



## PLANNING JUSTIFICATION REPORT

### OFFICIAL PLAN AMENDMENT & ZONING BYLAW AMENDMENT TO PERMIT A MIXED USE APARTMENT BUILDING

**735 WONDERLAND ROAD  
LONDON, ON**

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# 1 INTRODUCTION

Strik, Baldinelli, Moniz, Ltd. has been retained by 735 Wonderland Road North Inc. to prepare a Planning Justification Report (PJR) and provide planning policy analysis in support of Official Plan Amendment (OPA) and a Zoning Bylaw Amendment (ZBA) application to permit the development of a mixed use apartment building at 735 Wonderland Road North in London, hereinafter referred to as the “subject site”. This report demonstrates that the proposed OPA and ZBA applications are in keeping with Provincial and Municipal land use planning policies, is suitable for the subject site, would be compatible with neighbouring land uses, and would contribute to housing supply within the City of London.

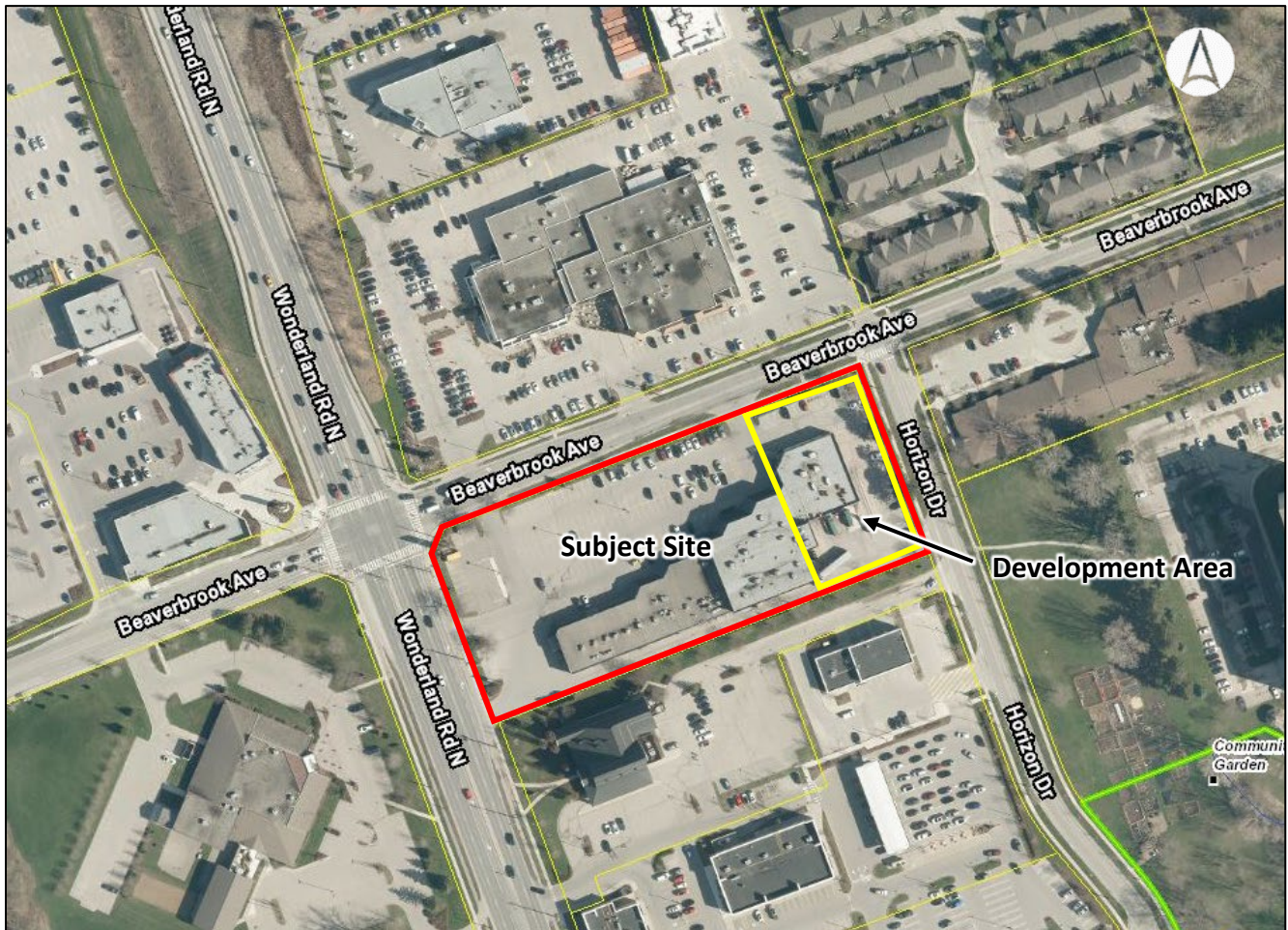


Figure 1. Aerial imagery of subject site and surrounding properties

## 2 SITE DESCRIPTION

The subject site is municipally addressed 735 Wonderland Road North and is located south of Beaverbrook Avenue between Wonderland Road North and Horizon Drive (**Figure 1**). The lot is a rectangular shaped lot that is approximately 1.45 ha (3.6 ac) in area and is bound by Wonderland Road N ( $\pm 71$  m frontage), Beaverbrook Avenue ( $\pm 176$  m frontage), and Horizon Drive ( $\pm 78$  m) to the west, north and east, respectively.



**Figure 2.** View of subject site looking southwest from the Beaverbrook Avenue

Source: Google Streetview

The subject site contains an established commercial development comprised of one building with a mix of restaurants, offices, and retail stores (**Figure 2**). The Development Area, where the proposed redevelopment would be located, is within the eastern portion of the subject site where the Swiss Chalet restaurant is presently situated (**Figure 3**). The west portion of the subject site is currently undergoing the Site Plan Control development review process to construct two single storey commercial buildings containing five (5) commercial retail units. A small parkette, often referred to as a Privately-Owned Public Space (POPS), would be located at the intersection of Wonderland Rd and Beaverbrook Ave, offering an inviting pedestrian access and seating area from the public sidewalk. It is anticipated that this portion of the commercial site improvements will be completed by spring 2025. Refer to **Figure 4** for the planned site plan layout for the proposed new commercial buildings and **Figure 5** for preliminary site renderings.

Two of the existing driveway accesses, nearest the intersection of Wonderland Rd and Beaverbrook Ave, will be removed to allow for the placement of the two commercial buildings. Given the proximity of these two access points to the intersection, their removal is anticipated to generally improve safety and vehicle movement at the intersection.



Figure 3. View of Development Area looking south from Beaverbrook Avenue.  
Source: Google Streetview

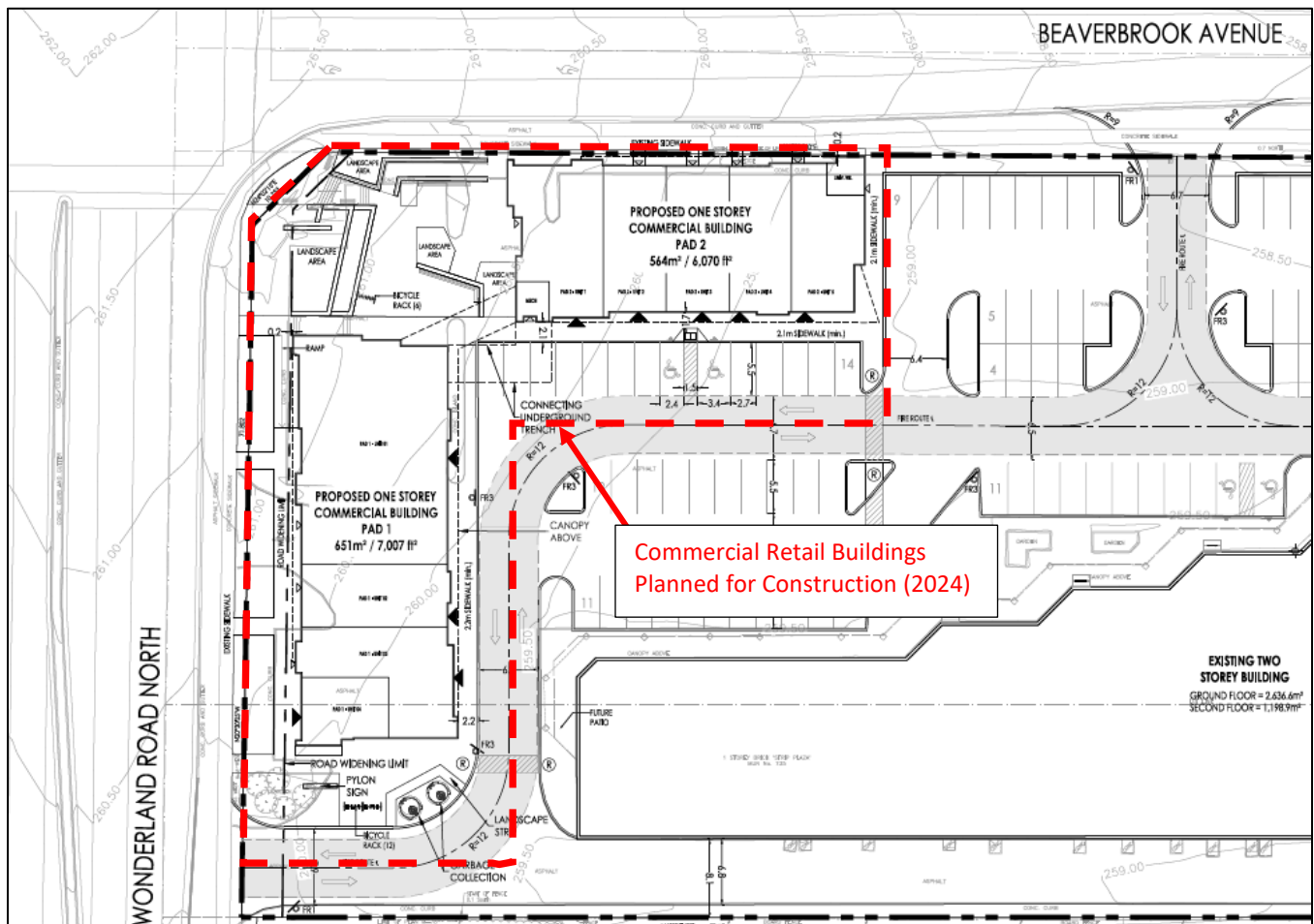


Figure 4. Planned commercial buildings on west side of subject site, currently slated for 2024 construction.  
Source: Stantec Consulting Ltd.



**Figure 5.** Architectural rendering of planned commercial buildings on west side of subject site, looking southeast from Wonderland Rd.  
Source: Matter Architectural Studio Inc.

### **3 SURROUNDING LAND USES**

The surrounding land uses consist of a mix of medium and high density residential, commercial, institutional, and open spaces. Refer to **Figure 3.** Key Map illustrating subject site and surrounding context within 400m walking distance.

- North: Across Beaverbrook Ave is a commercial centre (grocery store and fitness centre), London Family Health centre, and a medium density cluster townhouse development (Cherry Ridge condominium community).
- East: Across Horizon Dr is the Horizon Place Retirement Residence, high-density residential 12-storey apartment building, and Proudfoot Park and Community Garden.
- South: Directly south of the subject site is the Middlesex-London Paramedic facility (Station 16) and Westview Funeral Chapel. Further South is the Costco-North commercial shopping centre, including restaurants, retail and gas station.
- West: Across Wonderland Rd N is the West London Alliance Church. There are additional commercial uses northwest of the subject site, including pharmacy, restaurants, grocery store, and home hardware store.

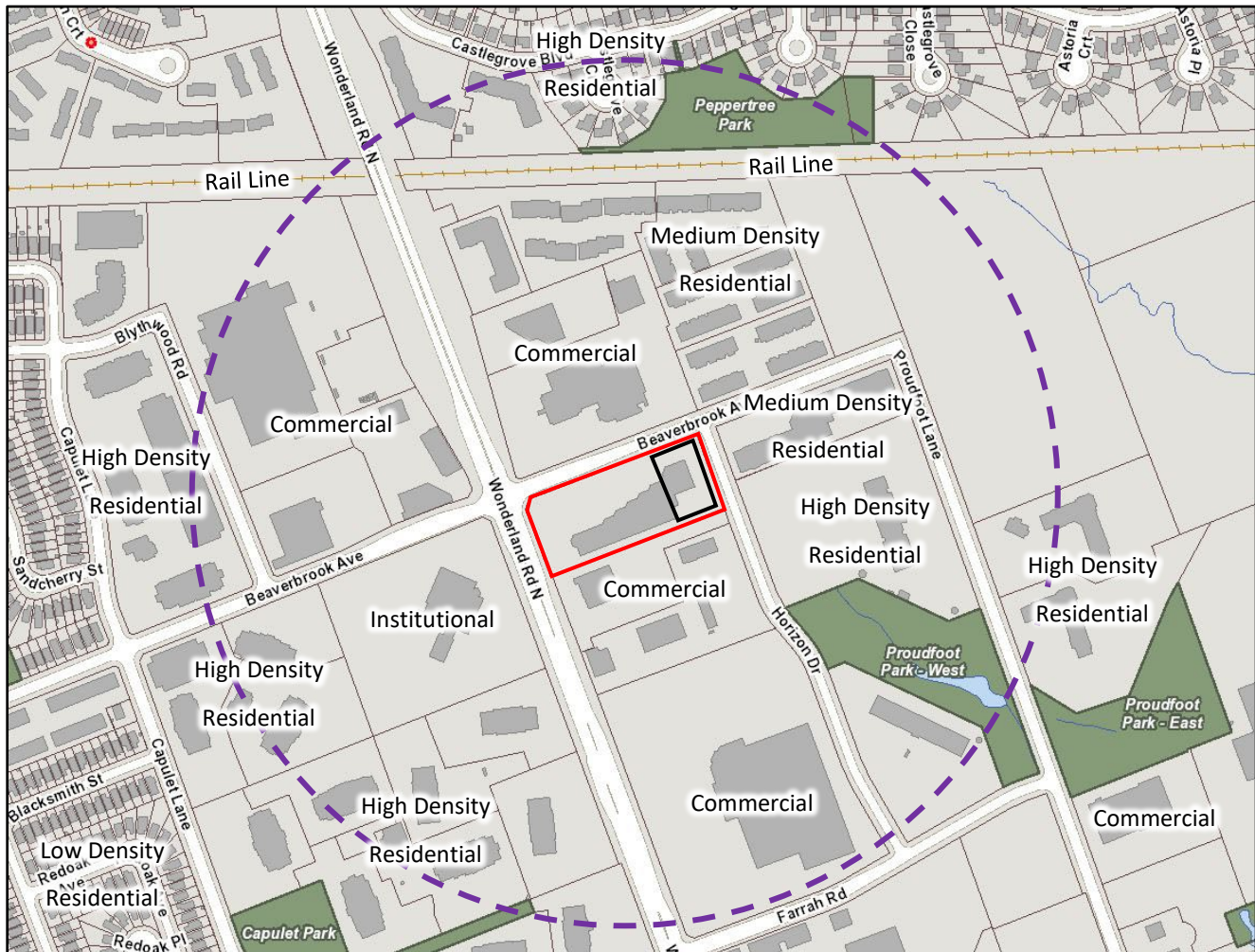


Figure 6. Key Map illustrating subject site, development area and surrounding uses within 400m walking distance.

#### 4 DEVELOPMENT PROPOSAL

The proposal is to redevelop the eastern portion of the subject site (the "Development Area") by removing a portion of the commercial building, presently a Swiss Chalet restaurant, and constructing a mixed-use 25-storey tower.

The proposed building would consist of a 3 storey podium with 134 m<sup>2</sup> of ground floor commercial fronting Beaverbrook Avenue; residential building lobby, bicycle parking and amenity room; and internal vehicle parking. A point tower would rise 22-storeys above the podium and would include 219 residential apartments consisting of 1- and 2-bedroom dwelling units.

The primary residential entrance of the building is planned to be oriented toward Horizon Drive with layby driveway access for pick up and drop off area. Entrance to ground floor commercial units would be oriented to

Beaverbrook Avenue. The entrance to the existing second floor office unit above the existing plaza would be reconfigured and located to the west of the proposed building.

Residential vehicle parking would be provided within underground and podium levels with two separate accesses from the lane at the rear (south) of the building. This south driveway lane would continue to provide access to loading spaces and garbage collection area for the existing commercial plaza.

Amenity space for the building would be located within several internal and rooftop spaces to allow residents access to communal space and amenity in addition to private balconies.

An Urban Design Brief has been prepared and submitted under separate cover, to elaborate on the design principles and features of the proposed development.



**Figure 7.** Preliminary Site Layout

Source: Ron Koudys Landscape Architects





**Figure 8.** Architectural rendering of proposed building looking southwest.  
Source: Matter Architecture Studio



**Figure 9.** Architectural rendering of proposed building looking southeast  
Source: Matter Architecture Studio

## **5 SUPPORTING STUDIES**

### **5.1 Archaeological Assessment**

Lincoln Environmental Consultants (LEC) has completed a Stage 1-2 Archaeological Assessment (August 2022) and submitted under separate cover. The stage 1 background study identified that the Subject Property had archaeological potential and was investigated through a Stage 2 field assessment on April 9, 2022. No archaeological materials or locations of significant interest were identified, and no further investigation is required.

### **5.2 Traffic Impact Study**

Paradigm Transportation Solutions Ltd. has completed a Traffic Impact Study (TIS), dated December 2023 and submitted under separate cover. The assessment analysed the existing traffic conditions and the impacts of the proposed development on nearby intersection operations through to 2031. The proposed development is anticipated to generate 96 and 134 trips during the AM and PM peak hours, respectively and be considered low additions to the existing traffic volumes on the surrounding road network.

The assessed intersections included:

- Wonderland Road and Beaverbrook Avenue;
- Wonderland Road and Farrah Road;
- Horizon Drive and Beaverbrook Avenue;
- Horizon Drive and Farrah Road;
- Farrah Road and Proudfoot Lane;
- And the existing driveway intersections on:
  - Wonderland Road (right-in, right-out)
  - Beaverbrook Avenue and
  - Horizon Drive

The TIS concludes that most intersection and driveway operations would continue to operate within acceptable levels of service, except for the intersection of Wonderland Road and Beaverbrook Avenue during the AM and PM peak hours. Presently, the westbound right turn and southbound left-turn movements operate at a lower level of service during peak hours. In the 2031 forecast, several turning lanes are expected to see longer queuing lengths and have a volume/capacity ratio of 0.9, independent of the proposed development. It is recommended that the intersections continue to be monitored.

The driveway accesses at the subject site are expected to operate at acceptable levels of service in the 2031 projections; however it is recommended that a westbound left-turn lane be provided on Beaverbrook Avenue, which could be an extension of the westbound left-turn lane approaching Wonderland Road.

## **6 PLANNING POLICY FRAMEWORK AND ANALYSIS**

### **6.1 Provincial Policy Statement**

The 2020 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*” to help ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

- The subject site is located within the urban growth boundary, along an arterial corridor and will be constructed on full municipal services, (Sections 1.1.3.1 and 1.1.3.2), as such, the proposed development promotes cost-effective development that will help to minimize land consumption and servicing by utilizing existing infrastructure and facilities (Sections 1.1.1.b-e, h and 1.6.6.2).
- The proposed development makes efficient use of land and municipal services, supportive of walkability and transit facilities, and would not create adverse impacts on surrounding properties (Sections 1.1.3.2 and 1.1.3.3).
- The proposed development would be a compact form of development that aids in supporting a range of housing options in the form of apartment dwelling units that will contribute to meeting housing needs in a location that is well suited for increased density (Sections 1.4.1 and 1.4.3).
- The use of existing municipal infrastructure (i.e., wastewater, water, and stormwater) is being optimized through the proposed development along Wonderland Road North, Beaverbrook Avenue, and the Horizon Drive corridors (Section 1.6.6).

**RESPONSE: The proposed development would:**

- **represent the efficient use of available resources within the Settlement Area of London.**
- **be fully serviced with municipal water, stormwater and wastewater services.**
- **would contribute to the housing supply within an area that is intended to be serviced by bus rapid transit; and**
- **would help support long-term economic prosperity by contributing to the availability of attainable housing by offering housing choice and supply for a diverse workforce.**

Based on the above, the proposed Official Plan and Zoning By-Law Amendments are consistent with the above listed policies of the 2020 Provincial Policy Statement.

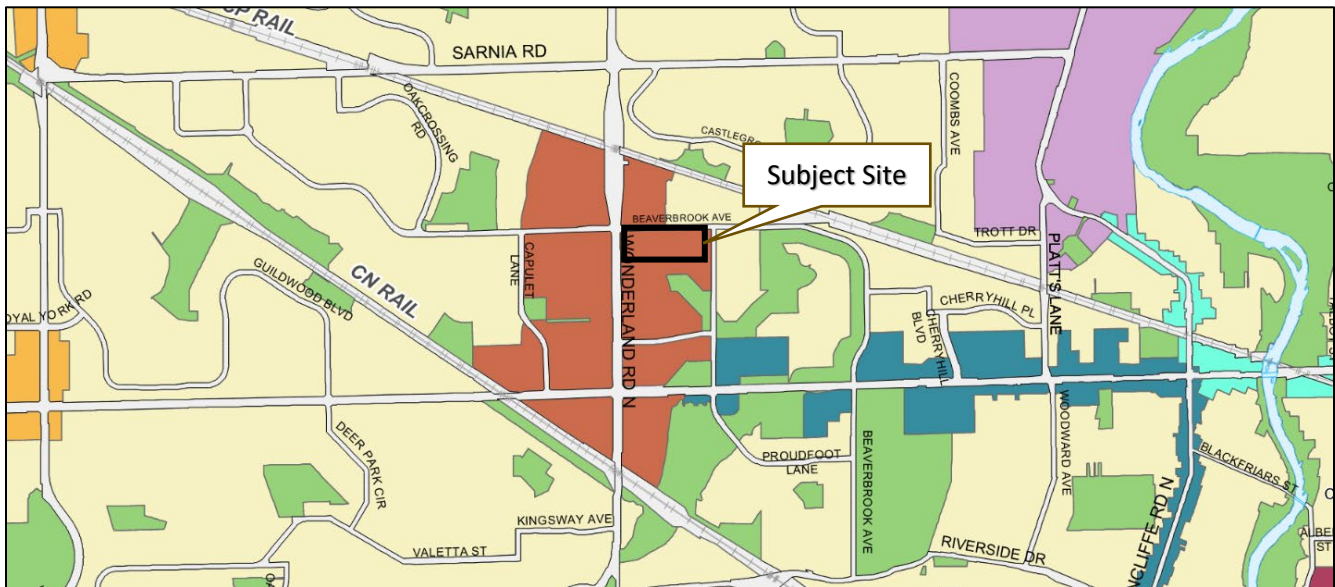


Figure 10. The London Plan (Map 1) Place Types

## 6.2 The London Plan

The subject site is located within an area designated 'Transit Village' as per Map 1 - Place Type of The London Plan (Figure 10). Policy 806\_ outlines the basic vision for the Transit Village Place Type:

*806\_ Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station.*

**Response: Redevelopment of the subject site with a mixed use residential building conforms with the intended vision of 'Transit Village' place type by injecting high-density neighbourhoods with a mix of office and commercial uses that are integrated with transit.**

The Development Proposal also assists the City of London in implementing the Transit Village Place Type by adding appropriate density to support planning and budgeting for rapid transit services, as per Policy 810\_1, and proposing a high-rise buildings that is compatible with the surrounding commercial and medium density residential uses.

Policy 813 outlines the intensity polices for the Transit Village Place Type. Relevant policies will be addressed individually.

*1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. High-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies of this Plan.*

**Response: The proposed development would exceed the “upper maximum” height of 22 storeys and would require an Official Plan Amendment to introduce a new site specific policy area to allow a building up to 25 storeys in height.**

Although the development proposal exceeds the “upper maximum” height permitted in this Place Type, the intended development is supported by the following policies of The London Plan:

*Policy 59 Key Directions Direction #5 Build a mixed-use compact city:*

*4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*

*5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*

*6. Mix stores, restaurants, clean industry, live-work arrangements, and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.*

*8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.*

**RESPONSE: The proposed residential tower represents an intensive infill development that utilizes existing services to facilitate upward growth. Redevelopment of the eastern portion of the subject site provides additional housing options that will assist by providing housing options for a diverse workforce in addition to affording additional opportunities for aging in place.**

## **INTENSIFICATION**

*80\_ Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:*

- *Addition of an additional residential unit.*
- *Expansion of existing buildings to accommodate greater residential intensity.*

- *Redevelopment, at a higher than existing density, on developed lands.*

*86\_ Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.*

## **PRIMARY TRANSIT AREA**

*90\_ The Primary Transit Area will be a focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. The nature and scale of intensification will vary depending on the Place Type within the Primary Transit Area and will be a good fit within existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.*

*91\_ Directing infill and intensification to this area is a major part of this Plan's strategy to manage growth in the city as a whole and to target 45% of all future residential growth in the Built-Area Boundary.*

*92\_ Within the Primary Transit Area the following policies shall apply:*

- *To promote intensification in the Primary Transit Area, it is an objective of this Plan that 75% of the intensification target will be in the Primary Transit Area.*
- *A long-term servicing strategy will be established for the Primary Transit Area to plan, coordinate, and budget for the sanitary, stormwater, water, street, and transit infrastructure required to service planned growth within the Primary Transit Area.*
- *The City Design Policies will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in the Primary Transit Area.*
- *Municipal servicing within the Primary Transit Area will be planned to recognize the greater population density and heightened demand for services in this area and also recognizing the heightened demand for active mobility.*

**RESPONSE: Redevelopment of the subject site would create an additional 219 residential units, contributing towards achieving the 45% residential intensification within the Built-Area Boundary with 75% of that intensification occurring within primary transit areas. The proposed redevelopment represents the efficient use of lands within a primary transit area in recognition of creating greater population density that will support municipal transit initiatives and surrounding commercial/retail uses.**

### **City Design**

191\_ *City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use. It helps us to offer a high quality of life in London and it also allows us to develop neighbourhoods, places and spaces that function more effectively and safely for everyone.*

193\_ *In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:*

- *Development that supports a positive pedestrian environment.*
- *A built form that is supportive of all types of active mobility and universal accessibility.*
- *A mix of housing types to support ageing in place and affordability.*
- *Sustainably designed development that is resilient to long-term change.*

### **Character**

202\_ *Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.*

### **Streetscapes**

235\_ *Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.*

### **Site Layout**

255\_ *Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.*

256\_ *Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.*

259\_ *Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active, and comfortable pedestrian environment.*

261\_ *Buildings at corner sites should be oriented towards the higher-order street classification.*

*266\_ Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.*

*268\_ Sites shall be designed to provide a direct, comfortable, and safe connection from the principle building entrance to the public sidewalk.*

*269\_ Buildings should be sited to minimize the visual exposure of parking areas to the street.*

*273\_ Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.*

*274\_ Opportunities for sharing and consolidating parking to meet parking demand will be encouraged in the Downtown, Transit Village, and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors.*

*275\_ To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design.*

*276\_ Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.*

*281\_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.*

**RESPONSE:** The proposed development would significantly contribute to establishing a streetwall and improved streetscape on both Horizon Drive and Beaverbrook Ave, by removing surface parking, minimizing setbacks from the streets and increasing landscaping. Street frontages will offer pedestrian walkway connections and active commercial/building frontages with glazing and large windows increasing natural surveillance of the public realm. Loading and garbage facilities have been located to the rear of the site, so as not to detract from visual appeal of the site and pedestrian connectivity throughout the site.

***Buildings:***

*285\_ To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.*



*286\_ Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.*

*289\_ High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.*

- The base should establish a Humanscale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.*

*290\_ Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*

*291\_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.*

*292\_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.*

*293\_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.*

*296\_ Rooftop utility equipment should be screened from view and integrated into the overall building design.*

*301\_ A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.*

**RESPONSE:** The proposed base (podium) of the building would consist of three floors utilizing a variety of materials with principal entrances oriented towards the public rights-of-way with engaging frontages and glazing to increase visibility to supporting pedestrian activity and safety at grade.

Considerations for both the existing office entrance and the new entrances required for the tower have been carefully articulated. The existing office entrance is demolished due to the implementation of the new tower design. With the new tower, a new office entrance is implemented between the existing plaza and the new

tower, off of the main parking lot. New glass vestibule has been provided to sit proud of the existing plaza, providing greater street presence to the new office entry.

Additionally, the principal residential entrance is provided at the northeast corner of the podium along Horizon Drive and projected towards intersection with Beaverbrook Avenue. This corner entrance, framed by a 1-storey angular canopy with a blue underside, establishes hierarchy along the pedestrian realm embracing the surrounding community.

The point tower above the podium is stepped back to reduce the floor plate and reduce the shadow impact on surrounding lands. The tower provides a contemporary modern design that respects the adjacent plaza whilst providing a distinct character to the new tower development.

### ***Transit Village***

#### ***Transit Village Vision:***

*806\_ Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities.*

#### ***Transit Village Role:***

*807\_ Transit Villages are major mixed-use destinations with centrally located rapid transit stations. These stations will form focal points to the Transit Village neighbourhood. Transit Villages are connected by rapid transit corridors to the Downtown and allow opportunities for access to this rapid transit from all directions.*

*808\_ They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.*

*809\_ The Transit Villages identified in this Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first.*

**How to Realize the Vision:**

810\_ We will realize our vision for Transit Villages by implementing the following in all the planning we do and the public works we undertake:

- Plan for intense, mixed-use development around transit stations within Transit Villages. This may involve significant restructuring and redevelopment of existing, often single use commercial complexes at these locations.
- Require transit-oriented development forms.
- Support the provision of a choice of dwelling types with varying locations, size, affordability, tenure, design, and accessibility, so that a broad range of housing requirements are satisfied, including those for families.

**Transit Village Permitted Uses:**

Policy 811: The following uses may be permitted within the Transit Village Place Type:

- A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.
- Mixed-use buildings will be encouraged.
- Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.

**Intensity:**

813\_ The following intensity policies apply within the Transit Village Place Type:

- Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. High-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies of this Plan.
- Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.

**RESPONSE:** Redevelopment of the eastern portion of the subject site will result in a more efficient use of land presently used for surface parking and on restaurant. The proposed mixed use residential building will increase the population living within a bus rapid transit station, resulting in a mixed-use development that would support transit services and provide live/work opportunities within the city.

**Form:**

814\_ *The following form policies apply within the Transit Village Place Type:*

- *High-quality architectural design will be encouraged within Transit Villages.*
- *Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.*
- *Consideration should be given to providing publicly accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.*
- *The base of all buildings will be designed to establish and support a high-quality pedestrian environment.*
- *Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.*
- *Creative and distinctive forms of building design are encouraged within the Transit Villages.*
- *Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.*

815A\_ *All Transit Villages are identified as Protected Major Transit Station Areas, as shown on Map 10.*

815B\_ *Each Transit Village Protected Major Transit Station Area will be planned to achieve a minimum number of 150 residents and jobs combined per hectare.*

815C\_ *Within the Transit Village Protected Major Transit Station Areas, the minimum building height is either two storeys or eight metres and the maximum building height is 22 storeys.*

815D\_ *Within the Transit Village Protected Major Transit Station Areas, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.*

815E\_ *In the Transit Village Protected Major Transit Station Areas, a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted. Mixed-use buildings will be encouraged.*

**RESPONSE: The proposed building is a well-designed, high-density development located within an existing commercial complex. The proposed building will support on site pedestrian connectivity by enhancing the pedestrian network with more connections and design features that shelter the user from the environment. Surface parking would be reduced as the proposed building will utilize underground and internal parking.**

**The subject site occupies a lands area of 1.45ha. The proposed site intensification will result in the creation of 219 residential units in conjunction with the 5,222m<sup>2</sup> (53 units) of office and commercial space, resulting in a total unit count of 272 units and a site density of 189 units per hectare.**

The redevelopment of the eastern portion of the subject site meets the general intent of the London Plan as it generates the intended purpose= and vision required to support transit oriented development within the City of London. The only policy of the London Plan to which the proposed development does not fully comply is the height of the development and as a result is the source of the requested Official Plan Amendment.

## **7 PROPOSED OFFICIAL PLAN AMENDMENT**

The proposed development conforms to the general intent of the policies of the London Plan, however, does not conform specifically with Table 8 and policy 815C of The London Plan, which states: “*Within the Transit Village Protected Major Transit Station Areas, the minimum building height is either two storeys or eight metres and the maximum building height is 22 storeys*”. The requested Official Plan amendment would allow buildings on-site to have a building height of a maximum building height of 25 storeys.

### **735 WONDERLAND ROAD**

[822\\_](#) In the Transit Village Place Type at 735 Wonderland Road, a mixed-use development with a maximum height of 25 storeys shall be permitted for a mixed use apartment building.

## **8 PROPOSED ZONING BYLAW AMENDMENT**

The site is currently zoned with multiple variations of the Associated Shopping Area Commercial zones (ASA1, ASA2, ASA3, ASA5 & ASA6), that permits a wide range of commercial; retail, service and office uses (**Figure 11**). A Zoning By-law Amendment is required to permit the proposed residential component of the development that is in alignment with the vision of London Plan “Transit Village” place type. The Business District Commercial Zone is intended for larger scale developments along corridors with mixed use development and permits uses that are appropriate for transit-oriented development while not permit more auto-centric uses. It is being requested that the subject site be rezoned to a site specific Business District Commercial (BDC1-XXX) Zone to allow for the proposed mixed-use development in conjunction with the existing commercial services on the site. **Table 1** provides a comparative analysis of the regulations of the BDC1 Zone and the proposed development.

**Table 1.** Zoning By-Law Comparison Chart, BDC1 Zone Variation

Provision – BDC1 Variation	Required	Provided	Conforms?
<b>Lot Frontage</b> (m) Minimum – Wonderland Rd.	12.0	71.8	Yes
<b>Front Yard Depth</b> (m) Minimum	0.0	0.2	Yes
<b>Exterior Side Yard</b> Depth (m) Minimum	0.0	0.2	Yes
<b>Interior Side Yard</b> Abutting Non-Residential (m) Minimum	0.0	8.1	Yes
<b>Rear Yard</b> Abutting Non-Residential (m) Minimum	0.0	8.4	Yes
<b>Landscaped Open Space</b> (%) Minimum	---	23.5	Yes
<b>Lot Coverage</b> (%) Maximum	70.0	40.2	Yes
<b>Height Maximum</b> (m) Maximum	As per 25.3.3	<b>86.0*</b>	<b>NO</b>
<b>Density</b> (UPH) Maximum	As per 25.3.3	<b>189*</b>	<b>NO</b>
<b>Gross Floor Area</b> (m <sup>2</sup> ) Maximum (Restaurant, Tavern)	800.0	varies	Yes
<b>Vehicle Parking (spaces) Minimum</b>			
- Surface	n/a	98	Yes
- Internal Parking	n/a	188	Yes
<b>Barrier Free Parking (spaces) Minimum</b>	8 Spaces	8 Spaces 4 Type 'A' & 4 Type 'B'	Yes
<b>Bicycle Parking (spaces) Minimum</b>			
<b>Residential:</b>			
- 0.9 Long Term	198 Long Term	200	Yes
- 0.1 Short Term	22 Short Term	22	Yes
<b>Commercial:</b>			
- 3 Spaces + 0.3 spaces per 100m <sup>2</sup> GFA	16 Spaces	16	Yes
<b>Office:</b>			
- 3 spaces + 0.2 spaces for each 100m <sup>2</sup> GFA	6 Spaces	6	Yes

### 8.1 Requested Special Provisions

Based on the above zoning data comparison, a Zoning Bylaw Amendment is required to change the applicable zoning of the Subject site from Associated Shopping Area Commercial (ASA1, ASA2, ASA3, ASA5, & ASA6) Zone to Business District Commercial (BDC1-\*\*) Zone with Site-Specific Provisions to permit the construction of a 25-storey apartment building with an overall mixed use density of 189 units per hectare.

As per the table above, the proposed site-specific provisions include:

#### BDC1(\*\*) 735 Wonderland Road

##### a) Regulations

- i) Height (Maximum) 25 storeys
- ii) Density (Maximum) 189 UPH



Figure 11. City of London Zoning Bylaw

## 8.2 Planning Rationale

The London Plan's Transit Village place type envisions a compact, mixed use, transit-oriented development will ultimately surround the bus rapid transit platform and station area, in accordance with the policies of the London Plan. While the current ASA zoning permits similar non-residential uses, it does not allow for the proposed apartment building use. Additionally, the ASA zone also permits several "big-box" or auto-centric uses, such as service and repair establishments, automotive repair garages, taxi establishments, home and auto supply stores, etc. These uses are no longer envisioned to be sustained within the Transit Village place type.

Rather than maintain the compilation of ASA variations on the subject site and request site specific conditions including additional permitted uses, it is appropriate for the BDC1 zone be applied to the subject lands to be in alignment with the long term vision of the Official Plan.

## 9 CLOSING

Based on a review of the Subject site, surrounding context, supporting technical studies, and applicable planning documents and policies, the proposed Official Plan and Zoning By-Law Amendments represents sound land use planning practice for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, liveable and safe communities by accommodating appropriate intensification and recognizes the need for municipalities to accommodate growth in a cost effective manner by encouraging a range of built forms, housing types and densities.
- The proposal conforms with the policies of the London Plan and recognize the need for intensification within designated areas of the city such as the Subject site located within a designated protected Transit Village.
- The proposed development is of a height, scale and intensity which is compatible with the vision and desired built form of Transit Villages. The comprehensive plan for 735 Wonderland North build on the character of the surrounding neighbourhood and offers numerous design elements that will enhance the surrounding area.
- The proposed Official Plan amendment request a permitted increase of 3 storeys for the proposed development, which can be considered desirable and in character with the overall vision as outline within the 'Transit Village' policies of the London Plan.
- The proposed Zoning By-Law Amendment would appropriately permit a mix of ground floor commercial uses with residential units above that will result in a built form that is compatible, unique, and compliments the surrounding neighbourhood; and



- The proposed application allows for residential intensification that utilizes available municipal infrastructure and services, is designated for residential development, and represents an efficient utilization of land, infrastructure, and resources in support of the Vision of the London Plan

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