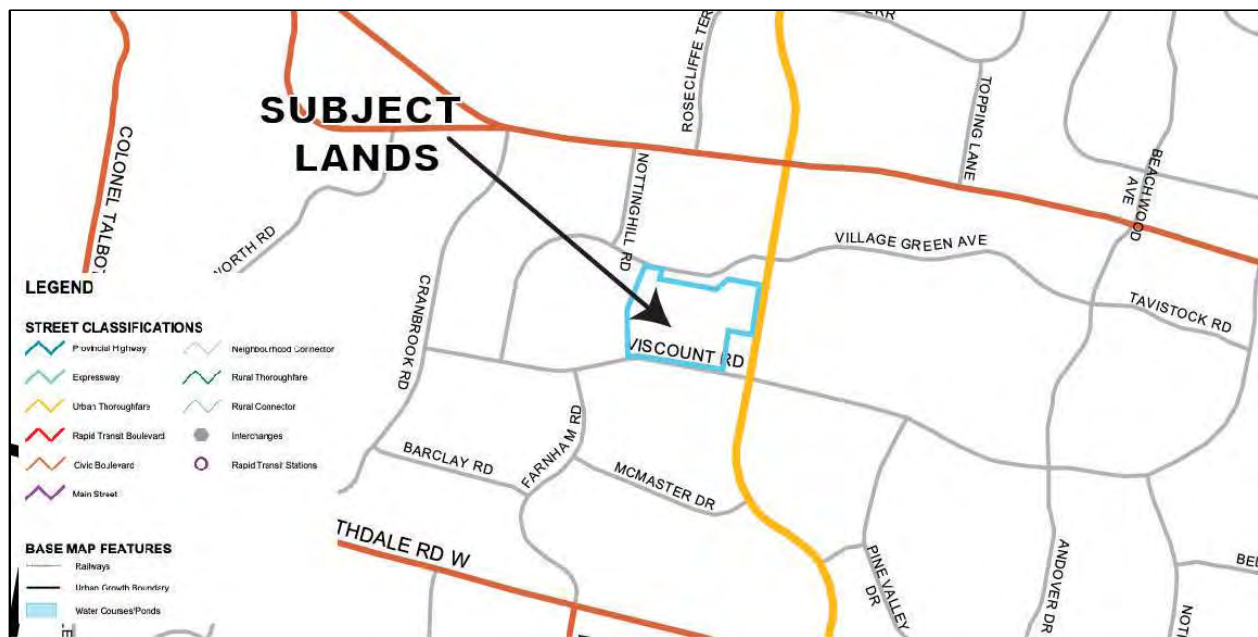


Figure 6: Excerpt from The London Plan - Map 3 Street Classifications

4.2 City of London Zoning By-law

The subject lands are currently zoned “Regional Shopping Area 2 (RSA2(3)) Zone” in the City of London Zoning By-law (Figure 7). The RSA2(3) permits a range of uses, including Assembly halls; Automotive uses, restricted; Catalogue stores; Clinics; Commercial parking structures and/or lots; Commercial recreation establishments; Convenience service establishments; Day care centres; Duplicating shops; Financial institutions; Institutions; Liquor, beer and wine stores; Medical/dental offices; Offices; Patient testing centre laboratories; Personal service establishments; Private clubs; Restaurants; Retail stores; Service and repair establishments; Studios; Supermarkets; Taverns; Taxi establishments; Video rental establishments; Place of Entertainment; Brewing on premises establishments; Commercial and Private Schools; and Kennel.

Residential uses are not currently permitted, and office uses are currently capped at a maximum of 10% of the Leasable Gross Floor Area, therefore require a Zoning By-Law Amendment. In addition to residential uses and expanded office uses, additional commercial uses are also proposed to expand on the list of permitted uses in order to facilitate a continuing reduction in the vacancy rate of the existing shopping centre.

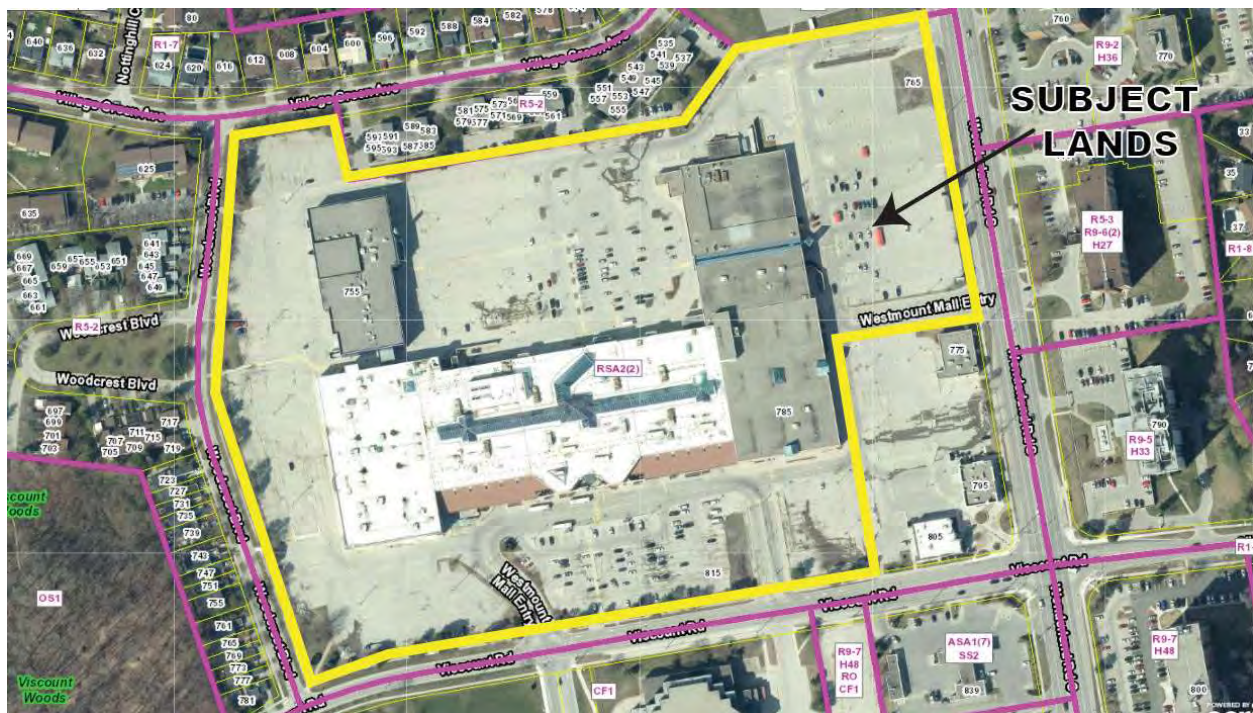


Figure 7: Excerpt from the City of London Zoning By-law

5.0 DESIGN GOALS AND OBJECTIVES

Overarching principles, guidelines, and policies that guide the proposed development are outlined in various respects throughout the:

- *The London Plan.*

This documents provide the benchmarks from which this report is prepared.

Further to the above, the design has taken into consideration previous pre-application consultation comments for urban design (May 10, 2020).

The proposed development intends to redevelop the underutilized subject lands in a manner that is consistent with the planning goals and objectives of the City, contribute to the population density and mix of uses along a major transportation corridor, as well as enhance existing urban conditions along Viscount Road, and Village Green Avenue. With respect to the contextual setting: the proposed development intends to offer a design that is compatible with and complimentary to the surrounding community.

More specifically:

- Make efficient use of the subject lands at this high-profile location;

- Enhance and activate pedestrian-oriented streetscapes along vehicular-dominated transportation corridors;
- Enhance multi-modal connections, with particular emphasis on the existing public transit options;
- Utilize existing built infrastructure including the existing shopping centre building;
- Visually integrate the built form with the existing character along each corridor by making appropriate transitions between surrounding lower-density residential uses adjacent to the site.

6.0 PROPOSED DEVELOPMENT

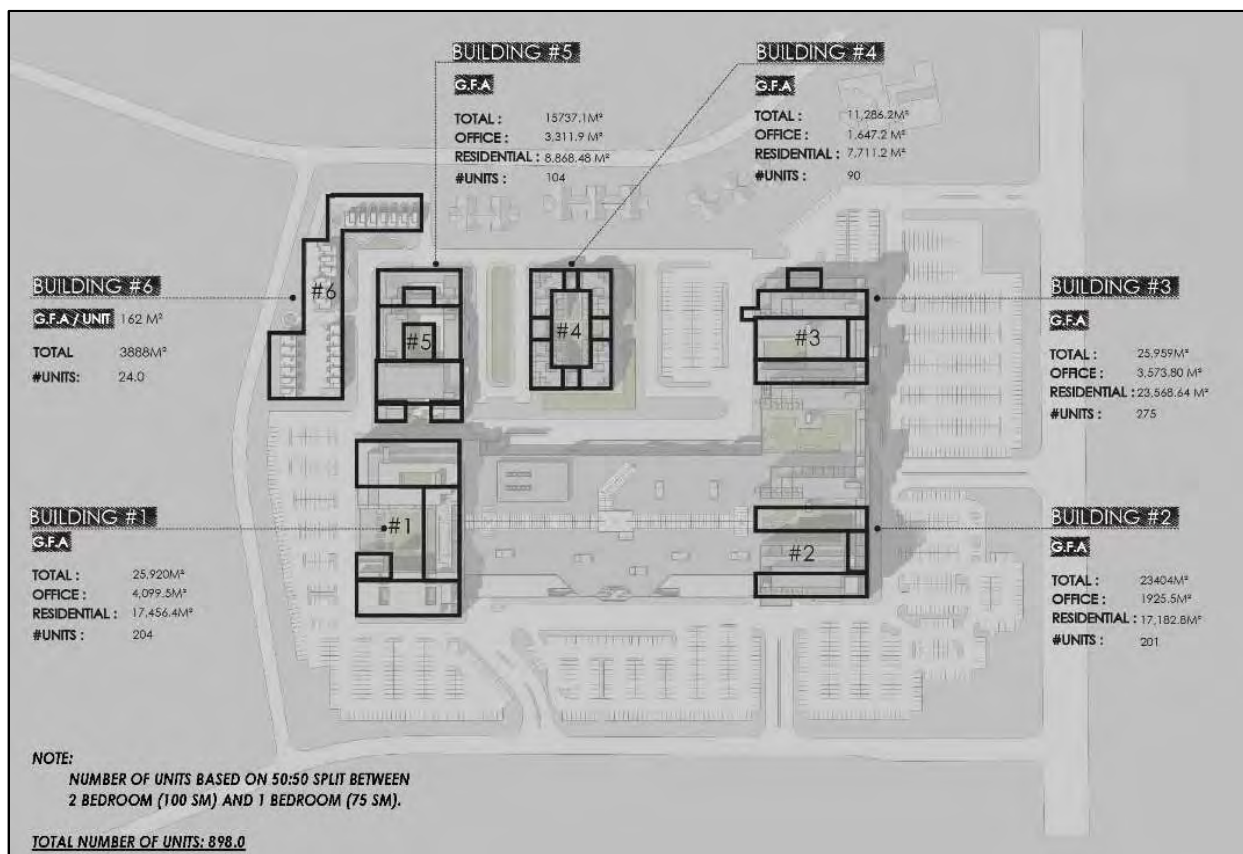


Figure 8: Conceptual Masterplan with building locations

The subject lands are proposed to be redeveloped into a comprehensive mixed-use development comprised of commercial, office, and high density residential uses. The existing shopping centre is proposed to be re-purposed as a podium for future mixed-use building of up to 16-storeys in height. The provided concept plan also considers demolition of the existing cinema building and incorporating townhouse development, and mid-rise development in the northwest quadrant of the subject lands. The overall re-development plan would add 900 residential units, and 20,000

m² of commercial (office) space. The existing underground parking area, and surface parking areas would be maintain and continue to serve the re-development of the subject lands. An expansion of the underground parking garage is also contemplated as part of this re-development plan.

While the provided concept plan represents a desired re-development plan for the subject lands, the full build out may take on different forms through future Site Plan Approval applications. For example, the concept plan contemplates the demolition of the cinema building; however, if the cinema continues to be a viable tenant for the lands the built form and density may take on a different form and location on the subject lands. The goal and objective of the proposed OPA/ZBA applications is to increase the development permissions for the subject lands and provide flexibility in the built form and density through future Site Plan Approval applications.

Vehicular access, and internal roadways would remain as existing, with the exception of the northwest quadrant which would be re-oriented if the cinema building ceases to exist and redevelops into townhouses and mid-rise forms. Existing easements in favour of the commercial pads along Wonderland Road South and Viscount Road prevent re-development of the surface parking areas those streetscapes. Limited opportunities may exist along Viscount Road further west and could be explored as part of future SPA applications.



Figure 9: Conceptual Render of proposed Development

The proposed buildings on top of the existing 2-storey shopping centre range from 8 to 16 storeys (including the podium). The first level of each new building will be for office use, adding approximately 20,000 m² of office GFA to the subject lands. The balance of the buildings will be for residential uses and contain approximately 680 apartment units. The redevelopment of the northwest quadrant will add approximately 220 residential units in the form of 24 townhouses, and 196 apartment units.

Site specific details, including a detailed parking plan, fencing, landscaping, tree plantings, and other vegetation, will be refined through the site plan process.

7.0 BUILT FORM AND COMPATIBILITY

The proposed buildings have been designed to take advantage of the existing built infrastructure. The existing shopping centre building will be utilized as a podium for most of the proposed redevelopment. By using the existing building, future residents will have convenient access to commercial, office, retail, restaurants etc. within the podium structure. The buildings along the Wonderland Road South have been designed to be consistent in height with the building along the east side of the Wonderland Road South, with the building towards the southwest corner being 16-storeys to emphasize the prominent corner location. The proposed building have been tiered to address access to sunlight, and rooftop amenity spaces between the towners offers outdoor spaces for future residents. The proposed buildings towards the Woodcrest Boulevard frontage have a lower building height to transition to the medium density uses along that streetscape. The surface parking area and existing vegetation also provides screening and buffering from these proposed buildings.

The buildings in the northwest quadrant of the subject lands including the townhouses have also be design with surrounding land uses in mind. Building heights continue to lower through these areas as the proposed development moves towards the low density residential areas along Village Green Avenue. The proposed townhouses front towards Village Green and Woodcrest to provide strong pedestrian connections and improved streetscape interface.

As noted earlier in this report, the provided concept plans are for illustrative purposes, and while the intent is to re-develop the subject lands utilizing the existing building, some elements of the concept plan are contingent on certain existing buildings being demolished (cinema) which may not occur.



Figure 10: Conceptual Render of proposed Development



Figure 11: Conceptual Render of proposed Development

8.0 PROPOSED OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS

8.1 Official Plan Amendment

The subject lands are currently within the 'Shopping Area' Place Type in the London Plan, which permits the proposed commercial, and residential uses, and encourages mixed use buildings; however, not at the scale contemplated. Given the size, shape, and contextual location of the subject lands, a significant amount of re-development can be accommodated. The proposed OPA would add a site specific provision to the Shopping Area Place Type for the subject lands, permitting building heights of up to 16-storeys, and increasing the office gross floor area maximum to 40,000m². The proposed OPA will facilitate the proposed development which will revitalize a property that has struggled in recent years given past years as the commercial market has shifted to large format retail, and the introduction of the Wonderland Road Enterprise Corridor to the south which has attracted most anchor chains to its location.

8.2 Zoning By-law Amendment

The proposed residential use and intensity of office use in the proposed development is not currently permitted within the current "*Regional Shopping Area (RSA2(3))*" and as such a ZBA is required.

The proposed Zoning By-law Amendment seeks to rezone the subject lands to a site-specific RSA2() zone which would permit an office capacity of 40,000m². In addition to the office capacity maximum, the following uses are proposed to be added to the permitted uses for the subject lands to increase the marketability of the lands in order to attract new uses to the site and fill vacancies:

- Business Service Establishment
- Automobile Sales Boutique
- Craft Brewery
- Artisan Workshop
- *Call Centre**

In response a previous application proposing a Business Service Establishment in order to secure a Call Centre tenant, there is a disagreement on how Call Centre should be interpreted under the OP policies and within the Zoning By-law. To provide some clarity to this, as part of this ZBA, 'Call Centre' would be added to the City of London Zoning By-law as a separate permitted use, and a new definition added to better facilitate future applications dealing with this type of use. The following is a recommended definition for Call Centre:

“an establishment set up to handle large volume of phone calls, typically in support of other business operations such as but not limited to, marketing/surveying firms, and customer service operations.”

The existing special provision permitted uses of Commercial and Private Schools, and Kennel would be carried forward and applied to the new zoning.

In order to permit the residential uses, the proposed ZBA would add the R5-6, and R9-7 to permit Townhouses, and Apartment buildings respectively. A Height ('H') provisions would be added to increase the permitted building height for apartment uses to be 65m or 16-storeys. With the introduction of residential uses to the subject lands, the development becomes a mixed use development for the purpose of calculating density. Given the GFA of the existing shopping centre, and the addition of 20,000m² of office space, and 900 residential units, the density for the subject lands would be 130 units per hectare ('D130').

9.0 PLANNING POLICY ANALYSIS

9.1 2020 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act *“provides policy direction on matters of provincial interest related to land use planning”* in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with these policies. The following policies discussed are relevant to the proposed application:

2020 Provincial Policy Statement Policy Analysis Table	
Policy	Response
<p><u>Section 1.1.1a)</u> promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p>	<p>The subject lands are currently underutilized. The existing shopping centre has a high vacancy rate, and the proposed development will revitalize the property, incorporating residential, office, commercial, and recreational uses on-site creating a community hub for the Westmount neighbourhood and beyond. The redevelopment will increase the tax generated for the City, utilize existing services, and incorporate existing built infrastructure minimizing construction waste.</p>
<p><u>Section 1.1.1b)</u> Accommodating an appropriate affordable and market-based range and mix of [...] employment (including industrial and commercial) [...] to meet long-term needs.</p>	<p>The proposed Zoning By-Law Amendment to add residential uses and expand on commercial uses will facilitate the creation of a live-work opportunity on the subject lands while broadening the range of employment and service uses. The proposed uses are compatible with the existing range of employment uses, including professional offices, medical/dental offices, and general services, as well as the surrounding residential uses.</p>

<p><u>Section 1.1.1e)</u> promoting the integration of land use planning, growth management, <i>transit-supportive</i> development, <i>intensification</i> and <i>infrastructure</i> planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs</p>	<p>The subject lands are currently a transit hub for 3 LTC routes, connection to the Downtown, Western University, and the LHSC Victoria Campus. The increase in population density and employment opportunities will encourage alternative modes of transportation given the site's access to current transit systems. The proposed residential intensification will be able to utilize existing infrastructure, removing the need for unnecessary expansions to the servicing systems. The subject lands have historically been a focal point of the community, and the proposed re-development will re-establish that focal point.</p>
<p><u>Section 1.1.1f)</u> improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society</p>	<p>The 'live-work-play' approach for the re-development will allow residents including seniors to have quick, convenient access to day-to-day activities, such as doctor's offices, workplace, restaurants, commercial recreation, and entertainment uses without having to leave the lands. Access to multiple transit routes allows for convenient travel to other major locations within the City.</p>
<p><u>Section 1.1.3.1</u> Settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are located within a Settlement Area.</p>
<p><u>Section 1.1.3.2</u> Land use patterns within a settlement area shall be based on densities and a mix of land uses which: <ul style="list-style-type: none"> a) Efficiently use land and resources; b) are appropriate for, and efficiently use, the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; e) Support active transportation; f) Are transit-supportive, where transit is planned, exists or may be developed. </p>	<p>The proposed Official Plan and Zoning By-Law Amendments broaden the range of uses within an existing regional shopping centre, efficiently utilizing existing land and resources. The location of the subject lands along Wonderland Road South, and its proximity to many interior neighbourhoods within the community of Westmount, promotes the use of public transit and active transportation for those who may eat, work, or shop at Westmount Shopping Centre and live in the surrounding area. The proposed uses offer broaden services to the residents of the adjacent neighbourhoods not currently offered in an urban setting.</p>
<p><u>Section 1.1.3.3</u> Planning authorities shall identify appropriate locations and promote opportunities for <i>transit-supportive</i> development, accommodating a significant supply and range of <i>housing options</i> through <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i>, and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.</p>	<p>As noted earlier, the subject lands are already a transit hub to multiple LTC routes, and given the their size, shape, and location provide an opportunity for significant investment into re-development to expand on commercial uses, and introduce multiple forms of residential development that would utilize on-site services, and utilize existing infrastructure, including existing built infrastructure.</p>
<p><u>Section 1.1.3.4</u> Appropriate development standards should be promoted which facilitate <i>intensification</i>, <i>redevelopment</i> and compact form, while</p>	<p>The proposed re-development of the subject lands are in compact form, taking advantage of existing built infrastructure. We will work with staff to prepare a by-law to further promote compact</p>

<p>avoiding or mitigating risks to public health and safety.</p>	<p>urban form that will facilitate the proposed development and further developments opportunities on the subject lands.</p>
<p style="text-align: center;"><u>Section 1.3.1</u></p> <p>Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs. b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses. c) Facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment. d) Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4. 	<p>A broader range of compatible and appropriate permitted employment uses on the subject lands provides for a diversified economic base on an existing site that supports a wide range of economic activities. The proposed Official Plan and Zoning By-Law Amendment application allows for expanded commercial uses not currently offered in an urban setting to occupy vacant space within Westmount Shopping Centre, removing any barriers to investment in this community. The existing building, in the form of a retrofitted shopping mall, provides a mix of uses in a relatively more compact manner than typical commercial and office development.</p>
<p style="text-align: center;"><u>Section 1.6.6.2</u></p> <p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety [...].</p>	<p>The subject lands utilize existing municipal sewage services and municipal water services, and will continue to do so with the addition of expanded commercial uses, and residential uses.</p>
<p style="text-align: center;"><u>Section 1.7.1</u></p> <p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> a) Promoting opportunities for economic development and community investment-readiness; b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; c) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities. d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; 	<p>The proposed Official Plan and Zoning By-Law Amendment application promotes economic development and community investment by permitting new employment uses to occupy vacant space in Westmount Shopping Centre. This permission utilizes existing land, resources, and infrastructure on the subject lands, removing the need for new buildings or expansion elsewhere in the City. The proposed re-development increases the viability of the subject lands which has struggled in recent years due to shifts in market demands, and as a result of other planning decisions within the City (Wonderland Road Enterprise Corridor approval). Wonderland Road South is a mainstreet within the City connecting the Highways 401 & 402 in the south with the City's north boundary, and the subject lands are in a prominent location along the</p>

	corridor, and centrally located within the Westmount community. The creation of a new community hub will re-establish the shopping centre as the focal point of the community and draw in residents from beyond the immediate neighbourhoods to use the services provided.
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As per the above analysis, the proposed Zoning By-Law Amendment is consistent with the applicable policies of the 2020 Provincial Policy Statement (PPS).

9.3 The London Plan

The subject lands are identified as within the “*Shopping Area*” Place Type along an “*Urban Thoroughfare*” and “*Neighbourhood Connector*” Street Classification in *The London Plan*. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses are permitted in this land use designation. Mixed-used buildings are encouraged. The “*Shopping Area*” Place Type is intended to service the surrounding residential neighbourhoods, although in some areas, such as the subject lands, the Shopping Area is large and has historically served a broader population, and not just limited to the immediate communities.

The following policies are specific to the “*Shopping Area*” Place Type:

The London Plan Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p style="text-align: center;"><u>Our Vision for the Shopping Area Place Type</u> <i>Policy 871-872</i></p> <p>871_ Shopping Areas will constitute an important part of London’s complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. Over time, many of these centres will re-format to become mixed-use areas that include retail, service, office and residential uses. These centres will also become more pedestrian, cycling, and transit-oriented, and less automobile-dominated in their design. Shopping Areas will differ in size and function, ranging from neighbourhood-oriented centres of a small to medium scale, to very large centres that attract residents from several neighbourhoods or even the city as a whole.</p> <p>872_ Shopping Areas will be well connected to public transit, local streets, and other linkages allowing attractive options for walking and cycling to these destinations. These centres</p>	<p>Westmount Shopping Centre will continue to be a commercial node with a wide range of uses within walking distance to surrounding residential areas, and expand into a mixed-use centre offering live-work opportunities. The building has been re-formatted over the last 20 years to adjust and increase the range and mix of uses on the subject lands, including the proposed Official Plan and Zoning By-Law Amendment application to add expand on permitted commercial uses, and add residential. The existing location is pedestrian, cycling, and transit-friendly that is well-connected to surrounding residential areas, allowing the centre to continue to develop a unique sense of place and identity, as well as continue to establish Westmount Shopping Centre as an identifiable focal community hub for commerce and services.</p>

<p>will be designed and developed to create a sense of place and identity and to establish an identifiable hub for commerce and neighbourhood services.</p>	
<p><u>Role within the City Structure</u> <i>Policy 873-875</i></p> <p>873_ The Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Main Street and Neighbourhoods Place Types all support varying amounts of retail, office, and service uses. Outside of these Place Types, the Shopping Area is the primary Place Type that will allow for commercial uses.</p> <p>874_ Shopping Areas are to service their immediate neighbourhoods, and provide a walkable focal point that creates a neighbourhood identity. In some cases, these centres may be very large and serve a much broader population, and may not be directly tied to an individual neighbourhood or community.</p> <p>875_ It is not expected that new Shopping Areas will be required in London beyond what is shown on Map 1 - Place Types, over the life of this Plan, given the multitude of opportunities in existing centres, and in the many other place types that support commercial uses in the Plan. The current structure of commercial place types provides a very broad range of opportunities for new commercial uses, and there are also many opportunities for reformatting, redevelopment, expansion, and intensification of Shopping Areas.</p>	<p>The subject lands are within the “<i>Shopping Area</i>” Place Type, and as such, is a primary location for commercial and service uses. Westmount Shopping Centre, including the proposed expanded commercial uses will continue to be a significant commercial and service node in the City of London. The building remains a prominent feature in the community of Westmount and is walkable from the surrounding interior neighbourhoods to the east and west of Wonderland Road South, while also serving the broader London and area. The introduction of residential uses by creating a mixed-use built form (commercial podium, with residential above) brings the subject lands in line with the goals and objectives of the Shopping Area Place Type.</p> <p>No new, or expansion of, the “<i>Shopping Area</i>” Place Type is proposed through this Official Plan and Zoning By-Law Amendment application.</p>
<p><u>How Will We Realize Our Vision?</u> <i>Policy 876</i></p> <p>876_ We will realize our vision for our Shopping Areas by implementing the following in all the planning we do and the public works we undertake:</p> <ol style="list-style-type: none"> 1. Plan for a distribution of Shopping Area Place Types across the city to service neighbourhoods and collections of neighbourhoods. 2. Discourage the addition of new Shopping Area Place Types, recognizing the significant supply of sites that can accommodate commercial uses throughout the city. 3. Allow for flexibility in use and the intensification of existing centres. 4. Encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage 	<p>There are no proposed changes to the location or distribution of the “<i>Shopping Area</i>” Place Type across the City, nor is the addition of a new “<i>Shopping Area</i>” Place Type proposed. The proposed Official Plan and Zoning By-Law Amendment application seeks to add expanded commercial uses, introduce residential uses, and increase the intensity of the residential uses from what is contemplated in the London Plan. Westmount Shopping Centre continues to be repurposed/reformatted to utilize vacant space and accommodate as many appropriate and compatible uses as possible. The existing nodal configuration of the building is not proposed to change at this time.</p> <p>The introduction of residential uses will greatly increase the subject lands activities beyond the standard working hours, and bring round the clock vibrancy to the site, and surrounding communities.</p>

<p>of existing services, use land more efficiently, and reduce the need for outward expansion.</p> <ol style="list-style-type: none"> 5. Introduce mid-rise residential development into these existing centres to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres. 6. Shopping Areas will be nodal in configuration and will not be permitted to expand in a long linear fashion. 	<p>The proposed re-development will utilize existing servicing infrastructure as well as built infrastructure.</p>
<p style="text-align: center;"><u>Permitted Uses</u> <i>Policy 877</i></p> <p>877_ The following uses may be permitted within the Shopping Area Place Type:</p> <ol style="list-style-type: none"> 1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type. 2. Mixed-use buildings will be encouraged. 3. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted. 4. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses. 5. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type. (LPA 21) 	<p>The proposed expanded commercial uses are consistent with the range of permitted uses in The London Plan. The proposed uses fit within the permitted commercial uses. Westmount Shopping Centre is a mixed-use building, comprised of a wide variety of commercial and office uses to support the needs of the immediate community of Westmount, as well as the broader London and area. There are no uses that required large amounts of outdoor storage, warehousing, or emissions.</p> <p>Westmount Shopping Centre has occupied the subject lands for over nearly 50 years with acceptable buffering and setbacks between abutting “Neighbourhoods” Place Type areas. The proposed high-rise development on top of the existing shopping centre is well setback from the adjacent lower density residential uses, and existing vegetation around the perimeter of the subject lands will continue to screen and buffer the proposed development.</p>
<p style="text-align: center;"><u>Intensity</u> <i>Policy 878</i></p> <p>878_ The following intensity policies apply within the Shopping Area Place Type:</p> <ol style="list-style-type: none"> 1. It is the intent of this Plan to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development. 2. Buildings within the Shopping Area Place Type will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan. 	<p>The proposed development seeks to add a significant amount of residential units (900 units) to the subject lands in the form of townhouses, and apartment buildings. The majority of the units will be focused in high-rise form along the Wonderland Road South side of the existing building. A site specific policy permitting towers of up to 16-storeys is being proposed, similar to existing high-rise forms along the east side of Wonderland. By placing the high-rise on top of the existing building, the built forms are well separated from surrounding land uses due to the surface parking areas between the shopping centre and street lines. In areas where new at grade development is proposed, the building heights have been reduced to transition them into</p>

<p>3. Adequate off-street parking will be provided to ensure there are no negative impacts on adjacent streets. Underground parking will be encouraged.</p> <p>4. Development within the Shopping Area Place Type will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.</p> <p>5. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.</p> <p>6. Total aggregate office uses will not exceed 2,000m² within a Shopping Area Place Type.</p> <p>7. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.</p> <p>8. The full extent of intensity described above will not necessarily be permitted on all sites within the Shopping Area Place Type.</p>	<p>the surrounding lower profile built forms, which townhouses interfacing the single detached dwellings at the Village Green Avenue and Woodcrest Boulevard.</p> <p>A special policy and zoning regulation is being proposed to increase the office capacity for the subject lands to 40,000m². Please refer to the Office Space Market Study provided as part of this submission package for additional information.</p> <p>The re-development of the subject lands will utilize existing underground and surface parking areas. No new parking areas are proposed as part of this re-development, and some of the proposed buildings will remove surface parking areas. While the proposed development focuses a significant portion of the new built form on top of the existing building, through future SPA applications, additional built forms within the surface parking areas may be possible. The intent of the proposed ZBA to provide the regulation framework to allow for flexibility in future re-development applications for the subject lands.</p>
<p style="text-align: center;">Form Policy 879</p> <p>879_ The following form policies apply within the Shopping Area Place Type:</p> <ol style="list-style-type: none"> 1. All planning and development applications will conform with the City Design policies of this Plan. 2. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to: <ol style="list-style-type: none"> a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date. b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings. 	<p>While most of the finer details of the proposed development will be ironed out during the SPA process, the proposed development focuses much of the built form to the existing building which will in turn maintain the existing, accesses, surface parking areas, and internal road network. Development in the northwest quadrant will have impacts to the surface parking areas, and internal roadways as shown; however, new access are no being proposed. Rooftop amenity areas will provide outdoor spaces for future residents. As the development builds out, additional opportunities for development within the surface parking areas will be explored, depending on the parking utilization from the earlier phases.</p>

<ul style="list-style-type: none">c. Allow for better connections through the site for pedestrians, transit users, and cyclists.d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood. <ol style="list-style-type: none">3. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.4. Amenities, such as landscaping, street furniture, and patios, should be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking between these smaller buildings and the street will be discouraged.5. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.6. Car washes, service stations and gas bars should be sited where they do not detract from the pedestrian environment of the street and pedestrian connections from the street to building entrances.7. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place.8. All Shopping Area development should include abundant tree planting, in conformity with the Forest City and City Design policies of this Plan to provide shaded areas for parking, and comfortable pedestrian environments.	
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As per the above analysis, the proposed Zoning By-Law Amendment is conforms with the applicable land use policies (and policies that remain under appeal) of The London Plan.

9.4 The City of London Zoning By-law

The proposed development is not permitted under the current “*Regional Shopping Area (RSA2(3))*” zone, and as such, requires a Zoning By-Law Amendment. It is proposed that the subject lands be re-zoned to “*RSA2()*” to expand on the list of permitted uses to include, Automobile Sales Boutique, Business Services Establishment, Craft Brewery, and Artisan Workshop. In addition to these uses it is also proposed to add Call Centre as a permitted, and since this is currently not a use in the Zoning By-law, add a definition accordingly.

The subject lands are also proising to add the Residential Zones of R5-6 and R9-7 to permit townhouse and apartment building forms of housing. Height (H65), and Density (D130) are also proposed to facilitate the proposed development.

The proposed development is consistent with the intent of the City of London Zoning By-law.

10.0 CONCLUSIONS

The proposed Official Plan and Zoning By-Law Amendments are to permit the proposed redevelopment on the subject lands known as 755, 765, 785, & 815 Wonderland Road South. The subject lands are currently used as a large scale enclosed shopping centre and cinema. The existing centre has struggled to attract new retail tenancy over the years given changes in the market demand, and the proximity to large format retail development to the south.

The proposed mixed-use development will revitalize the subject lands into a community hub, focusing on opportunities for ‘live, work, play’ all in a single development. The proposed development will take advantage of existing built infrastructure such as the existing building, parking areas and services, which will keep construction costs down, and is more environmentally friendly then demolishing such a large format building.

The subject lands are located along an Urban Thoroughfare (arterial roadway), and Neighbourhood Connector (primary collector), are adjacent institutional uses, and are surrounded by a mix of low, medium and high density residential uses. Nearby commercial nodes, and open space/parkland uses make the subject lands an appropriate location for intensification consistent with the “*Shopping Area*” Place Type.

The proposed site specific policy in the London Plan is consistent with the intent of the Shopping Area policies. The subject lands are unique given their, size, shape, and location within the City as they can accommodate a significant level of intensification without creating negative impacts on adjacent land uses.

The proposed Zoning By-Law Amendment to re-zone the subject lands to facilitate the proposed development is appropriate and desirable.

For the above reasons noted, and throughout this report, the proposed Official Plan and Zoning By-Law Amendments are consistent with the intent and policies of the London Plan, are a desirable form of development, and represents good planning practice.