

Planning Justification Report

McCor Management

785 Wonderland Road South – Westmount Shopping Centre
City of London



August 9, 2021



ZELINKA PRIAMO LTD
A Professional Planning Practice

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INTRODUCTION

McCor Management has made an application to the City of London to amend its Zoning By-Law to permit the use of a 'kennel' within the Westmount Shopping Centre at 785 Wonderland Road South (the "subject lands") for the establishment of a Dogtopia dog daycare centre. The leasable space intended for Dogtopia is located in the northeastern end of the shopping centre, beside an existing entrance to the shopping centre.

The purpose of the following Planning and Design Report is to provide design details and evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the 1989 City of London Official Plan, *The London Plan*, and the City of London Z.-1 Zoning By-Law.

SUBJECT LANDS

The subject lands are located at the northwest corner Wonderland Road South and Viscount Road (Figure 1). The lands have a lot frontage along Wonderland Road South of approximately 175.7m; a depth along Viscount Road of approximately 336.5m; a depth of 59.5m along Village Green Avenue. The irregular-shaped lands have an approximate area of 12.54ha (31ac). The lands are occupied by an, approximately 37,000m², one-storey shopping centre, which contains a large variety of uses, including retail stores; medical and dental offices; clinics; restaurants; supermarkets; and personal service establishments, and a parking lot (Figure 2 & 3).

Figure 1 –Air Photo of Subject Lands and surrounding lands



Wonderland Road South is an arterial road that is intended to service high volumes of intra-urban traffic, providing access to adjacent commercial and institutional properties (Figure 4). Viscount Road is a primary collector road that is intended to service moderate volumes of intra-urban traffic with access to a range of property types (Figure 5). 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 (Figure 4 & 5). One driveway on Wonderland Road South and one on Viscount Road are part of a signalized intersection (Figure 6 & 7).

Figure 2 – Subject Lands looking west from Wonderland Road South (Google Streetview)



Figure 3 – Aerial view of Subject Lands looking north (Google Streetview)



Figure 4 – Site Context looking south from Wonderland Road South (Google Streetview)



Figure 5 – Site Context looking west from Viscount Road (Google Streetview)



Figure 6 – Site Context looking south from Wonderland Road South (Google Streetview)



Figure 7 – Site Context looking west from Viscount Road (Google Streetview)



PUBLIC REALM ANALYSIS

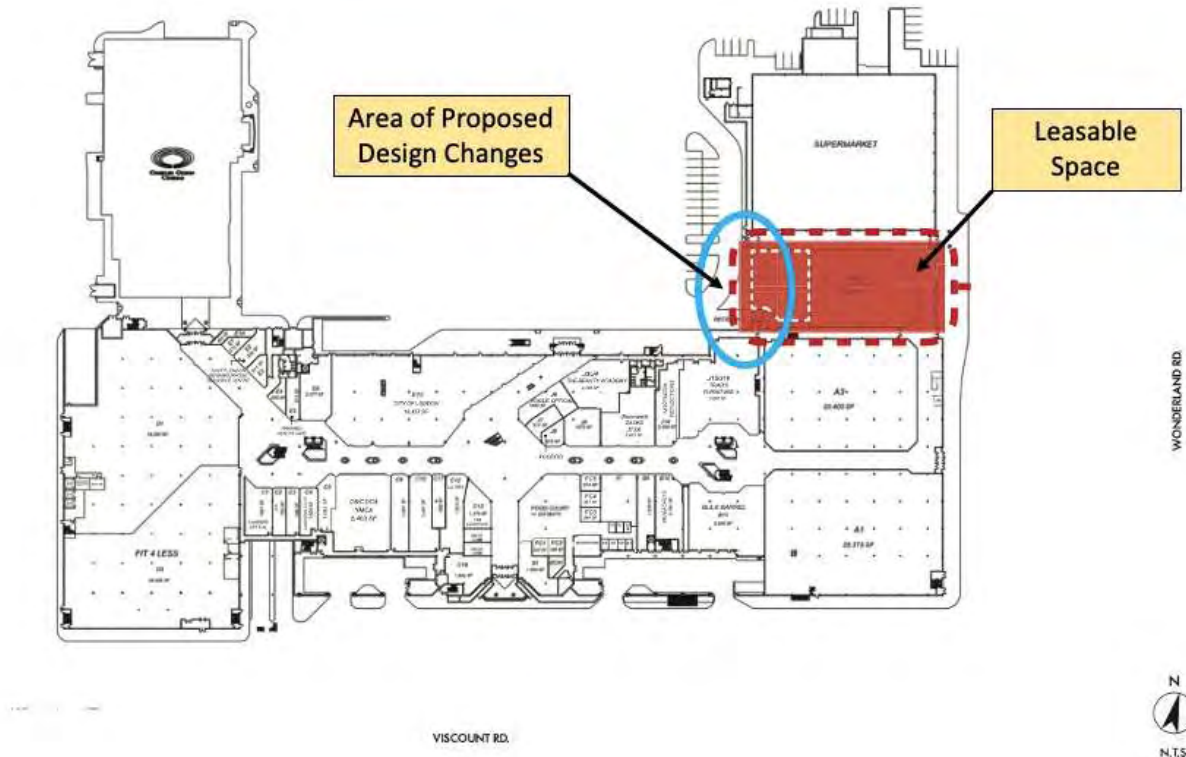
The existing public realm along these sections of the west side of Wonderland Road South and the north side of Viscount Road are made up of commercial and institutional uses fronting onto each right-of-way. The streetscape is activated in this area with sidewalks and land uses that frame the street. The proposed development is located within the existing building, which is surrounded by a paved parking lot to the north (rear), east (side), south (main entrance), and west (side) accessed from the two full turn driveways on Wonderland Road South and the two full turn driveways on Viscount Road. Existing sidewalk networks provide for pedestrian access within the subject lands, connecting with the sidewalk networks alongside the abutting roadways. Overall, the public realm abutting the Shopping Centre is well defined and pedestrian friendly.

PROPOSED DEVELOPMENT

The subject lands are already developed as a shopping centre, complete with a paved parking area and adequate access points for pedestrians, private vehicles, and public transit routes to access the property. In the northeast end of the Westmount Shopping Centre, there is a currently vacant space intended for a tenant to lease. The leasable space is approximately 450.58m² and is located beside a mall entrance on the easterly side of the Shopping Centre (Figure 11). The

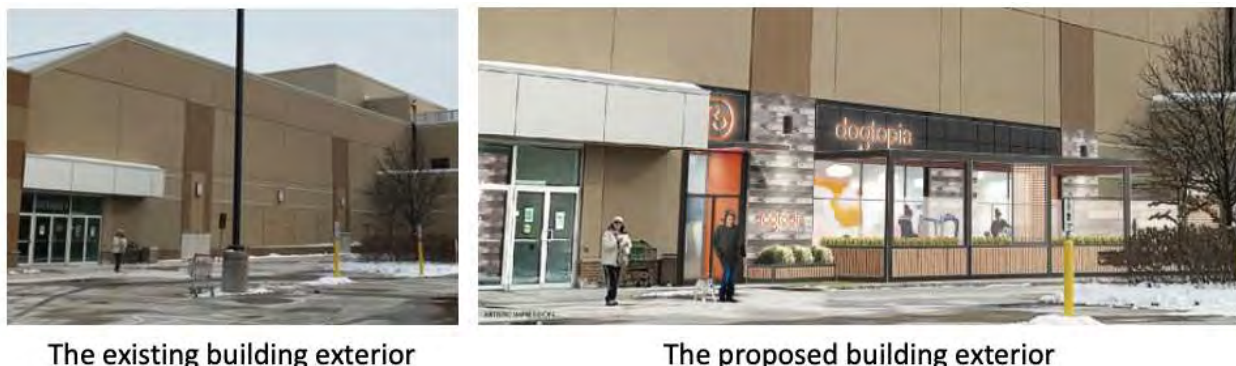
space is accessed via an internal entrance in the Shopping Centre. Dogtopia, a dog daycare and boarding center, is proposed to occupy this space within the Westmount Shopping Centre. More information about Dogtopia and the company's practices can be found in the Dogtopia Retail Presentation Deck, in Appendix A of this Report. The conceptual site plan also includes a proposed new entrance to Dogtopia from outside of the mall.

Figure 11 – Leasable Space in Westmount Shopping Centre



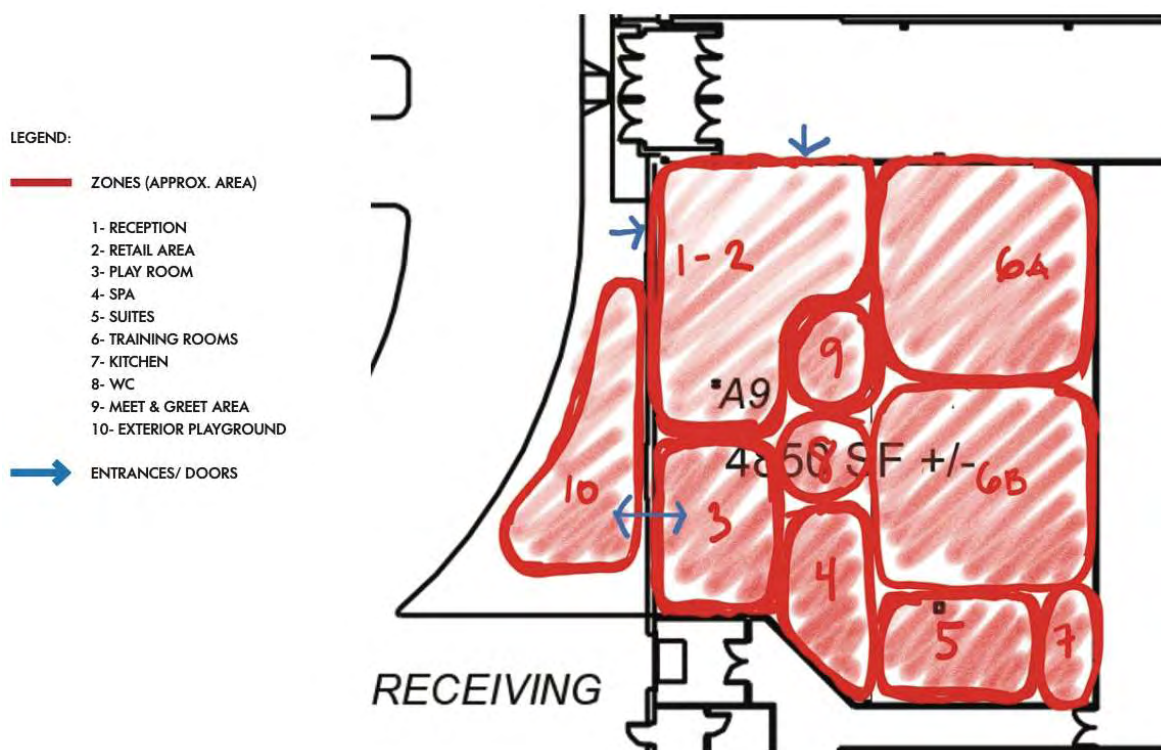
This type of use is defined as *Kennel* in the Zoning By-Law. There are no changes to the parking lot proposed. Some changes to the west-facing exterior of the leasable space in the building are proposed, namely the addition of an entrance from the exterior of the Shopping Centre, an outside play area for dogs, design changes to the façade, and commercial signage (Figure 12).

Figure 12 – Proposed Design Changes to Leasable Space in Westmount Shopping Centre



The area within the leasable space is intended to be divided into numerous sections to facilitate the dog daycare and boarding centre with some additional spaces, for example, the spa (grooming) area and the training rooms (Figure 13). It is noted that the outdoor area will not be used as an outdoor run/play area for dogs, it is intended as an additional reception area where people can drop-off or pick-up their dog only.

Figure 13 – Proposed Interior Layout of Leasable Space in Westmount Shopping Centre



Within the Westmount Shopping Centre, changes are proposed to the entrance on the interior of the building (Figure 14). The east-facing exterior wall of the Westmount Shopping Centre is also proposed to undergo some design changes with the addition of signage (Figure 15).

Figure 14 – Proposed Entrance to Dogtopia from the Interior of Westmount Shopping Centre



Figure 15 – Proposed East-Facing Exterior Wall of Westmount Shopping Centre



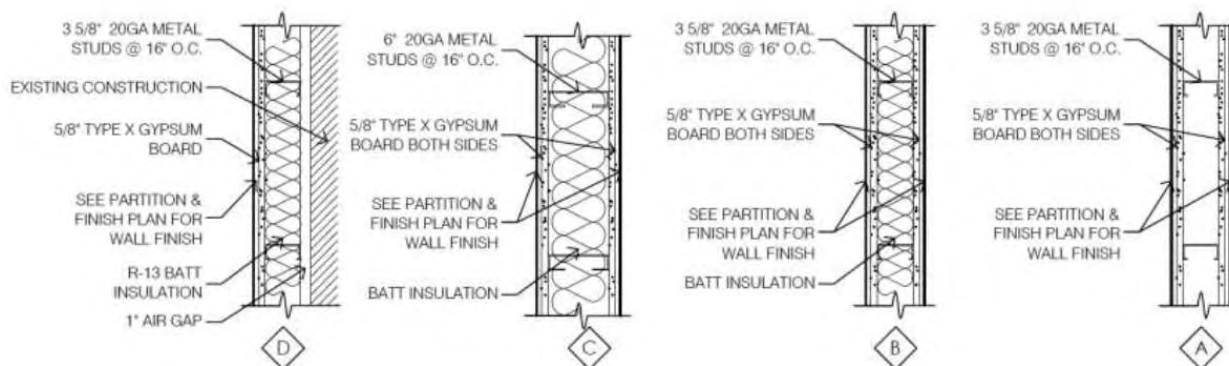
Due to the neighbouring tenants within the shopping centre, additional measures are proposed to ensure the Dogtopia dog day care can operate without undue negative impacts for others. Namely, specialty walls and flooring will be installed to facilitate the use of the leasable space for a kennel. There are three types of walls used by Dogtopia facilities – walls for Dog Space, People Space, and Exterior Walls, based on the need for sound mitigation in the day care. Dog Space typically consists of the playrooms, utility rooms, evaluation rooms, spa & grooming rooms, and suites. The standard design for the walls around the Dog Space at the interior of the daycare are 6" thick, fully insulated, full-height, metal stud walls with type X-5/8" gypsum board on each side (Figure 16). The wall will be full-height, spanning from the floor to the roof deck (beyond the ceiling) and is filled with acoustical insulation. This wall will be continuous and prevent any substantial amount of sound or smell from escaping the Dog Space. Any windows in this wall assembly are frameless preventing the transfer of sound.

The areas of People Space typically consist of restrooms, reception, hallways, office, laundry/storage, and breakrooms. Sound coming from these areas is minimal and walls are designed with a standard 3 5/8" metal stud wall that spans from the floor to 6" above the suspended ceiling, with type X-5/8" gypsum board on each side (Figure 16). This wall type is insulated only when surrounding the office or restrooms.

In regard to Exterior Walls, When the Dog Space is abutting a neighboring tenant, a two-wall system with an air gap is applied. Typically, an insulated demising wall of 3 5/8" or wider that spans from the floor to roof deck between the daycare and neighboring tenant exists (Figure A). If there is no existing demising wall, one is constructed. One inch from the new/existing demising wall an additional wall is constructed on the daycare side. This additional wall is a 6", fully insulated, full-height metal stud wall with two sheets of type X-5/8" gypsum board on the daycare side (Figure 16). An acoustical sealant is provided at the perimeter of the wall and on any penetrations. This assembly provides an STC rating of ~70 depending on the construction of the existing demising wall. This assembly may also be utilized when sound mitigation to the building exterior is critical. If an Exterior Wall separates People Space from the exterior, whether it divides a neighboring tenant or at the exterior of the building, the existing construction/wall assembly may be utilized. The noise generated in this area will rarely be from dogs and does not require sound attenuation. The air gap/space between the wall prevents sound transmission. So, as long as the Dog Space has the 6" wall assembly between the demising wall and Dog Space and is at least 1" away from the demising wall, existing assemblies will typically suffice.

Figure 16 – Wall Sound Control Diagram

Type A: Walls for bathrooms, dog food prep areas, etc. (non-dog rooms)
Type B: Walls between the dog playrooms
Type C: Demising walls (adjacent/shared wall with neighboring tenant(s))
Type D: Wall between playroom and people spaces (hallways, restrooms, spa/grooming, etc.) Extends to roof deck



For ceilings, the standard used by Dogtopia is a suspended ceiling system that is fitted with School Zone® lay in acoustical tiles used to absorb and prevent sound from escaping the room(s). The tiles have a noise reduction coefficient of .70 and a ceiling attenuation class of up to 40. These tiles are often used in schools and libraries where sound absorption and reduction are critical. The suspended ceiling is consistent throughout the daycare and typically no higher than 12'. Above the suspend ceiling is the existing building roof system and typically an R-30 insulation. The complete Noise Control Plan can be found in Appendix B of this Report.

Specialized flooring would be installed to protect against damage caused by dogs. Each playroom area would have its own 'potty platform' (Figure 17), which has its own drainage system. This assists in making clean-up more efficient and the 'potty platform' itself is sanitized and cleaned daily. Further, Dogtopia has established guidelines for disposing of solid waste from dogs, which can be found in the Waste Management Plan in Appendix C of this Report.

Figure 17 – Photograph of Potty Platform used in Dogtopia Facilities



As part of the proposal involves the construction of an outdoor area, some changes are proposed to the exterior of the Westmount Shopping Centre. Existing trees and vegetation will be retained wherever feasible. Additional landscaping, tree planting, and fencing along the exterior is proposed to enhance the space (Figure 12). Any landscape treatments will be refined through the Site Plan Approval process.

Conceptual cladding materials include masonry/brick, siding, and extensive glazing (Figures 12, 14 & 15). The outdoor space provides for a controlled entrance area along the front elevation of the building, allowing for a more seamless pick-up and drop-off for both owners and their dogs. Further, this limits the need for dogs to be brought into the mall to access the Dogtopia dog day care facility.

PROPOSED ZONING BY-LAW AMENDMENT

The proposed development is not currently permitted under the existing “*Regional Shopping Area 2 (RSA2(2))*” zone as this zone does not permit a *Kenel*. As such, it is proposed that the existing *RSA2(2)* zone be modified by adding *Kenel* as an additional permitted use.

PLANNING POLICY ANALYSIS

2020 PROVINCIAL POLICY STATEMENT

The following analysis provides justification on the appropriateness of the proposed Zoning By-Law Amendment within the context of the applicable land use policies in the City of London.

2020 Provincial Policy Statement

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
<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.	The proposed Zoning By-Law Amendment to add “Kennel” as a permitted use broadens the range of employment and service uses on the subject lands. The proposed use is compatible with the existing range of employment uses, including professional offices, medical/dental offices, and general services.
<u>Section 1.1.3.1</u> Settlement areas shall be the focus of growth and development.	The subject lands are located within a Settlement Area.
<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; e) Support active transportation; f) Are transit-supportive, where transit is planned, exists or may be developed. 	The proposed Zoning By-Law Amendment broadens 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 use offers a service to the residents of the adjacent neighbourhoods not currently offered in an urban setting.
<u>Section 1.3.1</u> Planning authorities shall promote economic development and competitiveness by:	A broader range of compatible and appropriate permitted employment uses on the subject lands provides for a diversified economic base on an

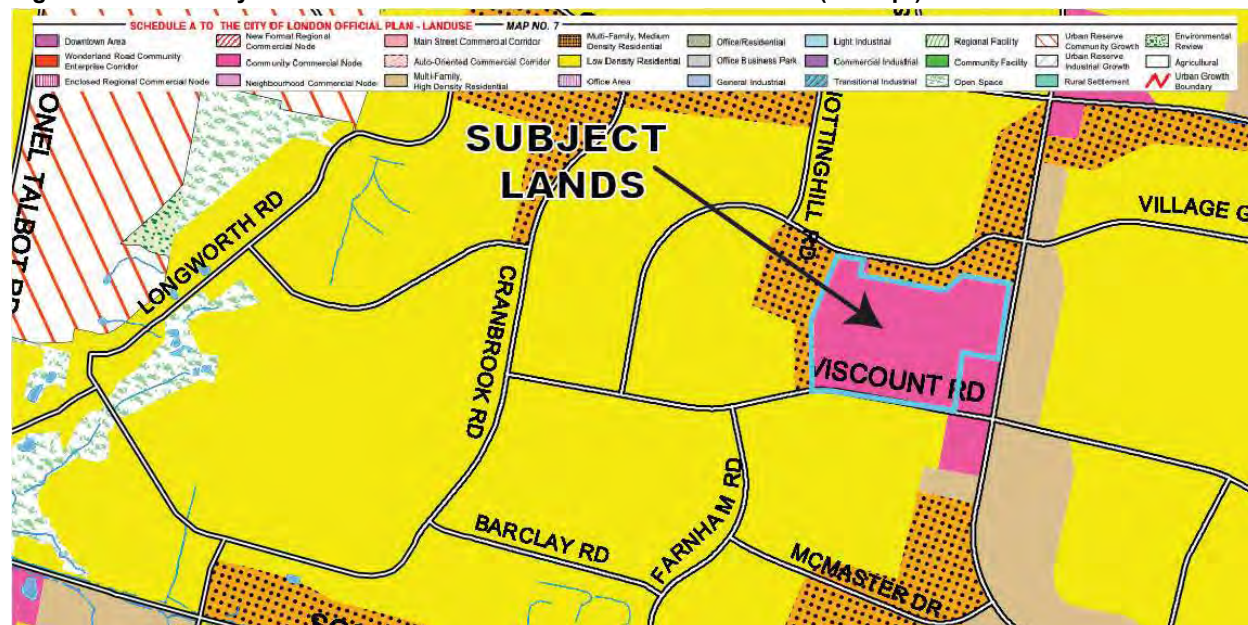
<p>a) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs.</p> <p>b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.</p> <p>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.</p> <p>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>	<p>existing site that supports a wide range of economic activities. The proposed Zoning By-Law Amendment application allows for a service 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><u>Section 1.6.6.2</u> 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 a "Kennel" use in the existing building.</p>
<p><u>Section 1.7.1</u> Long-term economic prosperity should be supported by:</p> <p>a) Promoting opportunities for economic development and community investment-readiness;</p> <p>c) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities.</p>	<p>The proposed Zoning By-Law Amendment application promotes economic development and community investment by permitting a new service 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.</p>

As per the above analysis, the proposed Zoning By-Law Amendment is consistent with the applicable policies of the 2020 Provincial Policy Statement (PPS).

1989 CITY OF LONDON OFFICIAL PLAN

The subject lands are designated “*Community Commercial Node*” according to Schedule “A” – Land Use in the 1989 City of London Official Plan (Figure 21). The intention of *Community Commercial Nodes* is to provide for a wide range of goods and services which are needed on a regular basis. The *Community Commercial Node* land use designation permits 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.

Figure 21 – 1989 City of London Official Plan: Schedule ‘A’ – Land Use (Excerpt)



The following policies are specific to the “*Community Commercial Node*” land use designation:

1989 City of London Official Plan Policy Analysis Table	
Policy	Response
<p>Function Policy 4.3.7.1 Community Commercial Nodes are intended to provide a wide range of goods and services which are needed on a regular basis.</p>	<p>The proposed Zoning By-Law Amendment broadens the wide range of uses that provide goods and services to the surrounding community, particularly the proposed use that provides a service not currently offered in an urban setting. Westmount Shopping Centre, which</p>

<p>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.</p>	<p>is designated as a community commercial node, is subsidiary to enclosed commercial nodes (i.e. Masonville Place and White Oaks Mall) and the new format regional commercial nodes (i.e. Hyde Park Power Centre). This subsidiary position and relationship with other higher order commercial areas is maintained with the addition of a “<i>Kennel</i>” use. Furthermore, the subject lands are within convenient driving and walking distance from many interior neighbourhoods in the community of Westmount providing convenient options for dropping off and pick up family pets.</p>
<p style="text-align: center;"><u>Location</u> <i>Policy 4.3.7.2</i></p> <p>A Community Commercial Node shall be located:</p> <ul style="list-style-type: none"> 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. 	<p>The subject lands are located at the intersection of an arterial road (Wonderland Road South) and a primary collector road (Viscount Road), and is central to many interior neighbourhoods to the east and west of Wonderland Road South. There are no other proximate community commercial nodes and there is an expansive amount of space dedicated to parking, loading, and buffering around the perimeter of the building. Access to public transit is available on the subject lands in the transit terminal abutting Viscount Road (to Routes #7, #10, #15, #24).</p>
<p style="text-align: center;"><u>Permitted Uses</u> <i>Policy 4.3.7.3</i></p> <p>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</p>	<p>The proposed “<i>Kennel</i>” use is consistent with the general range of permitted uses, fitting within the “personal services” use. As such, the proposed use is permitted on the subject lands and is considered appropriate.</p> <p>It is noted that the “<i>Kennel</i>” use is specifically mentioned in the 1989 Official Plan as a permitted use within the ‘Auto-oriented Commercial Corridor’, and ‘Service Commercial’, land use designations, and is not mentioned as a permitted use within the ‘Community Commercial Node’ designation. However, this approach is simply to permit kennel uses specially were the larger range</p>

<p>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.</p> <p>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.</p>	<p>of personal services would not be appropriate, but a kennel use could be consider on a site-specific basis through zoning. A use does not necessarily have to be listed under a designation to be permitted. For example, 'kennel' uses are permitted by the Zoning By-law within the 'Agricultural (AG)' zone, but the use is not specifically listed as a permitted use under the Agriculture land use policies of the 1989 Official Plan.</p> <p>If the 'kennel' use is deemed to not conform because it is not specifically mentioned as a permitted use, through the policies of the London Plan, City staff have deemed the use acceptable and a City initiated OPA to the 1989 Official Plan would be required. That city initiated OPA is reflected in the Record of Consultation.</p>
<p style="text-align: center;"><u>Form and Scale</u> <i>Policy 4.3.7.4 & 4.3.7.5</i></p> <p>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</p>	<p>There is no development proposed through the Zoning By-Law Amendment. As such, the form and scale of the existing Westmount Shopping Centre is considered appropriate and consistent with the 1989 City of London Official Plan.</p>

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.

As per the above analysis, the proposed Zoning By-Law Amendment is conforms with the applicable land use policies of the 1989 City of London Official Plan.

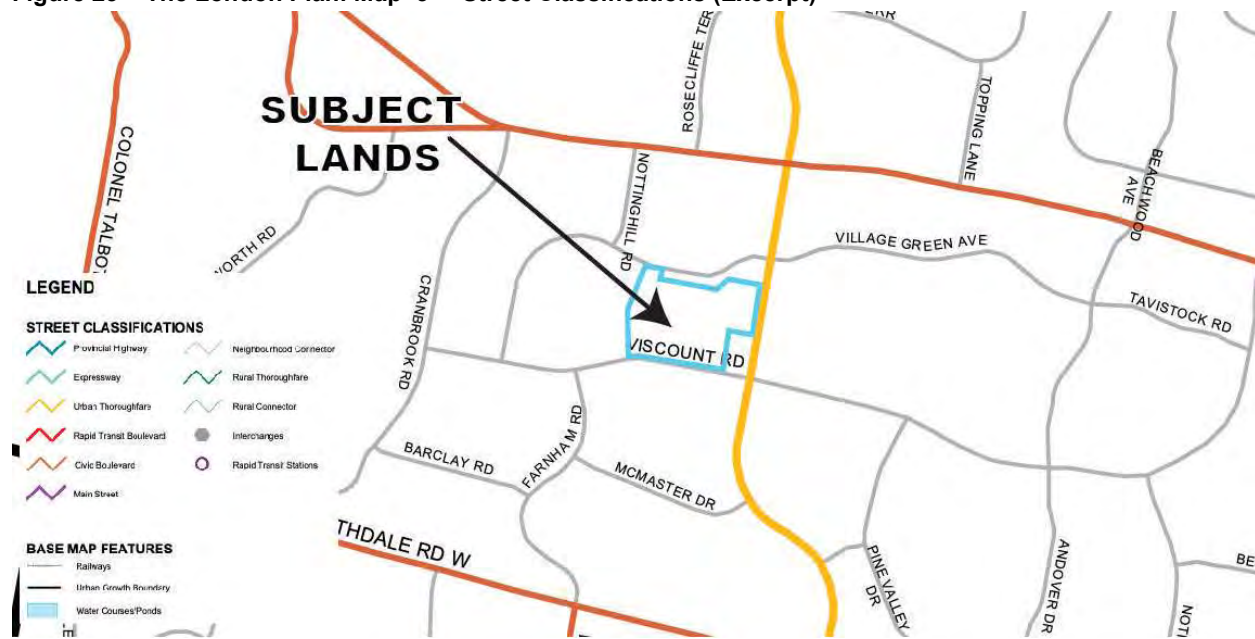
THE LONDON PLAN

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.

Figure 24 – The London Plan: Map ‘1’ – Place Types (Excerpt)



Figure 25 – The London Plan: Map ‘3’ – Street Classifications (Excerpt)



The following policies are specific to the “Shopping Area” Place Type, with policies that remain under appeal (as of October 23, 2020) in red:

The London Plan Policy Analysis Table	
Policy	Response
<p><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>Westmount Shopping Centre will continue to be a commercial node with a wide range of uses within walking distance to surrounding residential areas. 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 Zoning By-Law Amendment application to add “<i>Kennel</i>” as a permitted use. 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 hub for commerce and services.</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 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 “<i>kennel</i>” will continue to be a significant commercial and service node in the City of London. The building remains a focal point 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. No new, or expansion of, the “<i>Shopping Area</i>” Place Type is proposed through this 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</p>	<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 Zoning By-Law Amendment application</p>

<p>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 of existing services, use land more efficiently, and reduce the need for outward expansion. 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>adds a new use, providing flexibility in use of the existing building. 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><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. 	<p>The proposed “<i>Kenel</i>” is consistent with the range of permitted uses in The London Plan. The proposed use fits within the permitted service 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 “<i>Neighbourhoods</i>” Place Type areas. Given no development is proposed through this application, these conditions are anticipated to continue.</p>

<p>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>	
<p style="text-align: center;"><u>Intensity</u> Policy 878</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. 3. Adequate off-street parking will be provided to ensure there are no negative impacts on adjacent streets. Underground parking will be encouraged. 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. 5. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. 6. Total aggregate office uses will not exceed 2,000m² within a Shopping Area Place Type. 7. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites. 8. The full extent of intensity described above will not necessarily be permitted on all sites within the Shopping Area Place Type. 	<p>There is no development proposed on the subject lands, and as such, intensity remains virtually the same. The existing building was designed to accommodate a fully-leased space, and as such, the proposed use will fill vacant space and utilize existing capacity on the subject lands, including the use of existing underutilized parking.</p>
<p style="text-align: center;"><u>Form</u> Policy 878</p> <p>879_ The following form policies apply within the Shopping Area Place Type:</p>	<p>Again, no development is proposed on the subject lands. The bulk of the existing design and form is based off decades-old principles, however, with no changes proposed to the exterior of the building, the existing design and form is not proposed to change. It is noted that the Form</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. c. Allow for better connections through the site for pedestrians, transit users, and cyclists. 3. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood. 4. 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. 5. Landscaping, street furniture, patios, and other amenities 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 should not be permitted between these smaller buildings and the street. 6. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and 	<p>Policies of “Shopping Area” Place Type in The London Plan remain under appeal, and regard for these policies would be only be required if new development was proposed.</p>
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<p>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.</p> <p>7. 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.</p> <p>8. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place.</p> <p>9. 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.</p>	
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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.

THE CITY OF LONDON ZONING BY-LAW

The subject lands are currently zoned “*Regional Shopping Area 2 (RSA2(2)) Zone*” in the City of London Zoning By-law (Figure 24). The *RSA2(2)* 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; and Commercial and Private Schools. A *Kennel* is not permitted in the *RSA2(2)* zone.

The current zoning designation of “*Regional Shopping Area 2 (RSA2(2)) Zone*” does not permit the proposed use of a *Kennel* within the Shopping Centre. Therefore, a Zoning By-Law amendment is required to add to the list of permitted uses on the subject lands.

The proposed Zoning By-Law Amendment seeks to add 'kennel' as a permitted use to the existing RSA2(2) zone. Currently, kennel operations offering dog daycare services are located in the rural areas of the City, making convenient access for residents difficult. While pet ownership has increased over the years, the importance of properly socializing family pets has become a key component of pet training, and good health. By providing convenient access to dog daycare services within the urban areas of the City, residents can better utilize these services without the inconvenience of lengthy commutes to the rural areas to drop-off and pick-up their family pets. The proposed use has identified the potential negative impacts around noise and waste management and have mitigated those concerns through built form and management systems. An outline of the approach to noise mitigation and waste management are provided in Appendix A of this report. The proposed use will expand on the services offered to the immediate neighbourhoods and beyond to larger portions of the City that will allow for safe, convenient access to dog care not currently offered in the urban setting.

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