



GATEWAY LONDON

PLANNING JUSTIFICATION REPORT

3055 Dingman Drive and 4313 Wellington Road South, London, Ontario

Official Plan Amendment and Zoning By-Law Amendment

October 6, 2023





Table of Contents

| | |
|--|-----------|
| 1.0 Introduction | 4 |
| 1.1 Overview..... | 4 |
| 1.2 Planning Applications..... | 5 |
| 2.0 Site Location and Surrounding Lands | 5 |
| 2.1 Site Description..... | 5 |
| 2.2 Surrounding Land Uses | 7 |
| 3.0 Summary of Proposal..... | 11 |
| 3.1 Development Proposal..... | 11 |
| 4.0 Planning Analysis..... | 12 |
| 4.1 Provincial Policy Statement..... | 12 |
| 4.2 Official Plan..... | 15 |
| 4.2.1 The London Plan Policy Review: | 16 |
| 5.0 Southwest Area Secondary Plan | 22 |
| 6.0 Zoning | 24 |
| 7.0 Conclusion..... | 28 |

Figures:

Figure 1: Approved Master Plan 2019

Figure 2: Surrounding Context

Figure 3: Subject lands looking Northeast

Figure 4: Subject lands looking Northwest

Figure 5: Subject lands looking North

Figure 6: Subject lands looking east along 401 corridor

Figure 7: Place Type (Map 1)

Figure 8: Schedule 17 Southwest Area Secondary Plan

Figure 9: City of London Z.-1 Zoning By-law

1.0 Introduction

1.1 Overview

KWA Site Development Consulting Inc. (KWA) has been retained by Goal Ventures Inc. ('GVI') and Goal Ventures (Southwest) Inc. ('GVSI') to assist with applications to amend the City of London Official Plan (The London Plan) and City of London Zoning Bylaw No. Z.-1 for lands known as 3055 Dingman Drive and 4313 Wellington Road South ('subject lands'). The purpose of the Planning Justification and Design Report is to evaluate the proposed Official Plan and Zoning By-Law Amendments, which seeks a site-specific policy amendment to the Shopping Area Place Type Section of the London Plan, and a zoning amendment to broaden the existing permitted uses to include light industrial uses such as warehouse/distribution, self-storage and craft brewery.

The proposed OPA and ZBA amendments are evaluated within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the London Plan, Southwest Area Plan and the City of London Zoning By-law.

The report concludes that the OPA and ZBA are appropriate on the subject lands for the following reasons:

- The proposed OPA and ZBA will add uses to the subject lands that are compatible in scale and form to the existing commercial and industrial uses in the surrounding area;
- The subject lands are located within an area with direct access to an urban thoroughfare and Provincial Highway 401;
- The addition of the proposed uses will not negatively impact the anticipated traffic volumes that were accounted for under the previous development approvals for the subject lands;
- The subject lands are within the urban limits with municipal services such as a new sewer, SWM ponds, grading, the Roxburgh Road extension, and offsite road improvements on Dingman Drive and Wellington Road S completed as part of the original Phase 1 development approvals for the new Costco and Costco Gas bar;
- The proposed uses will not have any undue adverse impacts on adjacent uses; and,
- The proposed OPA and ZBA are generally consistent with the policies and intent of the 2020 Provincial Policy Statement and The London Plan.

1.2 Planning Applications

Our analysis has confirmed that the following planning applications are required to permit the proposed development project:

- **Official Plan Amendment**
To amend the Shopping Area policies on a site-specific basis to include Light Industrial uses such as warehouse and self-storage, in addition to current permissions. The amendment would restrict residential uses that are not compatible with the proposed.
- **Zoning By-law Amendment**
To modify the ASA3, ASA5, ASA6(3), ASA7(1), and ASA8(11) Zoning on a site-specific basis to permit light industrial uses, including warehouse, self-storage and craft brewery. In addition, modify the zoning on the former Costco lands (ASA8) to have the same zoning, as amended, as the rest of the GVI land holdings.
- **Site Plan Approval (future application(s))**
- **Consent (possible future application(s))**

A Pre-Application Consultation meeting was held with City of London staff on August 29, 2023, with follow-up discussions on September 15, 2023, to review the submission requirements for the development concept. As discussed with City staff, and as set out in the associated Record of Pre-Application Consultation, the following reports have been prepared in support of the OPA and ZBA applications:

- Planning Justification Report
- Record of Site Plan Consultation
- Note – All the Stormwater, servicing and drainage requirements, in addition tree preservation plans were provided as part of SPA17-117.

2.0 Site Location and Surrounding Lands

2.1 Site Description

The Goal Ventures Inc. lands are generally situated in the southwest quadrant of Highway 401 and Wellington Road South, with access points from Roxburgh Road and Dingman Drive. The Goal Ventures Inc. lands were approved by the City of London via City File # SPA17-111. The new Costco lands were approved by the City as File # SPA17-117 (and subsequently, as amended via

City File # SPA22-060). The former IKEA parcel (Parcel G) was being reviewed by City Planning Staff as City File SPA17-109, but abandoned the development project in the summer of 2019. The Goal Ventures (Southwest) Inc. lands are the former Costco (4313 Wellington Rd. S), or proposed Site F.

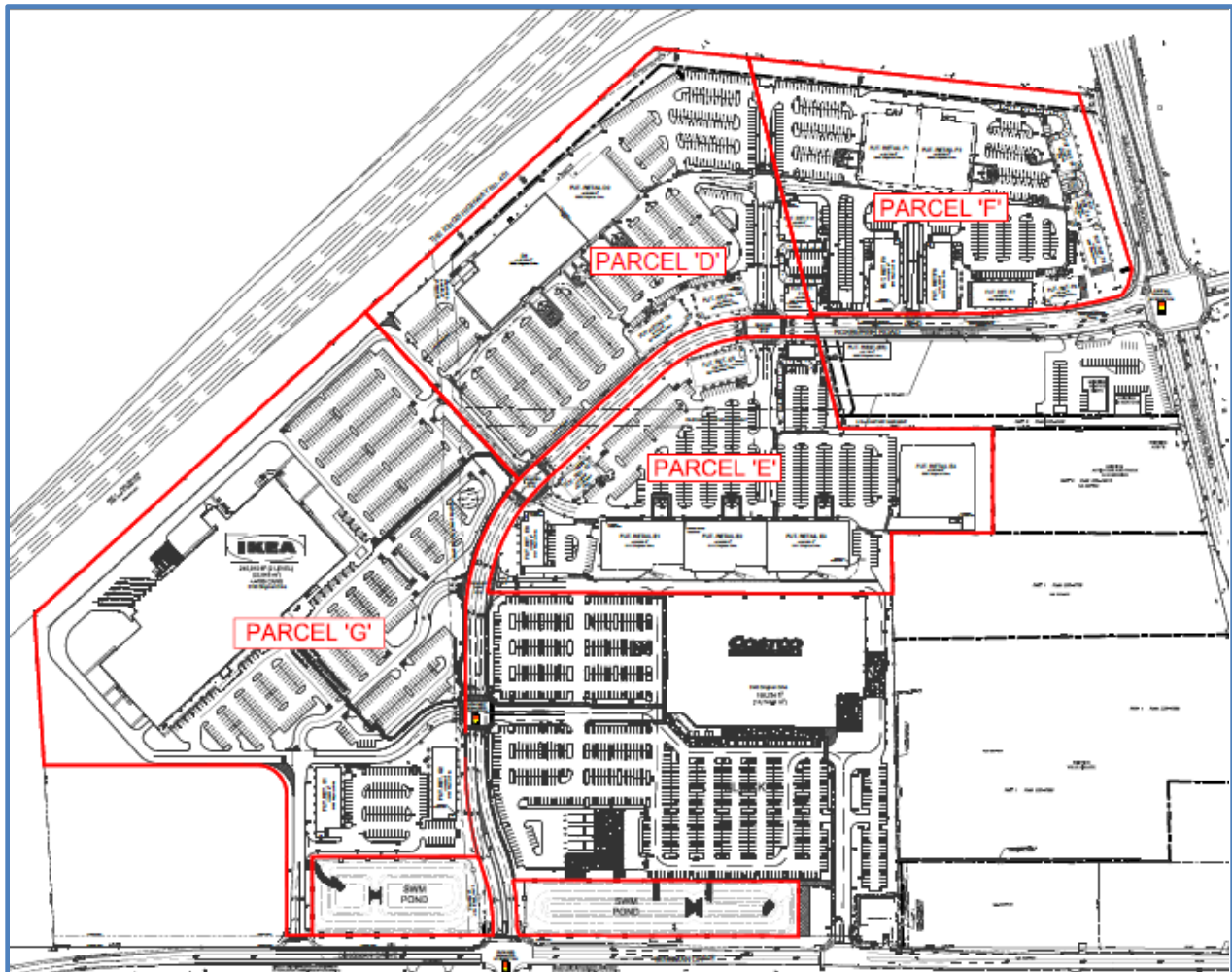


Figure 1 - Approved Master Plan 2019

The initial phase of the GVI lands involved the implementation of the east and west stormwater (SWM) ponds, as well as the private Roxburgh Road extension and Phase 1 Dingman Drive offsite road improvements. The lands are generally rough graded to allow for future development phases. Costco Wholesale Canada Ltd. recently opened their new warehouse and gas bar on a 16.93-acre parcel, known municipally as 3140 Dingman Drive.

No buildings are currently under construction on the GVI lands. Onsite civil works (including a new municipal sewer), site servicing, SWM ponds, grading, the Roxburgh Road extension, and offsite road improvements on Dingman Drive and Wellington Road S. were completed in order to permit the opening of the new Costco and Costco Gas bar.

The subject lands (which are known legally as part of 3055 Dingman Drive) include Site D, Site E, Site G and the former Costco lands at 4313 Wellington Road South (which is proposed Site F).

2.2 Surrounding Land Uses

- North – A combination of a Provincial Highway transportation corridor (Highway 401), open space, and commercial uses
- East – Commercial Retail along the Wellington Street S. corridor, Service Commercial and Light Industrial uses east of the corridor. Wellington Road South to the east is a designated Urban Thoroughfare and includes four traffic lanes with a direct interchange connection to Highway 401.
- South – A combination of open space, agricultural and industrial uses. Dingman Road is classified as a Civic Boulevard with signalization at Wellington Road South.
- West – A combination of a Provincial Highway transportation corridor, open space, commercial, industrial and agricultural uses

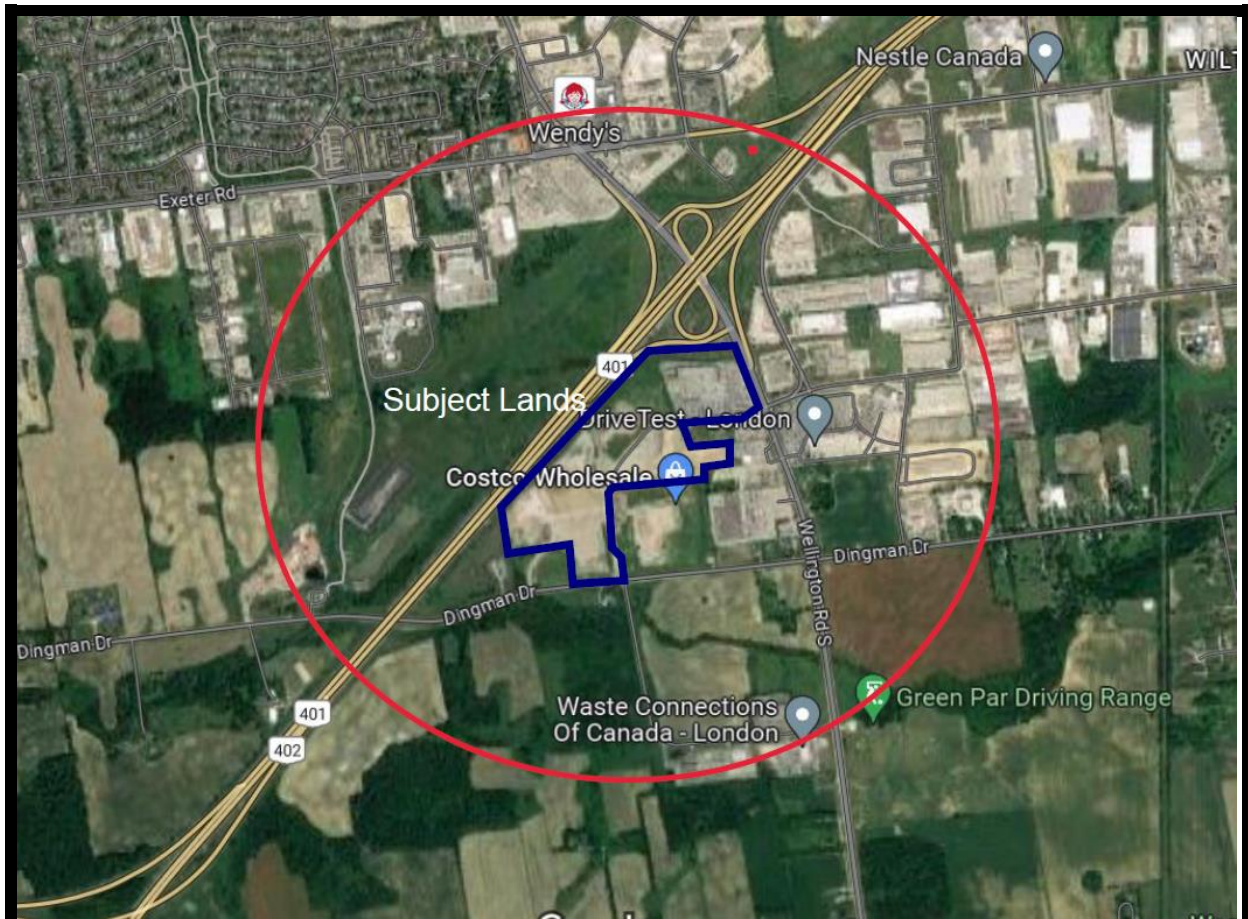


Figure 2: Surrounding Context

3055 Dingman Drive and 4313 Wellington Rd. S.

London, Ontario

Date: October 6, 2023

Scale: Not to Scale

Source: Image from Google Earth

Lands within 800 metres



Figure 3 – Aerial view of subject lands looking Northeast



Figure 4 – Aerial view of subject lands looking Northwest



Figure 5 – Aerial view of subject lands looking north



Figure 6 – Aerial view of subject lands looking east along 401



3.0 Summary of Proposal

3.1 Development Proposal

Goal Ventures Inc. and Goal Ventures (Southwest) Inc. are looking for the City's approval to add light industrial uses, including warehousing/distribution, self-storage and craft brewing to the current Official Plan and Zoning permissions on their holdings, including the former Costco lands.

In addition, Goal Ventures (Southwest) Inc. is requesting that the current zoning permissions (ASA3, ASA5, ASA6(3), ASA7(1), and ASA8(11)) on Site D, Site E, Site G (the GVI lands) be extended onto the former Costco lands at 4313 Wellington Road South, currently zoned ASA8.

The proposal would permit a mix of warehouse/distribution uses along with commercial retail buildings on the proposed subject lands. The proposed would allow for the former Costco building to remain in the interim and be available for re-tenanting to either a commercial or light industrial use as the property develops.

The intent of the proposed OPA and ZBA is to provide for a broader mix of uses that are compatible with the existing and future development within the area while satisfying the demand for serviced, light industrial lands along the 401 corridor.

Site Plan approval will be required for any new buildings that deviate from the original Development Agreement registered on title. It is anticipated that any urban design or compatibility decisions, such as building placement, landscaping, outdoor amenity areas, and pedestrian connections will be addressed at the Site Plan Approval stage.

4.0 Planning Analysis

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS. The following policies are relevant to the proposed application:

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| <p>1.1.1 Healthy, liveable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), <u>employment (including industrial and commercial)</u>, institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>g) ensuring that necessary infrastructure and</p> | <p>The subject lands are located within an area with a broad mix of retail/service commercial uses and light industrial uses. The proposed is compatible and consistent with the existing and planned land use pattern.</p> <p>The proposed uses will add an appropriate range and mix of employment uses to meet the long-term needs of the community.</p> <p>The proposed development should not result in environmental or public health and safety concerns.</p> <p>Municipal servicing is available to accommodate this proposal.</p> <p>All the Stormwater, servicing and drainage</p> |
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| <p>public service facilities are or will be available to meet current and projected needs;</p> | <p>requirements were provided as part of SPA17-117.</p> |
| <p>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p> | <p>The proposed provides a mix of commercial and light industrial uses within the City's Urban Boundary.</p> <p>Recent large scale industrial development approvals within the Region has increased demand for serviced, industrial lands along the 401 corridor.</p> |
| <p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p> <p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and g) are freight-supportive. | <p>The subject lands are within the Urban Boundary.</p> <p>The proposed makes efficient use of existing services and infrastructure available for the subject lands.</p> <p>As part of the Master Site Plan approval pedestrian friendly and transit supportive initiatives were implemented, including sidewalks and transit stops.</p> <p>The existing road network is designed to accommodate the movement of freight and significant vehicular traffic volumes associated with a retail power centre.</p> |
| <p>1.3.1 Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a) providing for an appropriate mix and range of employment, institutional, and broader | <p>The proposed provides for a mix of employment uses which addresses current demand for market ready, serviced, light</p> |

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| <p>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>industrial lands along and in proximity to the 401 corridor.</p> |
| <p>1.3.2.6 Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.</p> | <p>The proposed enhances and protects the subject employment lands within proximity to thoroughfares and the 401 corridor.</p> |
| <p>1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p> | <p>The proposed addition of light industrial uses would make efficient use of the existing transportation system in the vicinity of the property.</p> |
| <p>1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.</p> | <p>The proposed addition of light industrial uses is compatible with and does not negatively impact the existing or planned function of the Wellington Street S. as an Urban thoroughfare or the 401 corridor.</p> |
| <p>1.7.1 Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic development and community investment-readiness</p> | <p>The proposed addresses current demand for light industrial lands, that are serviced and within proximity to the 401 corridor.</p> |

The recommended OPA/ZBA amendment is in keeping with the Provincial Policy Statement 2020 as it introduces light industrial uses on vacant, serviced lands, within the urban boundary abutting the Highway 401 corridor.

4.2 Official Plan

The London Plan (TLP) is the new Official Plan for the City of London. On May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan, effectively bringing The London Plan into full force and effect.

The subject GVI lands are designated ‘**Shopping Area**’ on Map 1 – Place Types of the City’s London Plan, as shown on the following excerpt:

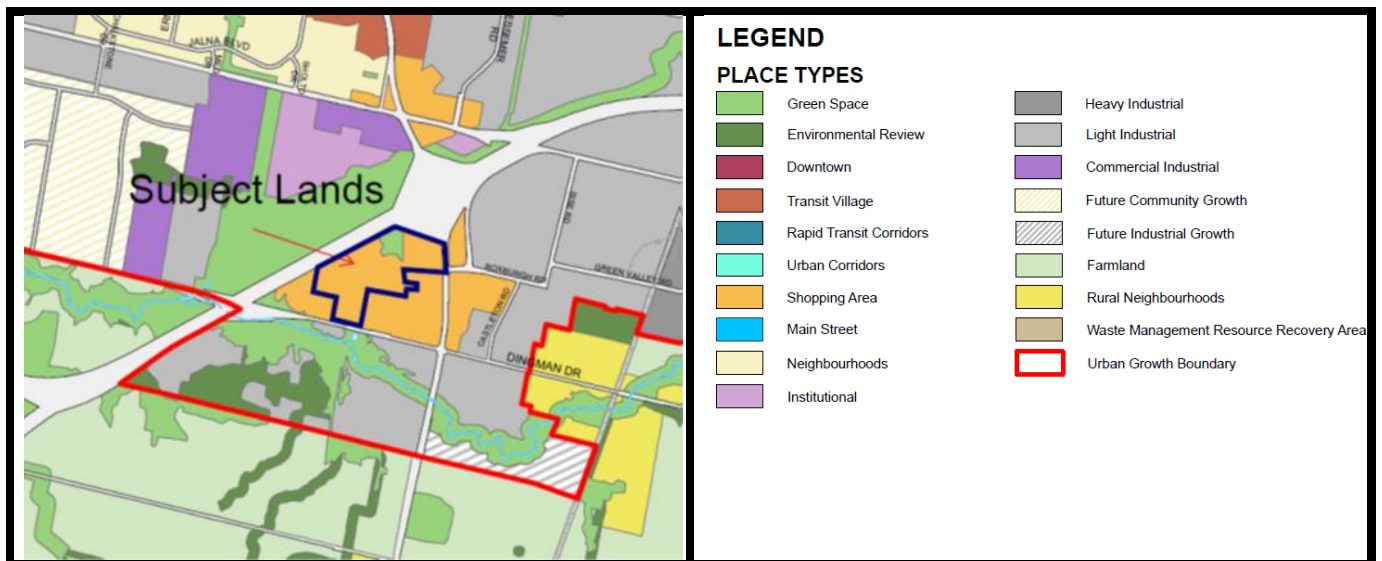


Figure 7 - Place Type (Map 1)

In addition, Wellington Road South is classified as ‘Urban Thoroughfare’ and Dingman Drive is classified as ‘Civic Boulevard’.

4.2.1 The London Plan Policy Review:

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| <p>4.2.2 Part - Our Strategy:</p> <p>The London Plan (TLP_54) provides Key Directions that must be considered to help the City effectively achieve its vision. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the Plan and will guide planning and development over the next 20 years. The following key directions are relevant to this proposal:</p> <p>Direction #1 Plan strategically for a prosperous city (TLP_55):</p> <p>“1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities. 2. Recognize the strategic connection between building an exceptional city to live in, and our ability to compete with other cities for talent, business attraction, and investment. 9. Identify and strategically support existing and emerging industrial sectors. 10. Ensure an adequate supply of employment lands. 11. Plan for cost-efficient growth patterns that use our financial resources wisely. 12. Plan to capitalize on London’s position along the NAFTA superhighway.</p> <p>Direction #6 Place a new emphasis on creating attractive mobility choices (TPL_60)</p> <p>4. Link land use and transportation plans to</p> | <p>The proposed permits a mix of commercial and light industrial uses that addresses emerging industrial demands for lands in proximity of the 401 corridor.</p> <p>The proposed utilizes existing services and infrastructure capable of supporting the proposed commercial and light industrial uses;</p> <p>The subject lands abut Highway 401 (NAFTA superhighway).</p> |
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| <p>ensure they are integrated and mutually supportive.</p> <p>13. Provide for the safe and efficient movement of people, goods, and services through the city to keep London competitive.</p> <p>Direction #8 - Make wise planning decisions (TLP_62)</p> <p>1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.</p> <p>2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.</p> <p>4. Plan so that London is resilient and adaptable to change over time.</p> <p>8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.</p> <p>9. Ensure new development is a good fit within the context of an existing neighbourhood.”</p> | <p>Proximity to Highway 401 allows for safe and efficient movement of goods outside of existing residential neighbourhoods.</p> <p>The proposed is compatible with the land use patterns in the area and in keeping with the Provincial and City planning policies.</p> |
| <p>4.2.3 Part - Our City:</p> <p>The Our City section of The London Plan contains policies and figures relating to the City Structure Plan.</p> <p>69_ The City Structure Plan gives a framework for London’s growth and change over the next 20 years. It will inform the other policies of this Plan by illustrating the desired future shape of our city within five frameworks:</p> <ol style="list-style-type: none"> 1. The growth framework 2. The green framework 3. The mobility framework 4. The economic framework 5. The community framework <p>70_ All of the planning we do will be in</p> | <p>The subject lands are located within the Urban Growth Boundary on Figure 1 in which “Urban Place Types shall not be permitted outside of the Urban Growth Boundary” (TLP-72). The subject lands are located outside of the City’s Built-Area Boundary, Primary Transit Area, and Rapid Transit Corridor on Figures 2, 3, and 4, respectively.</p> <p>The subject lands are generally bound by Employment and Shopping Area lands as identified on Figure 14 (Downtown, Transit Corridors and Shopping Area) and Figure 17 (Employment Lands).</p> <p>Employment Lands are “primarily clustered</p> |

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| <p>conformity with the City Structure Plan, including such activities as investing in public facilities, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets. Planning and development applications will only be approved if they conform with the City Structure Plan.</p> | <p>around the Veterans Memorial Parkway and Highway 401 corridors, which are important connections to the London International Airport and the North American free trade routes. These corridors support the majority of London’s employment areas as defined by the Provincial Policy Statement. They include heavy and light industrial uses, commercial industrial uses, as well as a range of innovation parks and research facilities. Industrial lands can be seen on Map 1 - Place Types of this Plan.” (TLP-136)</p> |
| <p>4.2.4 Part - City Building Policies</p> <p>TLP_185 While the City Structure Plan sets the framework upon which the city is planned to grow in the future, there are many important topics that we need to address in The London Plan to ensure our city grows, over the next 20 years, in the way that we envision. These city building policies provide a platform for growth to support both our vision and our priorities set out in our strategy.</p> | <p>In our opinion, the approved Master Site Plan approved in 2019 generally addresses the key policies in this section. It is anticipated that any alterations to the approved Master Site Plan to accommodate any new commercial or light industrial uses through the Site Plan Approval (SPA) process will remain consistent with the approved plans and generally not alter the character, street network, streetscapes, and site layout as approved.</p> |
| <p>4.2.5 Part - Shopping Area Place Type</p> <p>TLP_876_ We will realize our vision for our Shopping Areas by implementing the following in all the planning we do and the public works we undertake:</p> <ol style="list-style-type: none"> 1. Plan for a distribution of Shopping Area Place Types across the city to service neighbourhoods and collections of neighbourhoods. 2. Discourage the addition of new Shopping Area Place Types, recognizing the significant supply of sites that can accommodate commercial uses throughout the city. 3. Allow for flexibility in use and the intensification of existing centres. 4. Encourage the repurposing, reformatting, | <p>The subject lands are within the Shopping Area Place Type. The proposed addition of light industrial uses recognizes that there is currently a sufficient supply of sites throughout the City that can accommodate commercial uses. The addition of the light industrial uses provides for greater flexibility and utilizes the existing services and infrastructure available within the Urban boundary.</p> |

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| <p>infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion.</p> <p>877_ The following uses may be permitted within the Shopping Area Place Type:</p> <ol style="list-style-type: none"> 1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type. 2. Mixed-use buildings will be encouraged. 3. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted. 4. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses. 5. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type. (OPA 21) | <p>It is proposed that the site-specific provision restrict residential development on the subject lands to avoid future compatibility issues.</p> <p>Light Industrial uses such as warehouse uses are similar in scale and mass as large format retail uses that were proposed on the subject lands.</p> <p>The range of uses would be established through the site specific zoning amendment.</p> |
| <p>4.2.6 Part – Light Industrial</p> <p>TLP_1106_ In 2035 our industrial sector will be burgeoning. Capitalizing on the quality of life in our city as one of our strongest marketing tools, we will be highly attractive to a youthful labour force and the best and the brightest that many companies are looking for. We will be strongly connected to</p> | <p>The proposed addition of light industrial uses will contribute to the supply of existing industrial uses within the area intended to support the transport of goods. The location of the subject lands abutting Highway 401, allows for easy access and reduces the need for trucks to utilize and travel internally</p> |

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| <p>the region and the world with our valuable Highway 401 and 402 corridors which we will use to brand and market to millions of potential investors that pass along our part of the NAFTA Superhighway each day. The technology stemming from our hospitals, university, and colleges will shine through to those looking for innovation and excellence and we'll need to make attractive provision for these forms of development within our industrial land offering. We will blend the industrial sectors that have been pillars of growth in London for decades with new sectors that will provide abundant opportunities for economic activity.</p> <p>LIGHT INDUSTRIAL PLACE TYPE TLP_1110_ The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. It is appropriate to separate these uses from heavier industrial users, to avoid land use conflicts and to allow for positive industrial environments. It may also be necessary to separate some uses within the Light Industrial Place Type from sensitive land uses on adjacent lands.</p> <p>TLP_1113_ We will realize our vision for the Industrial Place Types by implementing the following in all the planning we do and the public works we undertake:</p> <ol style="list-style-type: none"> 1. Separate heavy and light industrial uses to avoid land use conflicts. 2. Understand the needs and demands of the sectors we hope to attract, and plan for industrial lands in strategically attractive locations. 3. Promote a broad industrial land base in the City of London through the provision of a | <p>through the city.</p> <p>The proposed is compatible within the existing light industrial/shopping area. The subject lands do not abut sensitive or residential land uses. The scale and size of any light industrial use, such as a warehouse or self-storage use, would have minimal impact on surrounding properties in regard to intensity, form and massing.</p> <p>The addition of Light Industrial uses on the subject lands would expand on the existing land use permissions in an area that abuts and is accessible to Highway 401. The proposed use is appropriate for the location given the existing site context.</p> |
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| <p>wide choice of locations, lot sizes, services, and street and rail access in order to accommodate a wide range of target industrial sectors and industrial uses.</p> <p>8. Capitalize upon our proximity to the 401 and 402 highway corridors by providing opportunities for highway frontage and sites that are highly accessible to these highways.</p> <p>9. In accordance with the Ministry of Transportation’s applicable regulations and guidelines, improve the aesthetic quality and character of the Highway 401 and 402 corridors by establishing a plan for theming segments of the corridor, introducing enhanced landscaping in rear yards, and establishing public monuments and public realm enhancements, screening open storage areas and ensuring that future development along these corridors enhances London’s image through site layout and building design.</p> | <p>The proposed would be in keeping with the principles and design guidelines that were implemented as part of the Master Site Plan approvals.</p> <p>It is our opinion that the proposed development is in keeping with the policies in effect and contributes to The London Plan’s vision for industrial areas.</p> |
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5.0 Southwest Area Secondary Plan

The subject GVI lands are also within the Southwest Area Secondary Plan (SWAP), and form part of the ‘Wellington Road/Highway 401 Neighbourhood’, within which they are designated ‘Commercial Land Use’, as shown:

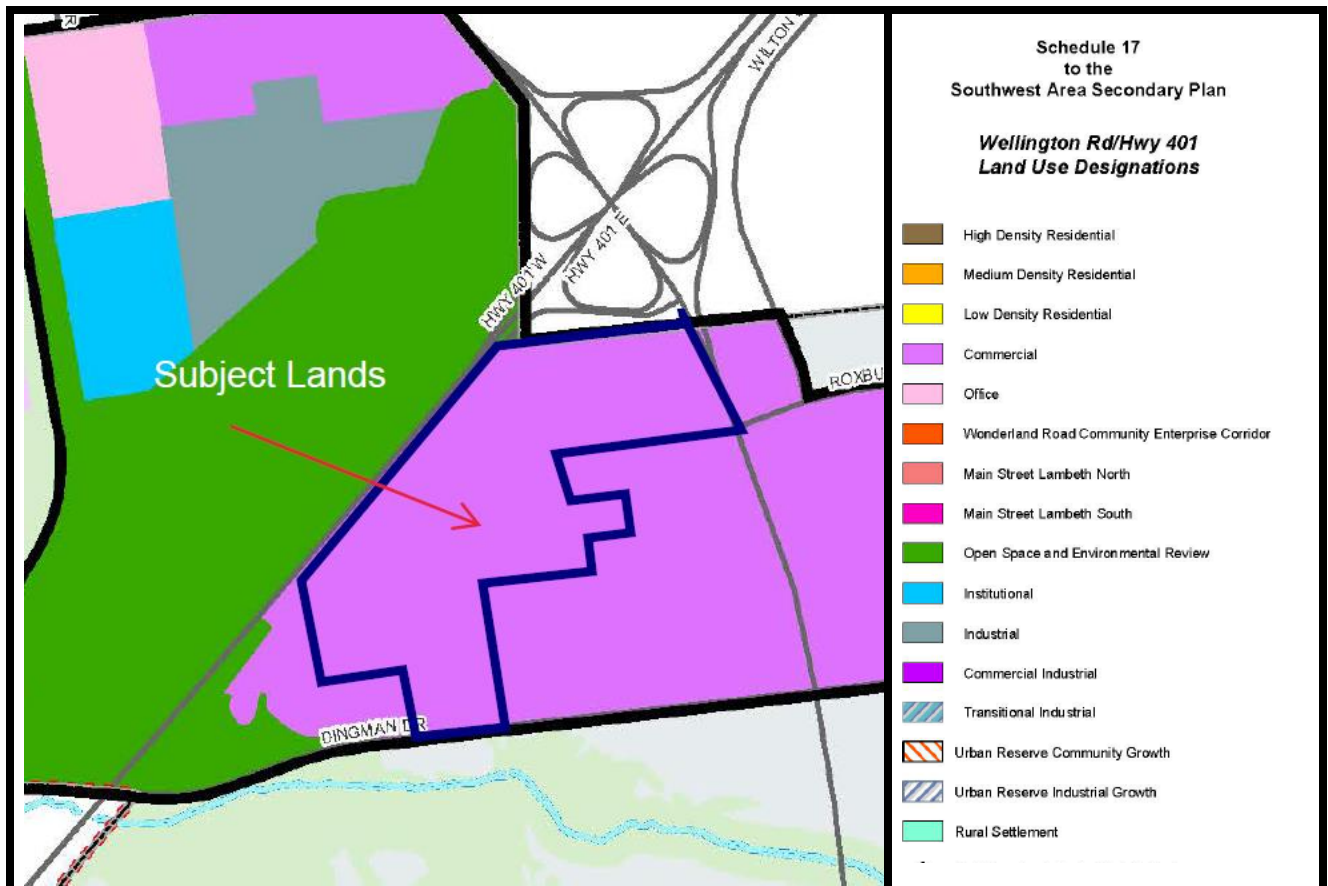


Figure 8 – Schedule 17 Southwest Area Secondary Plan

The subject lands are within the Wellington Road South/Highway 401 Neighbourhood outlined by the Southwest Area Secondary Plan (SWAP). With the London Plan coming into full force, the former light industrial permissions under the Southwest Area Secondary Plan have been deleted and replaced with the London Plan policies as per the resolution of Municipal Council, at its meeting held on July 5, 2022. The permitted uses applicable to the Place Type of The London Plan will be permitted.

A key goal of the SWAP is to provide for a competitive place to work and invest through encouraging the growth of employment land opportunities, while protecting ample, highly accessible, land that will provide a long-term supply of strategically positioned employment lands.

(20.5.1.4 iii).

“iii) A Competitive Place to Work and Invest

Provide for the growth of employment lands opportunities.

Objectives to achieve this principal:

- a) Attract modern manufacturing and light industrial uses in logically organized and attractive campus settings.*
- b) Protect an ample, highly accessible land base that will provide a long term supply of strategically positioned employment land.*
- c) Provide for the extension of public facilities and services to support employment lands.”*

As per the former permissions available under the 1989 City of London Official Plan and Southwest Area Secondary Plan, GVI is requesting that Light Industrial and Warehouse/Distribution uses be permitted on the subject lands as the proposed is compatible within the existing development in the area with a mix of light industrial and retail/service commercial uses.

6.0 Zoning

The Goal Ventures Inc. lands are Zoned a mixture of ASA (Associated Shopping Area) designations under the City’s Zoning By-law Z.-1. Specifically, the Goal Ventures Inc. lands are Zoned **‘ASA3, ASA5, ASA6(3), ASA7(1), and ASA8(11)’** and the Goal Ventures (Southwest) Inc. lands (former Costco) are zoned **‘ASA8’**.

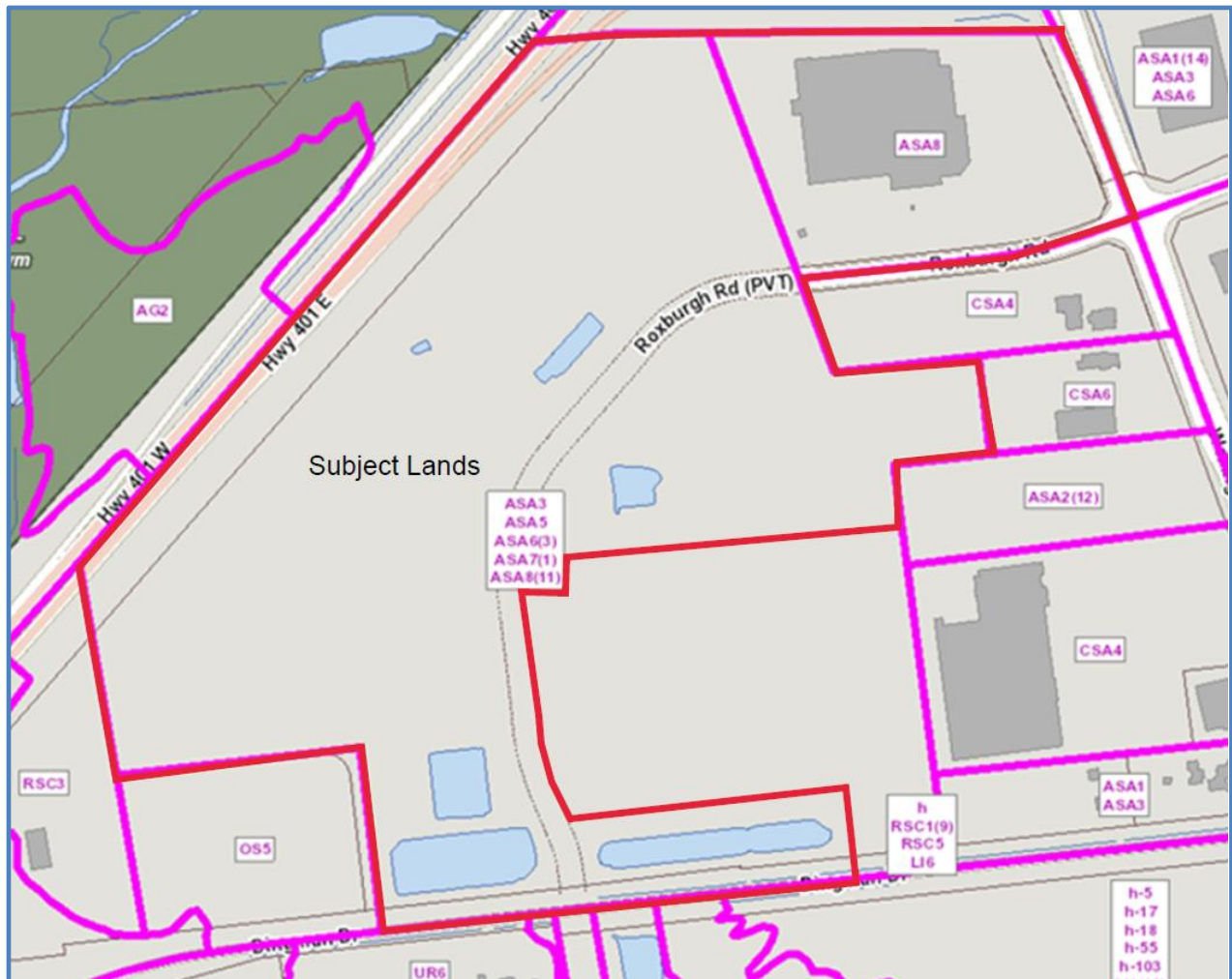


Figure 9 – City of London Z.-1 Zoning By-Law

In accordance with Section 24.2 of the Zoning By-law, permitted uses on the GVI lands are ASA3, ASA5, ASA6(3), ASA7(1) and ASA8 (11) Zones and include:

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| <p>ASA3 The following are permitted uses in the ASA3 Zone variation: a) Clinics; b) Day care centres; c) Laboratories; d) Medical/dental offices; e) Offices, professional; f) Offices, service.</p> | <p>ASA7 Zone Variation ASA7(1) 3130 and 3260 Dingman Drive and the rear portion of 4397/4407 Wellington Road South a) Regulations: i) Cinema Use Gross Floor Area: 4,000 square metre (maximum)</p> |
| <p>ASA5 The following are permitted uses in the ASA5 Zone variation: a) Automobile repair garages; b) Automotive uses, restricted; c) Restaurants; d) Taxi establishments.</p> | <p>ASA8 The following are permitted uses in the ASA8 Zone variation: a) Uses permitted in the ASA1 Zone variation; (Z.-1-96435) b) Uses permitted in the ASA2 Zone variation (Z.-1-96435)</p> <p>ASA1 Animal hospitals; Convenience service establishments; Convenience stores; Dry cleaning and laundry plants; Duplicating shops; Financial Institutions; Grocery stores; Restaurants; Retail stores; Personal service establishments; Pharmacies; Printing establishments; Video rental establishments; Brewing on premises establishment.</p> <p>ASA2 Repair and rental establishments; Restaurants; Retail stores; Service and repair establishments; Studios;</p> |

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| | <p>Supermarkets; Video rental establishments; Brewing on Premises Establishment.</p> |
| <p>ASA6(3) The following are permitted uses in the ASA6 Zone variation: Commercial recreation establishments; Restaurants; Taverns.</p> <p>3130 and 3260 Dingman Drive and the rear portion of 4397/4407 Wellington Road South a) Additional Permitted Uses: Hotel Home improvement and furnishing store Liquor, beer and wine store</p> <p>b) Regulations: i) Commercial Recreational Use – Gross Floor Area 14,000 square metres (maximum):</p> | <p>ASA8(11) a) Additional Permitted Use: i) Gas Bar</p> |

In accordance with Section 24.2 of the Zoning By-law, permitted uses on the GVS1 lands (4313 Wellington Road South) are ASA8, and include:

ASA8

The following are permitted uses in the ASA8 Zone variation:

- a) Uses permitted in the ASA1 Zone variation; (Z.-1-96435)
- b) Uses permitted in the ASA2 Zone variation (Z.-1-96435)

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| <p>ASA1 Animal hospitals; Convenience service establishments; Convenience stores; Dry cleaning and laundry plants; Duplicating shops; Financial Institutions; Grocery stores; Restaurants; Retail stores; Personal service establishments;</p> | <p>ASA2 Repair and rental establishments; Restaurants; Retail stores; Service and repair establishments; Studios; Supermarkets; Video rental establishments; Brewing on Premises Establishment.</p> |
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| Pharmacies; Printing establishments; Video rental establishments; Brewing on premises establishment. | |
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It is proposed that the use permissions under the Light Industrial (LI6) and (LI10) Zone Variation be applied to the subject lands to include the following permitted uses:

LI6

The following are permitted uses in the LI6 Zone variation:

- a) Any use permitted in the LI1 Zone variation;
- b) Any use permitted in the LI2 Zone variation;
- c) Building or contracting establishments;
- d) Storage depots;
- e) Terminal centres;
- f) Transport terminals

LI10

The following are permitted uses in the LI10 Zone variation:

- a) Self-storage Establishments

LI1

The following are permitted uses in the LI1 Zone variation:

- a) Bakeries;
- b) Business service establishments;
- c) *Laboratories*;
- d) Manufacturing and assembly industries;
- e) Offices support;
- f) Paper and allied products industries excluding pulp and paper and asphalt roofing industries;
- g) Pharmaceutical and medical product industries;
- h) Printing, reproduction and data processing industries;
- i) Research and development establishments;
- j) Warehouse establishments;
- k) Wholesale establishments;
- l) Custom workshop; Z-1-051390
- m) *Brewing on premises establishments. Z-1-051390*
- n) Service Trade Z.-1-071679
- o) Existing Self-storage Establishments (Z.-1-132230)
- p) Artisan Workshop (Z.-1-172561)
- q) Craft Brewery (Z.-1-172561)
- r) Tow Truck Business (Z.-1-223025)

LI2

The following are permitted uses in the LI2 Zone variation:

- a) Any use permitted in the LI1 Zone variation;
- b) *Dry cleaning and laundry plants;*
- c) Food, tobacco and beverage processing industries excluding meat packaging;
- d) Leather and fur processing excluding tanning;
- e) *Repair and rental establishments;*
- f) *Service and repair establishments;*
- g) Service trades;
- h) Textile processing industries.

Note uses identified in italics are currently permitted under the ASA Zone Variations on the subject lands.

The above noted range of uses are appropriate for the subject lands and generally compatible with the permitted uses currently in the ASA Zone variations.

Based on the findings of this report, the proposed range of uses are appropriate for the subject lands as the proposed OPA and ZBA will allow for a more efficient utilization of existing serviced lands within an area that is suited to support the proposed uses.

7.0 Conclusion

The proposed Official Plan and Zoning By-Law Amendments to re-designate and re-zone the subject lands to permit the extended range of light industrial uses that are compatible with the area and proposed development while addressing demand for serviced, light industrial lands along the 401 corridor.

The proposed maintains the functionality of the approved Master Concept Plan and the proposed uses would result in buildings that are similar in mass and scale. Site Plan approval will be required for any new buildings that deviate from the original Development Agreement registered on title. It is anticipated that any urban design or compatibility decisions, such as building placement, landscaping, outdoor amenity areas, and pedestrian connections will be addressed at the Site Plan Approval stage.

In our opinion, the proposed OPA and ZBA are generally consistent with the intent and the policies of the 2020 PPS and the policies and intent of The London Plan. As such, the Official Plan Amendment and Zoning By-Law Amendment is appropriate for the subject lands and represents good land use planning practice.