

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development

**Subject:** Southside Construction Management Ltd.  
3234-3274 Wonderland Road South  
File Number: Z-9618, Ward 10

**Date:** September 18, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Southside Construction Management Ltd. relating to a portion of the property located at 3234-3274 Wonderland Road South:

- (a) Consistent with Policy 43\_1 of The London Plan, a portion of the subject lands, 3234 and 3274 Wonderland Road South, **BE INTERPRETED** to be located within the Shopping Area Place Type;
- (b) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 26, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area Special Provision (ASA8(17)) Zone and a holding Light Industrial (h-17\*LI1/LI7), **TO** an Associated Shopping Area Special Provision (ASA8(\_)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Ensure all landscaping fronting Wonderland Road S is designed and installed to create a strong built edge with a minimum depth of between 4.0 - 6.0 metres south of the proposed Wonderland Road S access, and that the enhanced landscaped area contemplate a forecourt element to accommodate parking spaces that are located immediately abutting the built edge landscape feature, which also provides for a pedestrian-oriented streetscape and an active street frontage, and the integration of a future Pad (Pad 10) that can be phased in over the life of the plan.
  - ii) Ensure there is a robust pedestrian network throughout the site, linking the primary building entrances to each other and internal walkways through the parking lot with all crossing connected directly to sidewalks;
  - iii) Locate the principal building entrances and transparent windows to face the public right-of-way to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access;
  - iv) Provide individual unit entrances with walkways leading to the public sidewalks on Wonderland Road S;
  - v) Provide a minimum 40% of glazing along the intersection of the Wonderland Rd S and Bradley Ave facades;
  - vi) Reduce the amount of asphalt provided to the minimum amount required and provide additional landscaping to assist with stormwater management and reduce the heat island effect;
  - vii) Ensure the Transportation Impact Study has been updated to the satisfaction of the Transportation Division.

**IT BEING NOTED**, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Policy*

*Statement, 2020 (PPS)*, which encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1.(a)).

- ii) The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Design and Building policies, and the Shopping Area Place Type policies;
- iii) The recommended amendment conforms to the Wonderland Road Community Enterprise Corridor policies in the *Southwest Area Plan (SWAP)*.
- iv) The recommended amendment facilitates the development of a vacant site within the Built-Area Boundary with an appropriate form of development.

## Executive Summary

### Summary of Request

The applicant has requested to interpret a portion of the subject lands as Shopping Area Place Type under Policy 43\_1 of The London Plan, whereas that portion is currently within the Neighbourhoods Place Type.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone a portion of the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and a holding Light Industrial (h-17\*LI1/LI7) to an Associated Shopping Area Special Provision (ASA8( )) Zone with special provisions.

### Purpose and the Effect of Recommended Action

The recommended action will permit an automotive sales and service establishment on the subject lands.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Well being and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Economic Growth, Culture, and Prosperity**, by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment and by encouraging equitable economic growth.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

OZ-8590, May 28, 2018

#### 1.2 Planning History

An Official Plan Amendment and Zoning By-law Amendment application was submitted in 2016 pertaining to the subject lands. The application sought to permit all uses within the ASA3, ASA4, ASA5 and ASA8 Zones, and included provisions for maximum commercial floor area, reduced setbacks, building orientation, among others.

In September 2019, a decision by the Ontario Land Tribunal enforced By-law No. Z.-1-192796, which amended the Zoning By-law to rezone 3234, 3263 and 3274 Wonderland Road South to the current ASA8(17) Zone, which permitted the uses and

provisions sought in the 2016 Official Plan Amendment and Zoning By-law Amendment application.

### **1.3 Property Description and Location**

The subject lands are currently vacant and are located on the southeast corner of the Wonderland Road and Bradley Avenue intersection. The portion of land subject to the ZBA includes the westerly half of both properties. There is also a wetland feature located at the southeast corner of the lands, outside of the proposed development area.

The lands are within the Wonderland Road Community Enterprise Corridor of the Southwest Area Secondary Plan, which has developed into a regional commercial centre. Currently, there is a large commercial development north of the site, between Southdale Road West and Bradley Avenue and additional commercial development west and south of the site. The east side of the street has remained primarily light industrial, despite its designation for commercial, residential, and other uses.

The Wonderland Road corridor policies permit residential, commercial, institutional, and office uses and encourages mixed-use forms of development. While to date the primary forms of development have included service commercial and retail uses along the corridor, these other uses may developed in the future.

#### **Site Statistics:**

- Current Land Use: Vacant
- Frontage: 170 metres (feet)
- Area: 6.6 hectares (acres)
- Shape: rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

#### **Surrounding Land Uses:**

- North: Neighbourhood shopping centre
- East: Pincombe Drain
- South: Vacant
- West: Vacant

#### **Existing Planning Information:**

- Existing London Plan Place Type: Shopping Area / Neighbourhoods
- Existing Special Policies: Southwest Area Secondary Plan
- Existing Zoning: Associated Shopping Area Special Provision (ASA8(17)) and Light Industrial (h-17\*LI1/LI7)

Additional site information and context is provided in Appendix B.





Figure 1- Aerial Photo of 3234 and 3274 Wonderland Road South and surrounding lands

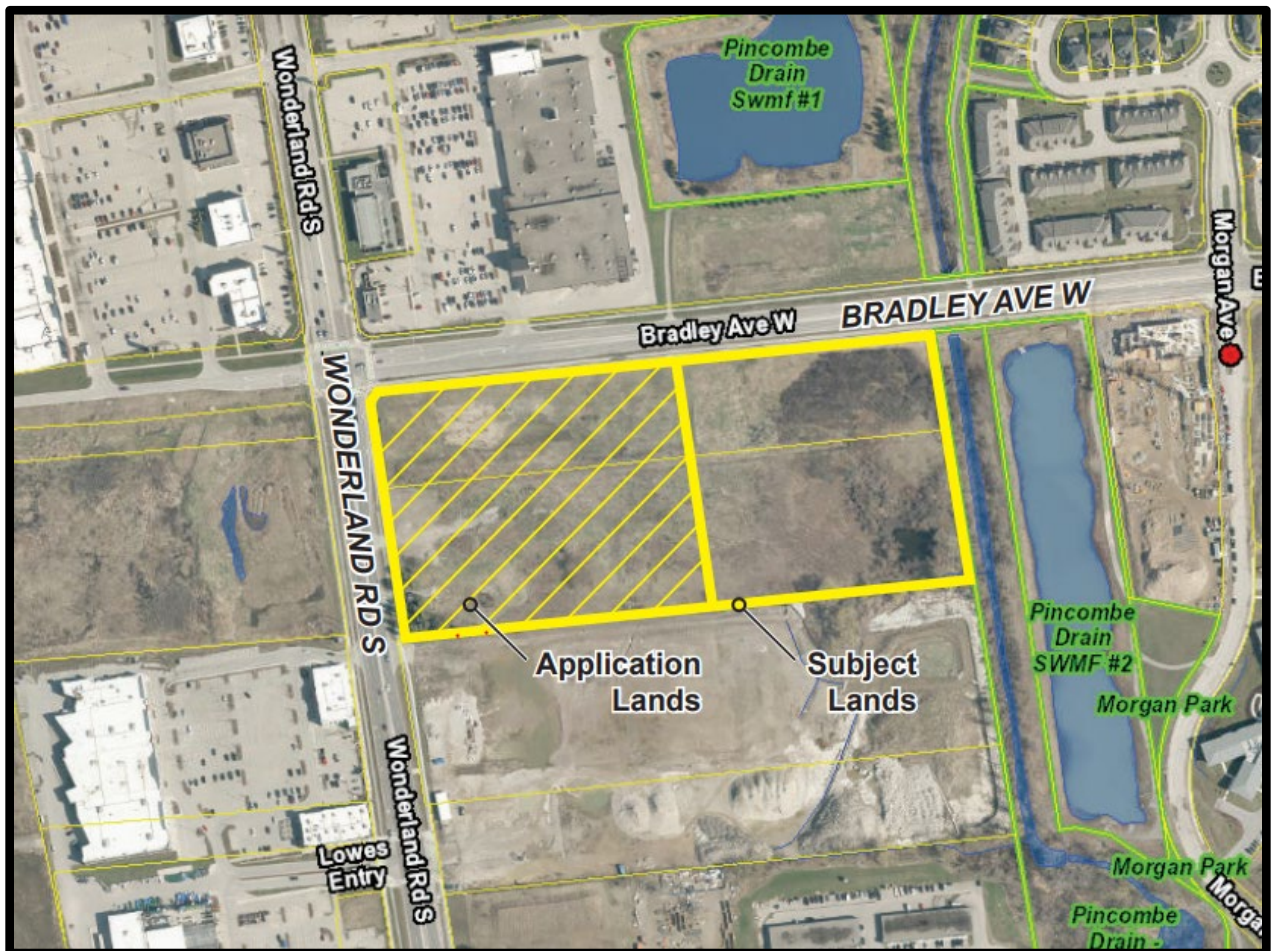


Figure 2- Aerial Photo of 3234 and 3274 Wonderland Road South application lands and surrounding lands

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The proposed development consists of five individual building pads and surface parking areas. The three westerly pads along the Wonderland Road South frontage, and the pad located at the northeast corner of the application lands, will host future commercial



tenants. The pad located at the southeast corner of the application lands is intended to be occupied by an automobile sales and service establishment.

The application lands are proposed to be accessed by the existing driveway central to the Wonderland Road South frontage, which is anticipated to be updated to current and appropriate development standards. Two new access points are proposed from Bradley Avenue West. A total of 504 surface parking spaces are proposed.

The proposed development includes the following features:

- Land use: Commercial (automobile sales and service establishment)
- Form: 5 buildings
- Height: 2 storeys (11.0m)
- Gross floor area: 4717m<sup>2</sup>
- Building coverage: 12.3%
- Parking spaces: 504 surface parking spaces
- Bicycle parking spaces: 30
- Landscape open space: 53%
- Functional amenity space: m<sup>2</sup>

Additional information on the development proposal is provided in Appendix B.

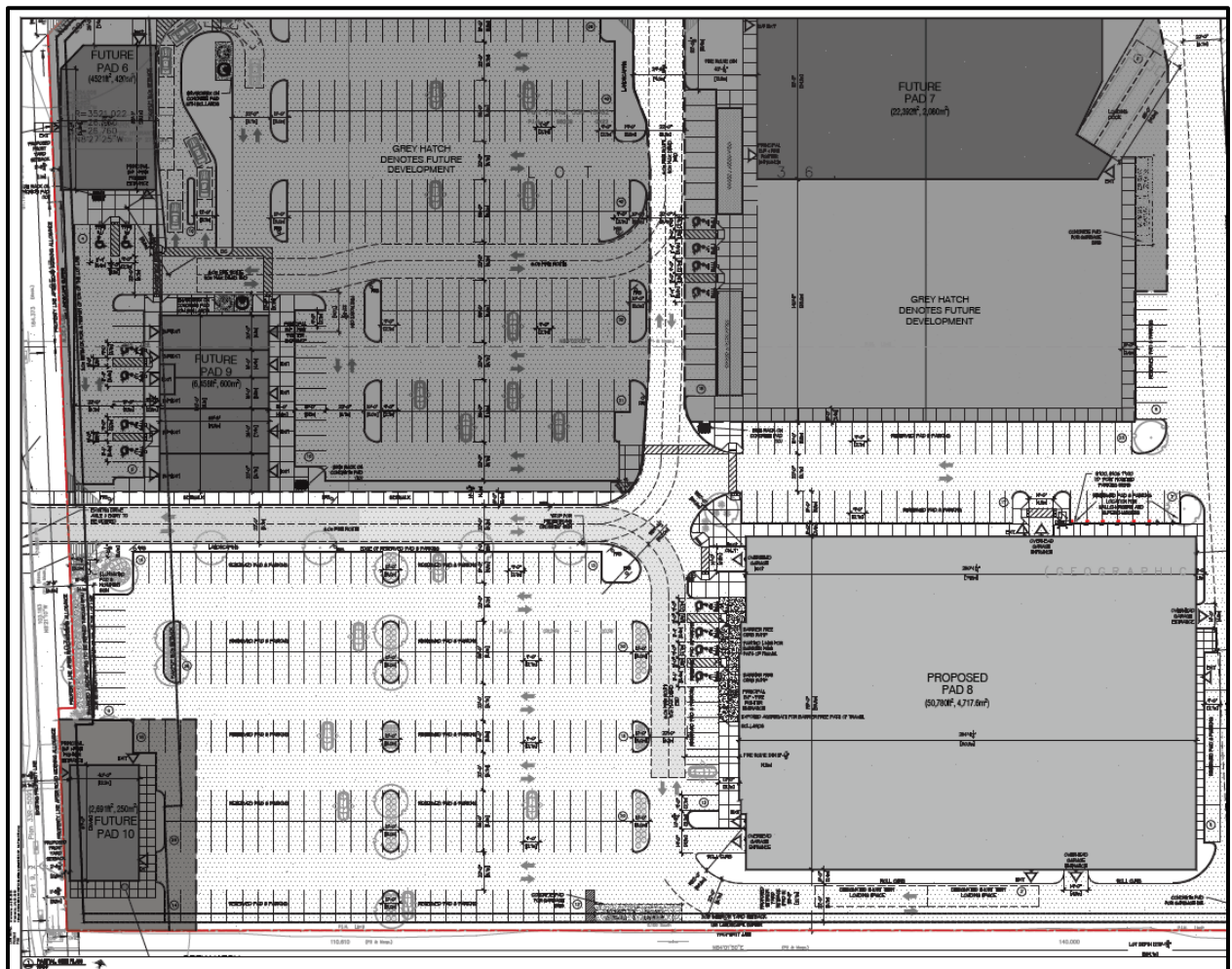


Figure 2 - Conceptual Site Plan (July 2023)

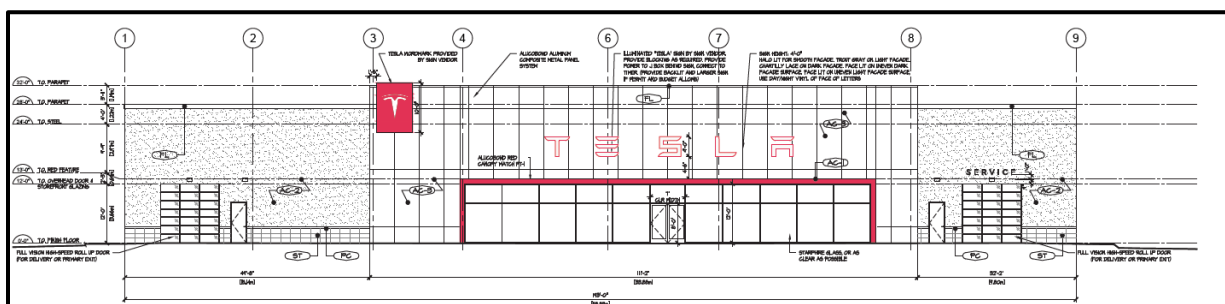


Figure 3 - East elevation of proposed automobile sales and service establishment building (July 2023)

Additional plans and drawings of the development proposal are provided in Appendix C.

## **2.2 Requested Amendment(s)**

The applicant has requested to interpret a portion of the subject lands as Shopping Area Place Type under Policy 43\_1. of The London Plan.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and Holding Light Industrial (h-17.LI1/LI7) Zone to an Associated Shopping Area Special provision (ASA8(\_)) Zone.

The special provision requested is to permit an automobile sales and service establishment as an additional permitted use.

## **3 Internal and Agency Comments**

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Site Plan layout concerns:
  - Over-parking
  - Parking along the Wonderland Road frontage
  - Parking Islands
  - Internal driveway
  - Landscaping
  - Buffering parking from public rights of way
  - Access

Detailed internal and agency comments are included in Appendix D of this report.

## **2.4 Public Engagement**

On June 12<sup>th</sup>, 2023, Notice of Application and August 18<sup>th</sup>, 2023, Revised Notice of Applications was sent to 40 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 24<sup>th</sup>, 2023. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

## **2.5 Policy Context**

### ***The Planning Act and the Provincial Policy Statement, 2020***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the recommended Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

## ***The London Plan, 2016***

*The London Plan* (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

### ***Southwest Area Secondary Plan***

The Southwest Area Secondary Plan (SWAP) applies to an area of approximately 2,700 hectares in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Routh and the Urban Grown Boundary. The Secondary Plan serves as a basis for the review of planning and development applications which will be used in conjunction with other policies of *The London Plan* however will prevail in instances where more detailed or alternative direction is provided.

Also, in addition to the general and implementation policies of SWAP it is organized and based around land use designations and policies identified for specific neighbourhoods. The subject site is part of the Wonderland Boulevard Neighbourhood and designated Wonderland Road Community Enterprise Corridor in the SWAP.

*The Wonderland Road Community Enterprise Corridor designation is intended to provide for a wide range of commercial, office, residential and institutional uses in low to mid-rise building forms. Both stand-alone and mixed-use development are permitted. (20.5.6(i)).*

Staff are of the opinion the recommended amendment conforms to the policies in SWAP as it provides a range of commercial uses in a low-rise building form oriented towards Wonderland Rd S while ensuring parking is located behind the proposed buildings and not along the frontage between the buildings and the roads.

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1 Interpretation of The London Plan**

A portion of subject lands has been requested to be considered in the Shopping Area Place Type where the place type currently abuts the Neighbourhoods Place Type on Map 1 – Place Types of The London Plan, as depicted in Figure 4. Policy 43\_1. of The London Plan addresses interpretation of Place Type boundaries:

*“The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that*

the intent of the Plan is maintained and that the departure is advisable and reasonable. Where boundaries between place types do coincide with physical features, any departure from the boundary will require an amendment to the Plan.”

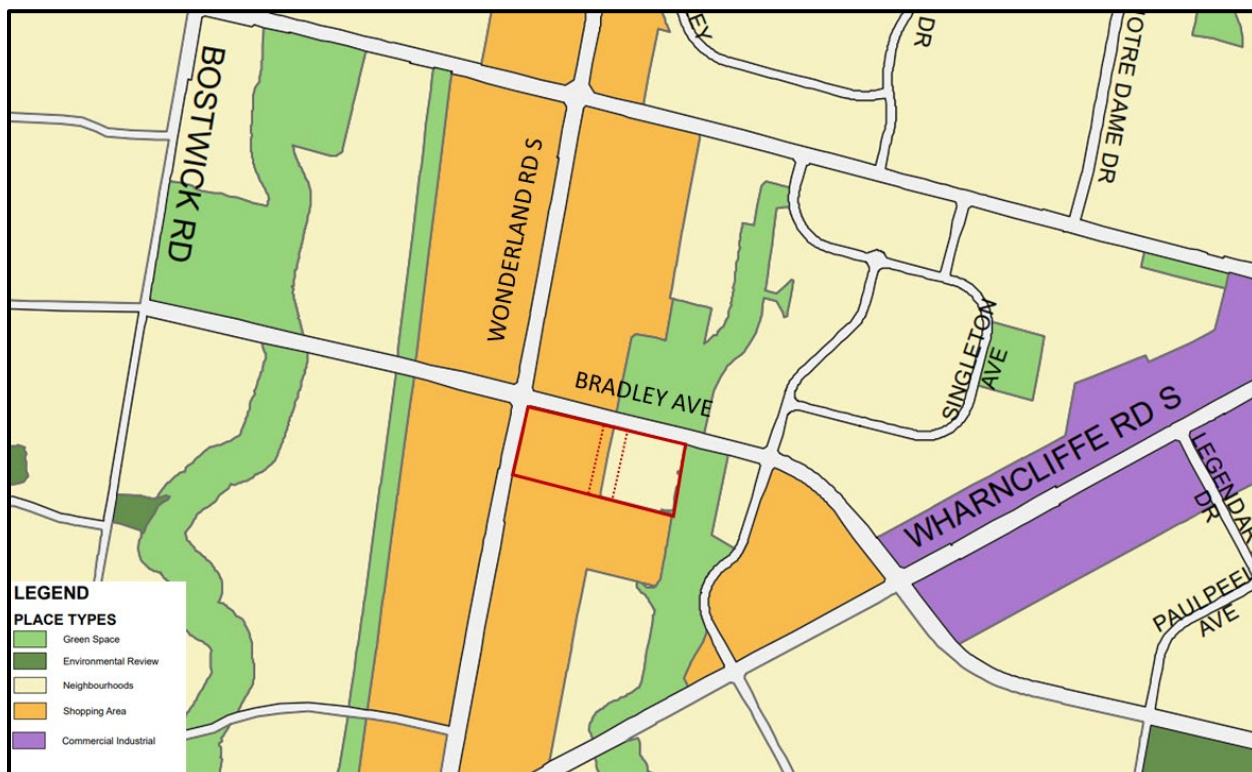


Figure 4 – Map of Place Types adjacent to the subject lands

The subject lands are intended to be developed comprehensively with the adjacent lot to the west in the future. As the existing Place Type boundary between the two lots does not coincide with any physical feature. The interpretation of the lands as being in the Shopping Area Place Type is considered a minor departure from the current boundaries, and the overall intent of the Plan is still being maintained. In Staff’s opinion the departure is advisable and reasonable and would help facilitate the development of an underutilized site with commercial uses. It is recommended the subject lands be interpreted to be within the Shopping Area Place Type.

#### 4.2 Land Use

The proposed automobile sales and service establishment in conjunction with proposed pads for commercial uses is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Wonderland Road Community Enterprise Corridor in the SWAP and Shopping Area Place Type in *The London Plan* where a property has frontage onto an Urban Thoroughfare. The proposed commercial development aligns with the goals of the SWAP and *The London Plan* by contributing to the mix of commercial uses that are compatible with the existing area and brings uses that support employment.

#### 4.3 Intensity

The proposed intensity is consistent with the policies of the PPS. The property is located within a settlement area (i.e., within the City of London Urban Growth Boundary) and makes efficient use of land and municipal services in accordance with policies (1.1.3.1, 1.1.3.2). Additionally, the proposal would implement the local planning framework, which envisions shopping/commercial areas, while taking advantage of existing municipal infrastructure, in accordance with policies (1.1.1 a), b), c), d), e), 1.6.6.2).

The proposed intensity at one-storey also conforms with Wonderland Road Community Enterprise Corridor in the SWAP and with the Shopping Area Place Type in *The London Plan* which contemplate a standard maximum height of 4-storeys. The proposed



intensity will facilitate an appropriate scale of development on an underutilized property that efficiently uses the land and existing municipal services. The proposed development would intensify and revitalize the site by implementing the planning framework envisioned for this site.

#### **4.4 Form**

The recommended amendment and direction to the site plan Approval Authority ensures the proposed built form is consistent with Wonderland Road Community Enterprise Corridor in the *SWAP*, the Shopping Area Place Type policies and the City Design Policies in *The London Plan*. The recommended amendment provides an appropriate form and scale of commercial development through the proposed building and site layout ensuring the future uses are compatible with the existing area and supports the vision for this area.

Specifically, *SWAP* encourages commercial development in a “main street” format where the uses are oriented to the street creating a pleasant pedestrian shopping environment (20.3.9 iii(b)). The proposed built form and recommended direction to site plan ensures a positive pedestrian environment is created and that the development oriented towards both roads give prominence to the corner of the site.

Also, *SWAP* polices that relate to this development include policies reflecting parking. The policies indicate that no parking is permitted between the buildings and public sidewalks. Additionally, the policies indicate that parking areas shall be designed to reduce the visual impacts with screening including low fences, walls landscaping etc. Therefore, staff have indicated that through the site plan approval process that the portion of the lands, south of the Wonderland Road S access driveway, incorporate enhanced landscaping that is proposed be widened and designed as a built edge feature to assist with the visual impact and screen the proposed parking along the Wonderland Road S frontage. In addition, for the lands north of the Wonderland Road S access driveway that only accessibility parking may be permitted. These design considerations are consistent with the Site Plan that has been submitted by the Applicant.

The following form-based issues were raised through the review of the initial site concept plan submitted with the Zoning By-law Amendment application:

- Parking area setbacks
- Landscaping

These details will be finalized through the future site plan process and are included as recommended considerations to the Site Plan Approval Authority.

With the identified site plan considerations and special provision for the parking setback, staff are satisfied the proposed form is consistent with the Shopping Area Place Type policies and the City Design Policies, and that the above noted form issues can be sufficiently addressed through a future Site Plan Application.

## **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and a Holding Light Industrial (h-17\*LI1/LI7) Zone to an Associated Shopping Area Special Provision (ASA8(\_)) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and Southwest Area Plan and will permit an automotive sales and service establishment on the subject lands.

**Prepared by:** Alanna Riley, MCIP, RPP  
Senior Planner

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Heather McNeely, MCIP, RPP  
Director, Planning and Development

**Submitted by:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic  
Development

## Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)  
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone portion of the lands located at 3234-3274 Wonderland Road South

WHEREAS Southside Construction Management Ltd. has applied to rezone a portion of the lands located at 3234-3274 Wonderland Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3234-3274 Wonderland Road South, as shown on the attached map comprising part of Key Map No. 111, **FROM** an Associated Shopping Area Special Provision (ASA8(17)) and Holding Light Industrial (h-17\*L11/LI7) Zone **TO** an Associated Shopping Area Special Provision (ASA8( )) Zone.
2. Section Number 24.4 of the ASA Zone is amended by adding the following Special Provision:

ASA8( ) 3234-3274 Wonderland Road South

a. Permitted Uses:

- i) Permitted uses shall include all uses permitted within the ASA3, ASA4, ASA5, and ASA8 Zones
- ii) One automobile sales and service establishment with a gross floor area of 4,750m<sup>2</sup>

b. Additional Regulations

i) Total commercial floor area (Maximum): 18,700 m<sup>2</sup> (201,285 sq. ft.)

ii) Building setback from the Wonderland Road South lot Line(maximum), for a minimum of 10% of the lot line length: 3 metres (9.8 feet)

iii) Building setback from the Bradley Avenue lot line (maximum), for a minimum of 30% of the lot line length: 3 metres (9.8 feet)

iv) Building Orientation:

Primary building façades with dominant signage and primary entrances into commercial units shall face Wonderland Road South

v) Commercial Floor Area to be located within buildings with a maximum Gross Floor Area of 1,500 m<sup>2</sup> (%) (Minimum): 20%



vi) Setback from Wonderland Road South for buildings with a maximum Gross Floor Area of 1,500 m<sup>2</sup> (Maximum): 18 metres (59.1 feet)

vii) Portion of the primary, street-facing building façade along Wonderland Road South occupied by public entrances and window openings within the first 4 metres (13.1 feet) of building height (Minimum):

viii) Single-loaded parking aisle is permitted between Wonderland Road South lot line and primary, street-facing building façade.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 26, 2023

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – September 26, 2023  
Second Reading – September 26, 2023  
Third Reading – September 26, 2023

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9618  
Planner: AR  
Date Prepared: 2023/09/06  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Vacant
Frontage	170 metres
Area	6.6 hectares
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Neighbourhood shopping centre
East	Pincombe Drain
South	Vacant
West	Vacant

#### Proximity to Nearest Amenities

Major Intersection	Bradley Avenue and Wonderland Road South, 0m (adjacent)
Dedicated cycling infrastructure	Bradley Avenue and Wonderland Road South, 0m (adjacent)
London Transit stop	Bradley Avenue and Wonderland Road South (Route 12), 0m (adjacent)
Public open space	Morgan Park, 415m

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Shopping Area and Neighbourhoods Place Type, along two Urban Thoroughfares (Bradley Avenue and Wonderland Road South)
Current Special Policies	Southwest Area Secondary Plan
Current Zoning	ASA8(17)/LI1/LI7*h-17

#### Requested Designation and Zone

Requested Place Type	No changes proposed
Requested Special Policies	No changes proposed
Requested Zoning	ASA8( )/LI1/LI7*h-17

#### Requested Special Provisions

Regulation (ASA8( ))	Required	Proposed
Refer to Zoning Referral Form	-	-
	-	-



## C. Development Proposal Summary

### Development Overview

The proposed development of the application lands consists of five individual building pads and surface parking areas. The pad located at the southeast corner of the application lands is intended to be occupied by an automobile sales and service establishment, and all four other pads are intended to have future commercial tenants.

### Proposal Statistics

Land use	Commercial
Form	Automotive sales and service establishment
Height	2 Storeys (11.0 metres)
Gross floor area	4717m <sup>2</sup> (proposed building)
Building coverage	23.2% (proposed development area), 12.5% (full lot)
Landscape open space	23.2% (proposed development area), 58.4% (full lot)
New use being added to the local community	No

### Mobility

Parking spaces	504 (surface)
New electric vehicles charging stations	Unknown
Secured bike parking spaces	0
Completes gaps in the public sidewalk	Yes
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

### Environmental Impact

Tree removals	Unknown
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	N/A (no existing structures)
Green building features	Unknown

## Appendix D – Internal and Agency Comments

### Heritage

- No heritage or archaeological concerns for this application. Archaeological matters once associated with this property have been addressed.

### Imperial Oil

- No Imperial Oil conflict.

### Parks Planning

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25. Consistent with the regulations of the Ontario Planning Act, the applicant shall provide cash-in-lieu of parkland equal to 2% of the value of the property assessed on the day the application for an approval of development in a site plan control area under subsection 41 (4) was made for the portion of the site that pertains to this application.
- An appraisal undertaken by an Accredited Appraiser (AACI) is to be submitted to Development Services for review and the value of payment is to be included as a condition of site plan approval.

### Landscape Architecture

- No comments.

### London Hydro

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

### Urban Design

The subject site is located within the Wonderland Road Community Enterprise Corridor (WRCEC) in the Wonderland Boulevard Neighbourhood of the South-West Area Secondary Plan [SWASP], which **contemplates vertically integrated mixed-use mid-rise development that prioritizes pedestrian circulation with minimum impacts of vehicles and parking on the public realm.**

Urban Design is generally **not supportive** of this proposal and would recommend **considering an alternative form of development** for the parcel that is more in line with the vision of the **Shopping Area Place Type** and the **Wonderland Road Enterprise Corridor in the Southwest Area Secondary Plan (SWASP).**

If the applicant is to move forward with the proposed development, Urban Design has the following comments:

#### Matters for Zoning

Zoning provisions should address:

1. **A maximum setback along Wonderland Rd S and Bradley Avenue West** to ensure a street-oriented development
2. **A minimum ground floor height of (4.5m)** for the commercial buildings
3. **A minimum percentage of glazing (40%) along the Wonderland Road S and Bradley Avenue façade** to facilitate an active ground floor

#### Matters for Site Plan

1. The proposed development shall be designed to be pedestrian and transit friendly from the outset. The development shall be generally oriented to the street where possible and shall promote a vital and safe street life. Refer to SWASP 20.5.6.1(vi)(c), London Plan, Policies 872, 256, 272, 255, 269
  - Ensure that Pad 8 is relocated closer to the street to provide for a more pedestrian-oriented streetscape and to avoid creating a non-active street frontage

- Remove the parking located between Pad 9 and Wonderland Road in favour of an enhanced landscape and tree buffer.
  - Ensure there is a robust pedestrian network throughout the site, linking the primary building entrances to each other and internal walkways through the parking lot
2. Ensure that the built form and landscape treatment will address the corner of Wonderland Rd S and Bradley Ave W. Refer to the London Plan, Policies 291, 268
    - Locate the principal building entrances and transparent windows to face the public right-of-way to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access
    - Provide individual unit entrances with walkways leading to the public sidewalks on Wonderland Road S and Bradley Ave W.
  3. Ensure surface parking is set back behind the front face of the buildings or limit the parking to one row and a drive aisle on the front yard setback. Refer to the London Plan, Policies 272, 278
    - Create a forecourt between the buildings and Wonderland Rd S by changing the design of this space to be different than the rest of the parking areas on site. This can be achieved by changing the paving materials, better defining the space through landscaping and pedestrian walkways, and using other design elements and features to create a space that does not appear to be a parking area.
    - If any surface parking is exposed to the public streets, screen the parking with enhanced all-season landscaping, including shrubs and street trees
  4. Reduce the amount of asphalt provided to the minimum amount required and provide additional landscaping to assist with stormwater management and reduce the heat island effect. Refer to the London Plan, Policies 282, 878\_3
  5. Other policies of SWASP 20.5.3.9 should be considered.
  6. Ensure the design of the buildings consider weather protection (e.g., Canopies) above the primary entrance doors to ensure safety and comfort of the users
  7. Ensure that all service equipment on the building roof is well-screened and integrated with the design of the building
  8. Ensure all waste storage area is integrated into the proposed built form. Alternatively, waste receptacles should be adequately screened.
  9. Ensure that the site plan and all the elevations match in terms of the direction
  10. Further comments pertaining to the building design and site configuration will be provided once all set of plans and elevations and massing models for all the four buildings are submitted

Please note that UDPRP consultation will **not** be required for this application

### **Site Plan**

#### **1. Major Issues**

- Provide for an additional building along Wonderland Road South with a pedestrian connection leading to Pad 8. This was indicated at the time of consultation and is to be addressed through the Zoning By-law Amendment process to ensure buildings front the street with an enhanced pedestrian connection to Pad 8 (SWASP 20.5.6.1vi)). See attached red-line drawing..
- Parking is to be located at the rear of the building(s) with sufficient screening. By including the second building and pedestrian connections, parking is screened from Wonderland Road South (SWASP 20.5.6.1.vii)).

•

#### **2. Matters for OPA/ZBA**

- Landscape islands are to be dimensioned to ensure the minimum 3.0 metres is achieved (Site Plan Control By-law, Section 6.2)



## Transportation

- Proposed Traffic Impact Assessment (TIA) was not scoped with City staff and therefore report is lacking analysis/review of Key element that would have been asked otherwise;
- Further study are intersections are not consistently selected and are so much distanced from subject site to capture development impact;
- Additional study area intersections and traffic analysis is required;
- An all-move access at Site Access #2 along Bradley Ave cannot be permitted due to operational concern. It is also not consistent with City's Access Management Guideline (AMG) and therefore left-out movement from proposed site needs to be restricted;
- A westbound left-turn lane along Bradley Ave and a pork-chop island treatment as per Exhibit 2-1 of the AMG is required at above noted access;
- Site Access #2 is not analyzed properly under synchro since report shows southbound movement from 3180 Wonderland Rd as all-move access;
- All background developments has not been considered in the report. Therefore, new traffic analysis is required for all study area intersections;
- No future road upgrade or extension of Bradley Ave has been considered in the report;
- An updated traffic study is required reflecting all changes. Scope/update should be confirmed with transportation prior to commencing.