

Westmount Mall Policy Area

755-765, 785, 815 Wonderland Road South

785 Wonderland Road Inc.



March 2023



Table of Contents

1.0	Introduction	3
1.1	Purpose and Use.....	3
1.2	Vision	3
1.3	Principles of the Secondary Plan	3
2.0	General Policies	5
2.1	Housing	5
2.2	Office Space	5
2.3	Built-form and Intensity.....	5
3.0	Special Policy Areas	6
3.1	Special Policy Area 1 – Wonderland Road South	6
3.2	Special Policy Area 2 – Viscount Road	7
3.3	Special Policy Area 3 – Woodcrest Boulevard & Rear of Lands	8
4.0	Urban Design	8
4.1	General	8
4.2	High-Rise Buildings.....	10
4.3	Mid-Rise Buildings.....	11
4.4	Low Rise Buildings	11
4.5	Ground Floor Design.....	12
4.5.1	Ground Floor Commercial Design	12
4.5.2	Ground Floor Residential Design	12
4.6	Back of House and Loading Areas.....	13

1.0 Introduction

This Site-Specific Policy Area is applied to the Shopping Area Place Type (Westmount Mall) on the west side of Wonderland Road South between Viscount Road and Village Green Avenue and is bounded by Woodcrest Boulevard on the west wide, and comprises approximately 11.5 hectares (28.4 acres) of land. The subject lands are currently used as a 2-storey enclosed shopping centre, with supporting commercial pad development, and a cinema. The subject lands have frontage along Wonderland South, Viscount Road, Village Green Avenue, and Woodcrest Boulevard, with vehicular access to Wonderland Road South and Viscount Road.

1.1 Purpose and Use

The purpose of the Site-Specific Policy Area (Westmount Mall Policy Area – ‘WPA’) is to establish a vision, principles, and policies for the re-development of the current shopping centre, and surrounding lands to a vibrant mixed-use community hub which incorporates elements of sustainability, mixed use development, transit supportive development, walkability and high-quality urban design. The WPA provides a greater level of detail than the general policies in *The London Plan*. The WPA serves as a basis for the review of planning applications and constitutes *London Plan* policy which will be used in conjunction with the other policies of *The London Plan*.

The goals, objectives, policies and maps of *The London Plan* shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the WPA, in which case the WPA shall prevail.

The text and schedules of the WPA constitutes part of *The London Plan*. The Schedules form part of the WPA and have policy status.

1.2 Vision

The redevelopment of the Westmount Mall property shall reflect the significance of the lands to create a community hub with a strong focus on live, work, and play mentality for the community, as well as residents from across the city. The community hub will embrace sustainable development principles that place priority on multi-modal transportation choices integrated with a diverse range of land uses, lifestyle and cultural opportunities.

1.3 Principles of the Secondary Plan

The preparation of this WPA has been guided by a series of principles that are described below. Any amendments to this WPA shall be consistent with these principles.

i) **Principle 1: Creation of a Community Hub**

Historically, the Westmount Mall property has been a focal point, and commercial driver for the community, and beyond. Shifts in the commercial market has eroded the market share, and the current mall suffers from high commercial vacancy. The WPA expands on permitted uses, including the introduction of residential uses, and removes floor area restrictions on office uses. The Westmount Mall will re-establish itself as a Community Hub, providing live, work, and play opportunities, expanded transit options, and unique land uses to draw residents from across the city.

Objectives to achieve this principle are:

- a) Provide for a range of land uses including residential, public uses, local, community, and regional commercial uses, office uses, and mixed use buildings.
- b) Provide opportunities for mixed-use building as well as standalone residential and commercial buildings.
- c) Create street fronting development at a pedestrian scale, utilizing vacant parking areas surrounding the existing building.
- d) Provide improved pedestrian linkages from public rights-of-way to new development, and existing buildings.
- e) Improve upon existing public transit options on-site, and encourage alternative modes of transportation.
- f) Rehabilitate existing shopping mall building into podium for expanded high density, high-rise development.
- g) Provide unique land uses to attract residents from across the city.
- h) Provide for the extension of necessary public services and facilities to support the community hub.
- i) Enhance recreational opportunities throughout the hub.
- j) Identify opportunities for places and activities that foster community identity.
- k) Enhance the public realm, including streetscapes, and infrastructure.
- l) Integrate the new community hub with surrounding neighbourhoods.

ii) Principle 2: Providing for a Range of Housing Choices

Provide for a mix of housing types and designs.

Objectives to achieve this principle are:

- a) Provide for a range and mix of housing types in order to achieve a balanced residential community.
- b) Encourage housing developments and designs that achieve compact residential development.
- c) Achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.
- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting and improve community safety.
- f) Provide housing opportunities to accommodate people with special needs, and seniors.
- g) Provide affordable housing opportunities.

iii) Principle 3: Transportation System

Although Wonderland Road South does not form part of the planned BRT system within the City, it is a significant corridor within the City linking Highway 401 & 402 in the south with the City's north end. The subject lands currently act has a transit hub for multiple transit routes. Improved transit hubs will be explored as part of the re-development process. Walking and bicycling should be the primary means of transportation within and around the community, while providing for broader connections to the City-wide transportation network.

Objectives to achieve this principle are:

- a) Improve upon access to transit stations. Explore opportunities to integrate new stations into re-development.
- b) Provide a traditional grid street network to encourage walkability within the community.
- c) Encourage and facilitate pedestrian movement throughout the Community Hub.
- d) Establish a high degree of connectivity within the Community Hub and between the existing neighbourhoods.

iv) Principle 4: Financial Viability/Sustainable Development

The Community shall be developed in logical phases to be efficient and financially responsible.

Objectives to achieve this principle are:

- a) Extend infrastructure in a logical and cost-effective manner.
- b) Utilize existing built infrastructure, including underground parking to avoid demolition costs and creation of unnecessary construction waste.

2.0 General Policies

2.1 Housing

i) Affordable Housing

The WPA lands provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for provision of affordable housing. The following policies shall also apply to the WPA lands:

- a) New housing units will be compatible with and transition into the existing surrounding neighbourhoods.
- b) Opportunities for affordable housing should be integrated into new development that also provide for regular market housing.
- c) A wide range of unit sizes within multiple-unit buildings will be encouraged in discussions with development proponents.

ii) Seniors and Special Populations Housing

The City may pre-zone specific areas of the WPA to permit opportunities for senior housings, such as senior apartments.

2.2 Office Space

i) Capacity & Location

The WPA will provide expanded office use opportunities subject to the following policies:

- a) Increase the maximum permitted gross floor area of office space to 30,000 m²
- b) Office uses will be restricted to the 2nd floor of the existing building, and new development within Special Policy Areas 1 & 2, as shown on Schedule 'B' of the WPA.

2.3 Built-form and Intensity

- i) Overall WPA shall not exceed a density of 200 units per hectare.

- ii) Higher intensity uses will be directed to Special Policy Areas 1 & 2 as shown on Schedule 'B'.
- iii) Building heights are generally outlined on Schedule 'C' of the WPA, and as the following:
 - a) Standalone commercial buildings with a height of 1-storey will be permitted in Special Policy Areas 1 & 2.
- iv) High-rise development will incorporate a podium structure, which may permit mixed-use development.

3.0 Special Policy Areas

3.1 Special Policy Area 1 – Wonderland Road South

i) Intent

This policy area is applied to the major streetscape of Wonderland Road South, as well as the portion of the existing building fronting towards Wonderland Road South, and the intersection of Wonderland Road South and Viscount Road. This area will support the greatest level of residential intensity in the WPA.

ii) Permitted Uses

Permitted uses in the Special Policy Area 1 designation shall include, mid-rise to high-rise apartment buildings, apartment hotels, and seniors residences. In addition, office uses, restricted to the 2nd floor within each building, will be permitted. Secondary uses will also be permitted only on the ground floor or within podiums, where applicable, of those buildings fronting onto and towards Wonderland Road South, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores and fitness and wellness establishments.

iii) Built Form and Intensity

- a) Net residential densities will normally be less than 250 units per hectare.
- b) The maximum permitted height in this area will be 16-storeys, with the greatest height permissions directed towards the Wonderland Road South and Viscount Road intersection, and the southeast corner of the existing building.
- c) Heights along the balance of this area will be in the range of 8-12 on top of the existing building, and 1 to 6-storeys within the parking area fronting Wonderland Road South.
 - 1. The parking area is encumbered by a significant sanitary sewer easement which limits built form intensity. Additional height may be permitted through a thorough review of potential impacts on the existing sanitary sewer.
Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.
- d) The frontage of buildings located on Wonderland Road South, should be designed to accommodate secondary uses at grade here possible.
- e) The built form should generally be of a mid-rise to high-rise height as shown in Schedule 'C' of the WPA.

- f) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.
- g) Buildings should be designed with defined spaces to accommodate signage that respects the building's scale, architectural features and the established streetscape design objectives.

iv) Transportation

- a) Existing vehicular access to Wonderland Road South will be maintained and re-purposed as part of any re-development application.

3.2 Special Policy Area 2 – Viscount Road

i) Intent

This policy area is applied to the north side of Viscount Road from the easterly vehicular mall entrance to Woodcrest Boulevard to provide for pedestrian and transit-oriented mid to high-rise residential development that is mixed use in nature as well as transitional residential uses to the existing neighbourhood to the west.

ii) Permitted Uses

Permitted uses in the Special Policy Area 2 include multiple-attached dwellings, such as townhouses, cluster houses, or stacked townhouses, and low to high-rise apartment buildings. Mixed-use building will be encouraged; however standalone residential, and commercial buildings may be permitted. In addition, office uses, restricted to the 2nd floor within each building, will be permitted. Secondary uses will also be permitted only on the ground floor or within podiums, where applicable, of those buildings fronting onto and towards Viscount Road, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores and fitness and wellness establishments.

iii) Built Form and Intensity

- a) Net residential densities will normally be less than 200 units per hectare.
- b) Building heights within this area will gradually decrease as development becomes more proximate to the existing residential uses to the west.
- c) The maximum permitted height in this area is 10-storeys, with the greatest height permissions directed towards the parking area fronting onto Viscount Road between the existing vehicular access.
- d) The portion of the subject lands addressing the Viscount Road and Woodcrest Boulevard intersection will be permitted a height range of 2 to 8-storeys. The greater heights will be directed towards the Viscount Road frontage, and on top of the existing building. Uses fronting Woodcrest Boulevard will be encouraged to develop in the form of low to mid-rise.
- e) The frontage of buildings located on Viscount Road, should be designed to accommodate secondary uses at grade here possible.
- f) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.

g) Buildings should be designed with defined spaces to accommodate signage that respects the building's scale, architectural features and the established streetscape design objectives.

iv) Transportation

a) Existing vehicular access to Viscount Road will be maintained and re-purposed as part of any re-development application.

3.3 Special Policy Area 3 – Woodcrest Boulevard & Rear of Lands

i) Intent

This policy area is applied to the east side of Woodcrest Boulevard, south of Village Green Avenue, and the portion of the subject lands between the existing cinema and rear of the building fronting onto Wonderland Road South to provide for low and mid-rise residential development that will transition into the lower density neighbourhood to the north, and west.

ii) Permitted Uses

Permitted uses in the Transit-Oriented Corridor Policy Area 3 include multiple-attached dwellings, such as townhouses, cluster houses, stacked townhouses, low to mid-rise apartment buildings, small-scale nursing homes, rest homes and homes for the aged.

iii) Built Form and Intensity

a) Net residential densities will normally be less than 120 units per hectare.

b) Building heights within this area will gradually decrease as development becomes more proximate to the existing residential uses to the west and north.

c) The maximum permitted height in this area is 6-storeys, with the greatest height permissions directed towards the existing cinema buildings, and parking area between the existing buildings, south of the adjacent medium density development.

d) The portion of the subject lands addressing the Village Green Avenue and Woodcrest Boulevard intersection will be permitted a height range of 1 to 3-storeys.

iv) Transportation

a) At the Site Plan stage, vehicular accesses to Woodcrest Boulevard and Village Green Avenue may be considered to alleviate traffic traveling through the site to Wonderland Road South and Viscount Road.

4.0 Urban Design

4.1 General

The following policies will apply to lands within the WPA:

i) Built Form

The Built Form policies guide the development of new buildings in the WPA. These policies provide policy direction on building typologies and design as a framework for how the area will develop into an exceptionally-designed, high-density urban community hub and provide effective

transition to ensure development is an appropriate fit with existing adjacent low and high-rise residential uses.

- a) Where built form is situated on more than one public right-of-way, the building's main entrance should be oriented to the highest order public right-of-way. Urban Thoroughfare will serve as the highest order right-of-way. The built form should incorporate articulation and massing in a coherent architectural manner adjacent to all public rights-of-way.
- b) Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances and active uses oriented to the street.
- c) Buildings should be designed to form a well defined and continuous street edge with high quality architectural features.
- d) Articulation and massing in a coherent architectural manner should be applied to distinguish the built form's base, middle and top.
- e) A diversity of material types, with texture, applied to the base, middle and top of the building(s) is encouraged.
- f) Buildings should be oriented so that their amenity spaces do not require sound attenuation walls and that noise impacts on adjacent buildings are minimized.
- g) The built form should avoid long expanses of pitched roofs.
- h) Buildings with a height over 3-storeys should incorporate architectural massing that avoids the use of pitched roofs.
- i) Long expanses of flat and blank facades are to be avoided.
- j) The height and massing of new buildings should fit within a 45 degree angular plane, starting at 7m above grade and measured from the property boundary of adjacent lands with existing residential uses. All elements of fit and transition must be accommodated within the development site.
- k) All buildings shall be designed to express three defined components: a base, middle and top. Alternative design solutions that address the following intentions may be permitted:
 1. the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
 2. the middle shall be visually cohesive with, but distinct from, the base and top.
 3. the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
- l) New development will be designed and massed to minimize the impacts of shadows on privately owned public spaces(POPS), the public realm, and outdoor communal and private amenity spaces.
- m) The design of buildings should form a well-defined and continuous street wall to support a pedestrian-oriented environment.
- n) Buildings should have articulated façades that create a human-scale rhythm along streetscapes. No extensive blank walls should be visible from the public or private street and public open space.
- o) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.

- p) Pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.
 - q) Building design should minimize privacy impact and not limit the future development potential of adjacent properties through adequate setbacks, massing orientation and window and balcony locations
- ii) Public Realm
- a) Provision is to be made for street trees and an appropriate planting environment along all streets within the WPA.
 - b) Where feasible, utilities should relocate under the sidewalk to provide optimal growing space for trees. In addition, above-grade utility boxes/features are to be minimized and/or clustered. The preference is for these services to be placed below grade.
- iii) Transportation
- a) Driveway access shall be restricted and/or limited to existing accesses. New accesses may be considered at the Site Plan Approval stage.
 - b) Acknowledging that a majority of the site is currently surface parking, new development will encourage off-street parking to be located underground or to the rear of the site (behind the building), in a structure or screened surface parking field. Parking is discouraged between the building line and the public right-of-way.
 - c) Off-street parking for townhouse dwellings, may include the following
 - 1. As set out in b) above, with the exception of interior side yard parking; or,
 - 2. In an enclosed attached garage located at the front of the dwelling or to the rear of the dwelling in an enclosed attached or detached garage or surface space.
 - d) Garages on townhouse should not project beyond the front wall of the dwelling.
 - e) Appropriate buffering should be provided between parking areas and “back of building” functions, and adjacent land uses.

4.2 High-Rise Buildings

The following policies apply to new high-rise development in the WPA:

- i) For the purpose of the WPA, High-rise buildings are buildings that are nine (9) storeys in height or taller.
- ii) High-rise buildings should have a minimum 3m stepback above the podium, (proportional to the street type and consistent with adjacent existing context), to provide a pedestrian scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iii) High-rise buildings should be designed with slender towers that allow shadows to move quickly, minimize the obstruction of views and limit the visual mass and overlook as experienced from nearby properties and the public realm.
- iv) High-rise buildings should have a maximum tower floor plate of 1,200 square metres above the podium, with the length to width ratio not exceeding 1:2 to minimize shadowing and visual impact from all approaches.
- v) Towers shall not have any blank façades.

- vi) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.
- vii) High-rise buildings should have a minimum separation distance of 25 metres between towers. This separation distance is intended to:
 - a) Minimize the impacts of shadows and loss of sunlight on surrounding streets, open spaces, and nearby properties.
 - b) Provide access to natural light and a reasonable level of privacy for occupants of high-rise buildings.
 - c) Enhance the provision of pedestrian-level views of the sky between tall buildings particularly as experienced from adjacent streets, pedestrian connections, and open spaces.
 - d) Minimize the impacts of uncomfortable wind conditions on streets, pedestrian connections, open spaces, and surrounding properties.
- viii) The tower portions of High-rise buildings should be setback a minimum of 12.5 metres from the interior property line of any adjacent site that could accommodate high-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.
- ix) The top portion of the tower should be designed to create an integrated and attractive finish to the building and contribute to the quality and character of the skyline. The top portion of the tower should integrate the mechanical penthouse and be distinctive from the rest of the building through the use of setbacks, articulation, change in materials or other architectural features.

4.3 Mid-Rise Buildings

The following policies apply to new mid-rise development in the LPH Secondary Plan area:

- i) For the purpose of this Secondary Plan, Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.
- ii) Mid-rise buildings should have a minimum 3m setback above the podium (proportional to the street type and adjacent context), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.

4.4 Low Rise Buildings

The following policies apply to new low-rise development in the WPA:

- i) For the purpose of WPA, Low-rise buildings include forms such as townhouses, stacked townhouses, and low-rise apartment buildings up to and including four (4) storeys in height.
- ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible.
- iii) Townhouse units should be limited to no more than eight (8) horizontally-attached units to ensure adequate breaks in the street wall to provide permeability and access.
- iv) Cluster developments shall be oriented with active street frontages with front doors directly facing and accessing public streets and public open spaces. Vehicular access should be provided through rear and internal driveways.

4.5 Ground Floor Design

- i) Improving the pedestrian experience is a priority of the WPA which requires thoughtful attention to the design of the ground floor. Creating active building façades increases activity and encourages passive surveillance which will in turn, help the WPA evolve into a walkable, pedestrian friendly community hub.
- ii) Buildings and main entrances shall be oriented toward and front onto public and private streets. Main building entrances should not front onto surface parking lots.
- iii) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.
- iv) Buildings with frontages along Wonderland Road South and Viscount Road should have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment. 'Back of house' activities such as loading areas should be located away from public and/or screen from the streetscape.

4.5.1 Ground Floor Commercial Design

- i) Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.
- ii) New non-residential (commercial) development will be located close to public and private streets, while providing a modest setback for building elements, such as canopies, patios, plazas, public or private forecourts, and doors. Greater building setbacks are permitted to accommodate patios spaces, publicly accessible plazas, and courtyards.
- iii) Entrances to retail and commercial units, and lobbies that provide access to uses above the ground floor, will be at grade (flush) and accessible directly from the public or private road in order to activate the sidewalk. Minor grade separations may be considered by exception and accommodated with ramps on constrained sites.
- iv) Non-residential ground floors should be designed to be tall enough to avoid conflicts with overhead elements such as signage, canopies and awnings, and to increase visual connection from interior spaces to the outdoors.
- v) Glazing should be transparent and maximized for non-residential uses located on the ground floor.

4.5.2 Ground Floor Residential Design

- i) Where a residential ground floor is provided, consideration for direct access to individual units from the adjacent sidewalks should be given. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.
- ii) New residential development will be located close to public and private streets, while providing a modest setback to accommodate building elements, such as landscape buffers, porches, canopies, courtyards and steps.
- iii) The ground floor of residential buildings within the special policy areas that permit mixed-uses should be designed with the flexibility to accommodate future conversion to non-residential uses,

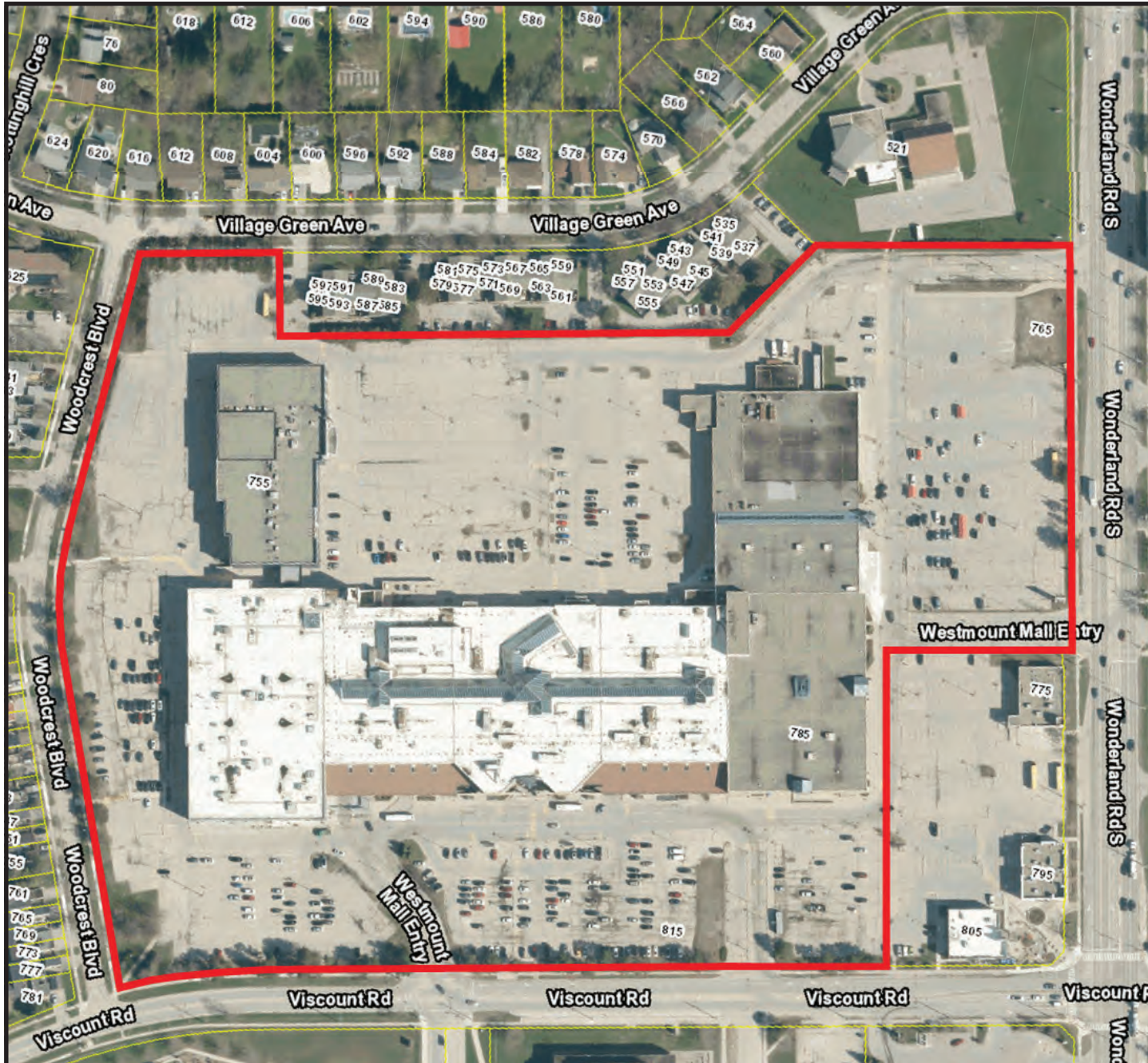
such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.

- iv) Where residential units are provided at-grade, the setback will be sufficient to accommodate direct entryways and private amenity spaces for residential units, including any walkways, steps, porches, private courtyards and landscaping areas.

4.6 Back of House and Loading Areas

Loading areas are a necessary component of existing and future commercial and residential uses which are an integral part of this WPA. The following policies are required for new back of house and loading areas:

- i) Loading docks and back of house areas should be located away from all public streets to not detract from a pedestrian-oriented streetscape.
- ii) Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.
- iii) Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed in materials complementary to the main building and screened with landscaping.



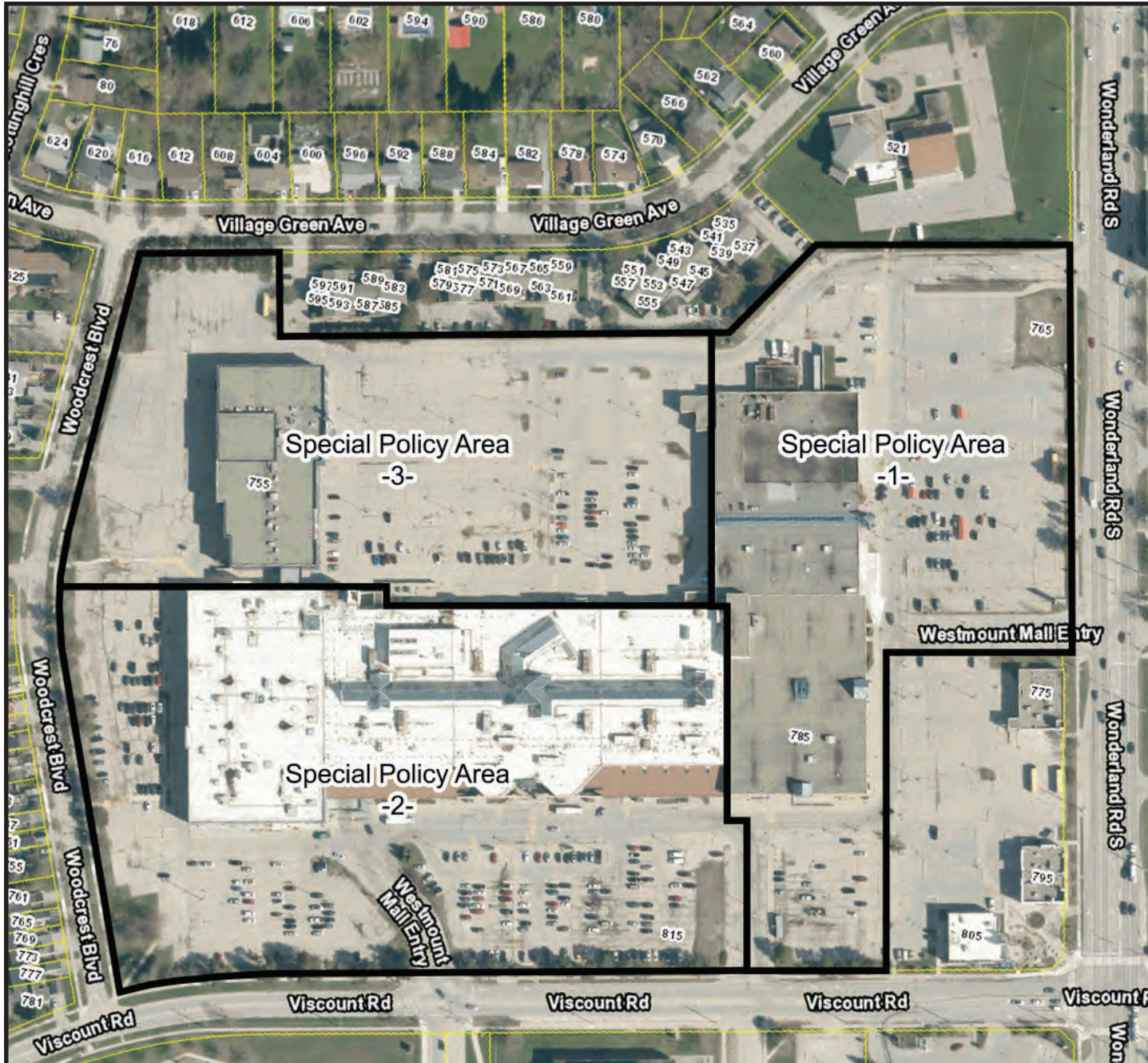
**SCHEDULE 'A'
SUBJECT LANDS**

WESTMOUNT MALL OPA/ZBA
785 WONDERLAND ROAD INC.

MCR/LON/18-01 03.15.2023 NTS
PROJECT NO. DATE SCALE



318 Wellington Road | London, ON N6C 4P4
t: 519-474-7137 | www.zpplan.com



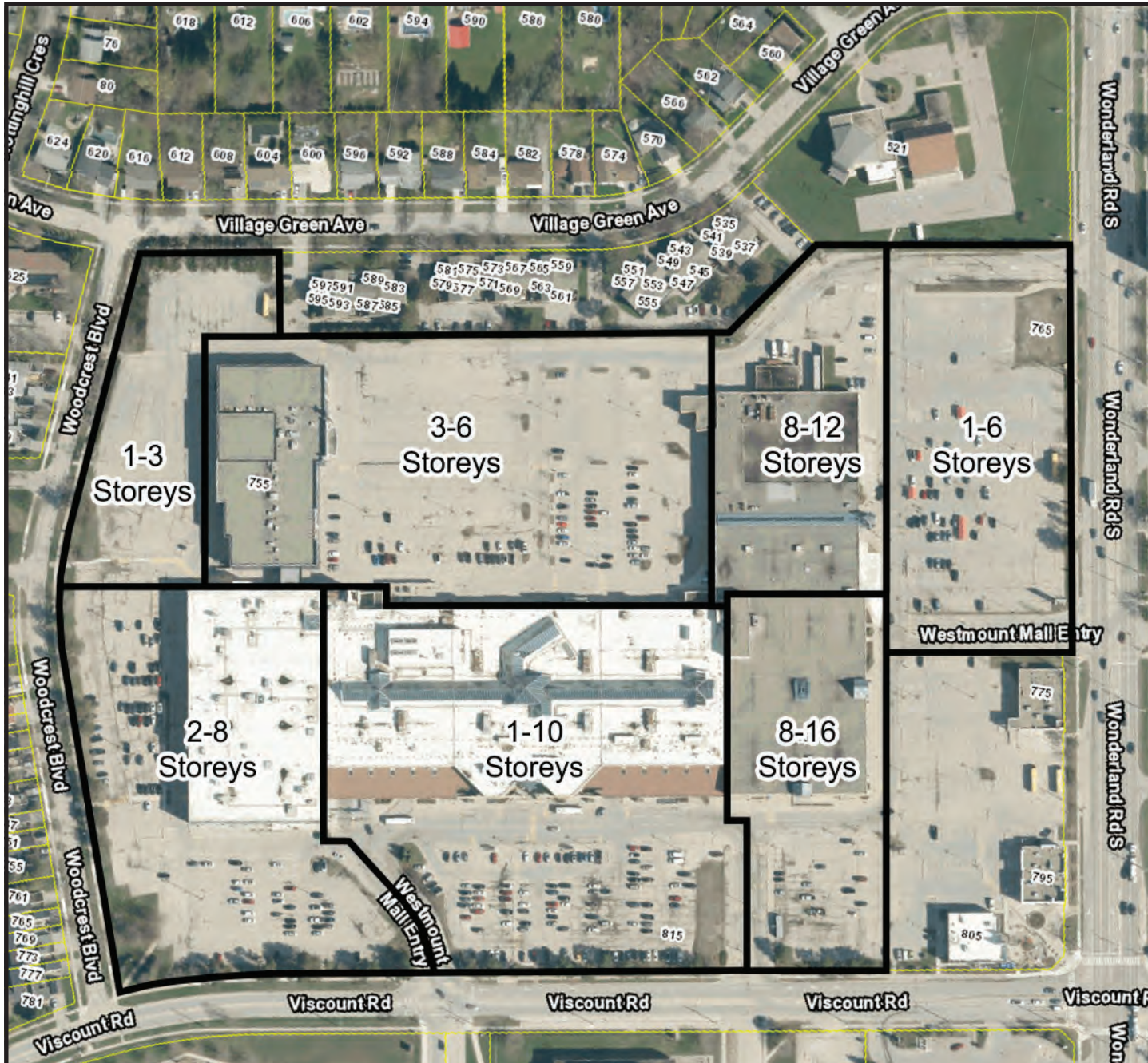
SCHEDULE 'B' POLICY AREAS

WESTMOUNT MALL OPA/ZBA
785 WONDERLAND ROAD INC.

MCR/LON/18-01 03.15.2023 NTS
PROJECT NO. DATE SCALE



318 Wellington Road | London, ON N6C 4P4
t: 519-474-7137 | www.zpplan.com



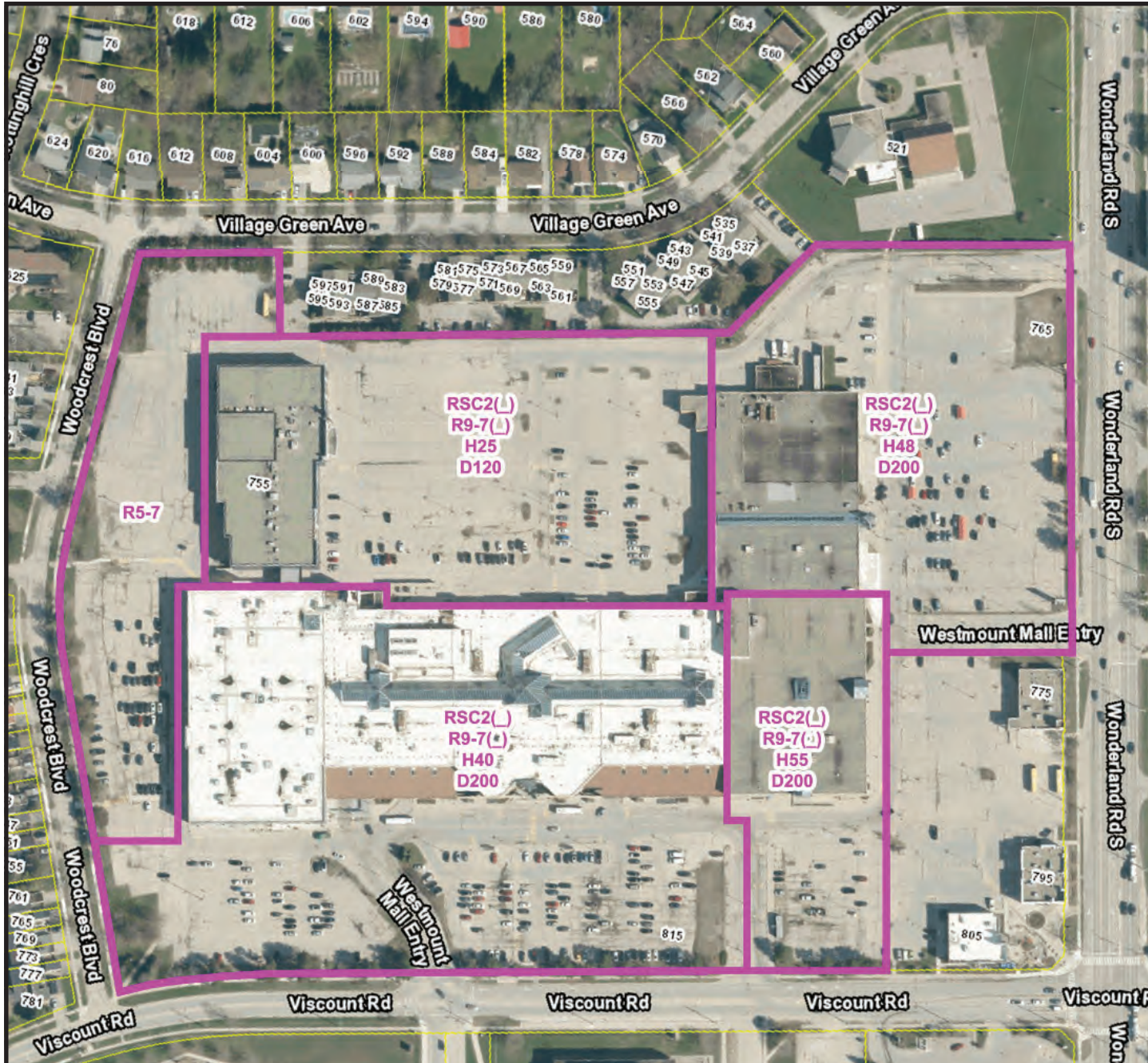
SCHEDULE 'C' BUILDING HEIGHTS

WESTMOUNT MALL OPA/ZBA
785 WONDERLAND ROAD INC.

MCR/LON/18-01 03.15.2023 NTS
PROJECT NO. DATE SCALE



318 Wellington Road | London, ON N6C 4P4
t: 519-474-7137 | www.zpplan.com



SCHEDULE 'D' ZONING

WESTMOUNT MALL OPA/ZBA
785 WONDERLAND ROAD INC.

MCR/LON/18-01 03.15.2023 NTS
PROJECT NO. DATE SCALE



318 Wellington Road | London, ON N6C 4P4
t: 519-474-7137 | www.zpplan.com