

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT APPLICATION

4452 Wellington Road South
City of London

Date:

April 2024

Prepared for:

2858637 Ontario Inc.

Prepared by:

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Our File 21356'D'

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1.0 Introduction

1.1 Overview

MHBC has been retained by 2858637 Ontario Inc. (the 'Applicant') to assist with a Zoning By-law Amendment (ZBA) application for a portion of the lands addressed as 4452 Wellington Road South, London (the 'subject lands'). The intent of this application is twofold: (1) to permit the western portion of these lands to be developed for commercial purposes, and (2) to permit the eastern portion of these lands to be developed for light industrial purposes.

The subject lands are addressed as 4452 Wellington Road South and are generally located on the northeast corner of the Wellington Road South/Dingman Drive intersection. In its entirety, this property measures approximately 8.0 ha in area, and has approximately 288 m of frontage on Wellington Road South, approximately 271 m of frontage on Dingman Drive and approximately 299 m of frontage on Castleton Road (all measurements herein are approximations). Further, the property is situated within the City's Southwest Planning Area and forms part of the Wellington Road/Highway 401 Neighbourhood. These lands are predominately used for agricultural purposes (cultivated fields). A woodland feature is also located on the northwest portion of the property and a small out-building is situated in the southwest portion of the parcel.

The Applicant is proposing to amend City of London Zoning By-law No. Z.-1 to permit service/retail commercial uses on the western portion of the property and light industrial activities on the east portion of the property. The lands subject to this application (the 'Site') measure 2.5 ha in area and have 180 m of frontage on Wellington Road South.

The Site was recently rezoned from 'holding Associated Shopping Area Commercial (h-17*ASA1/ASA2/6)' to Environmental Review (ER) pursuant to By-law Z.-1-233077, approved by City Council on December 13, 2022 (City of London File: OZ-9497). In relation to the Site, the intent of this ZBA was to delineate the woodland feature through zoning and to provide a 30 m interim buffer from that feature, subject to further environmental studies and review. Additionally, the eastern portion of the subject lands was rezoned 'holding Light Industrial (h-17*LI6)'; principally to permit these lands to be utilized for truck transport terminals.

An associated Official Plan Amendment (OPA) was also approved by Council on December 13, 2022. OPA 75 re-designated the eastern portion of the subject lands from the Shopping Area place type to the Light Industrial place type pursuant to Map 1 (Place

Types) of the City's Official Plan (The London Plan). The OPA also re-designated these lands from Commercial to Light Industrial pursuant to Schedule 4 (Southwest Area Land Use Plan) of the City's Southwest Area Plan (SWAP).

The Applicant is currently advancing a Site Plan Approval application to establish transport terminal facilities on the lands zoned LI6 (City of London File: SPA23-034).

1.2 Environmental Impact Study

MTE Consultants Inc. (MTE) completed an Environmental Impact Study (EIS), dated March 7, 2024, which assessed natural heritage features within the subject lands and adjacent lands within 120 m of the property. As set out in Section 1.1 (Report Objective) of this study report, collectively, the Subject Lands Status Report (SLSR) and EIS components of the assessment were carried out to:

- Describe and define any natural features, based on field surveys and background information, and to identify potential functions to be protected or replicated within the study area;
- Evaluate the potential for impacts to natural heritage features and functions as a result of the project; and
- Provide recommendations for avoidance or mitigation of impacts, potential restoration, enhancement measures, and monitoring to protect natural features and functions.

The MTE evaluation considered the development of the western portion of the subject lands for commercial activities, as contemplated by the Applicant. As outlined in Section 8.0 (Summary and Conclusions) of the EIS:

“... The Subject Lands contain cultural vegetation communities (trees surrounding former farmhouse), which have been evaluated and determined not to meet the criteria for inclusion within the Natural Heritage System. The loss of a small (0.02 ha) wetland is permissible through London Plan policy as it has no ecological or hydrological functions. ...”

The EIS also sets out recommendations to protect natural heritage features from direct and indirect impacts, through compensation and construction mitigation measures (e.g. avoidance windows, erosion and sediment control measures). The following is concluded in Section 8.0:

“Through this EIS, it has been determined that the potential impacts to natural heritage features within the Subject Lands will be avoided and/ or mitigated with the included recommendations. ...”

Additionally, in conjunction with File: OZ-9497, the following reports were submitted which, in our opinion, remain relevant to this application (where applicable):

- Cultural Heritage Impact Assessment, MHBC (November 2021);
- Stage 1-2 Archaeological Assessment, Lincoln Environmental Consulting Corp. (February 2022);
- Transportation Impact Assessment, Paradigm Transportation Solutions Limited (February 2022);
- Environmental Noise Study, SS Wilson Associates (December 13, 2022).

In light of the EIS conclusions, the findings of the aforementioned studies and the applicable planning framework, the Applicant is advancing the ZBA application to reapply commercial zoning to the portion of the Site fronting Wellington Road South, and to apply light industrial zoning to the eastern portion of the Site adjacent to the proposed truck transport facilities.

1.3 Report Framework

This Planning Justification Report has been prepared for submission to the City of London in support of the associated ZBA application. The Report includes the following primary components:

- An introduction and general description of the property and Site, surrounding uses and existing conditions, to provide an understanding of the locational context;
- A description of the Concept Plan prepared for the property to provide a conceptual layout of light industrial uses and potential commercial uses;
- A review of the planning permissions applicable to the property; and
- An assessment of the proposed ZBA relative to: (1) the policy framework of the Provincial Policy Statement, The London Plan and the SWAP; and (2) the development regulations of the City's Zoning By-law.

The following documents were primary references reviewed in the preparation of this Report:

- Provincial Policy Statement;
- City of London Official Plan (The London Plan);
- Southwest Area Plan (SWAP); and
- City of London Zoning By-law No. Z.-1.

1.4 Planning Applications

Our analysis has confirmed that the following planning applications are required to permit the proposal and related development plans:

Table 1.0 – Required Planning Applications

Planning Application	Approval Authority
Zoning By-law Amendment To change the zoning applying the Site from ‘Environmental Review (ER)’ to ‘holding Light Industrial (h-17*LI6) and ‘holding Associated Shopping Area Commercial (h-17*ASA1/ASA2/ASA6)’.	City of London
Consent 2858637 Ontario Inc. is currently advancing a Consent application to sever the subject lands into three parcels: a lot to be retained containing the future commercial lands and two lots to be severed containing separate transport terminals.	City of London
Site Plan Approval 2858637 Ontario Inc. is currently advancing a Site Plan Approval application to establish transport terminal facilities on the lands zoned LI6 (City of London File: SPA23-034). A future application will be advanced for the lands intended to be zoned ASA1/ASA2/ASA6.	City of London

A Pre-Application Consultation meeting was held with City of London staff on December 1, 2022 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 ZBA application:

- Planning Justification Report
- Environmental Impact Study;
- Tree Preservation Plan; and
- Site Servicing and Stormwater Management Brief.

2.0 Site Location & Surrounding Land Uses

2.1 Site Description

The subject lands are municipally addressed as 4452 Wellington Road South and generally described as Concession 3 S, Part Lots 15 and 16, Registered Plan 33R858 Part 1. These lands measure 8.0 ha in area, and have 288 m of frontage on Wellington Road South, 271 m of frontage on Dingman Drive and 299 m of frontage on Castleton Road. As discussed, this property is predominately used for agricultural purposes, with a woodland feature located on the northwest portion of the parcel.

The lands subject to the ZBA application comprise 2.5 ha of the property, with 180 m of frontage on Wellington Road South. These lands are delineated as those which are currently zoned ER Zone. The Site does not contain any designated natural areas as identified in the policies and schedules of The London Plan.

With respect to land use planning considerations, the Site is located entirely within the City's Urban Growth Boundary and forms part of the Southwest Planning Area. The Site also forms part of this Planning Area's Wellington Road/Highway 401 Neighbourhood.

Figure 1 of this Report illustrates the general location of the Site.

2.2 Surrounding Land Uses

4452 Wellington Road South is situated 525 m south of the Highway 401 and Wellington Road South interchange in a development area containing a variety of light industrial and large format commercial uses. Generally, lands to the north and west of the Site contain service/retail commercial uses in multiple-unit and stand-alone building formats. Lands to the east of the Site generally contain light industrial uses including truck transport terminals. Lands to the south of the subject lands are planned for light industrial development, but are presently used for agriculture.


With respect to transportation considerations, Wellington Road South to the east of the Site is a designated haul route (24 Hour Truck Route) and includes four traffic lanes with a direct interchange connection to Highway 401. Dingman Drive to the south is composed of two lanes and is likewise a recognized haul route. Castleton Road to the east of the Site is a two lane road and is also a designated haul route.

The development context surrounding the Site is illustrated in the following image.



Figure 1
Location Map

LEGEND

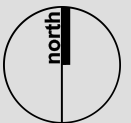
 Subject Lands

Date: October 2023

Scale: 1:7,000

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Perspective view north towards the Site (highlighted)



Source: Google Earth, 2022.

Table 2.0 provides additional details on surrounding land uses:

Table 2.0 – Surrounding Land Uses

Relative Location	Existing Land Uses
TO THE NORTH:	Shopping centre (multiple-unit plaza, commercial recreational building, stand-alone restaurant), Roxburgh Road corridor; office/industrial complex.
TO THE EAST:	Planned light industrial uses (transport terminals, office/industrial complex); Castleton Road corridor; light industrial uses.
TO THE SOUTH:	Future commercial uses; Dingman Drive corridor; agricultural land, including Dingman Creek channel.
TO THE WEST:	Wellington Road South corridor; large format retail/service commercial uses.

3.0 Overview of Application

As discussed, the intent of this ZBA application is to re-establish Associated Shopping Area Commercial (ASA1/ASA2/ASA6) zoning on the western portion of the Site and to re-zone the eastern portion of the Site to Light Industrial (LI6). Future commercial uses along Wellington Road South are intended to be in keeping with the permissions of the Shopping Area place type of The London Plan. The lands to be zoned LI6 would be consolidated with the transport truck terminals planned for the eastern portion of property, in keeping with the permissions of the Light Industrial place type.

Figure 2 illustrates the Conceptual Development Plan prepared by MHBC Planning for the property of 4452 Wellington Road South. This conceptual plan illustrates how the eastern portion of the property is planned for two truck transport depots. This plan also demonstrates how the western portion fronting Wellington Road South could be configured to accommodate commercial retail units (no development plans are being advanced for the commercial lands at this time).

The following summarizes the core elements of the Conceptual Development Plan:

- The western portion of the subject lands is proposed for future commercial uses and may ultimately be divided into separate lots. In the context of the Consent application being advanced by the Applicant, these lands measure 2.91 ha (the 'lot to be retained'). For illustrative purposes, the Conceptual Development Plan proposes three retail units, combined drive aisles and surface parking and one common street access to Wellington Road South. The commercial buildings conceptualized in this plan yield a total commercial gross floor area (GFA) of approximately 5,574 m².
- The eastern portion of the subject lands is to be developed for transport terminal facilities. In the context of the proposed Consent, these lands are to be separated into two conveyable parcels (the 'lots to be severed') as outlined below:
 - Part B (north part): ~3.07 ha;
 - Part C (south part): ~2.00 ha.

The structure of the proposed ZBA is intended to support compatible development by orienting the mix of uses on the property to align with the existing development context. In this respect, the proposed light industrial uses on the eastern portion of the Site are planned proximate to existing light industrial uses (including an existing transport terminal). Likewise, the western portion of the Site is proposed for future commercial uses which is in keeping with other local commercial uses located along the Wellington Road

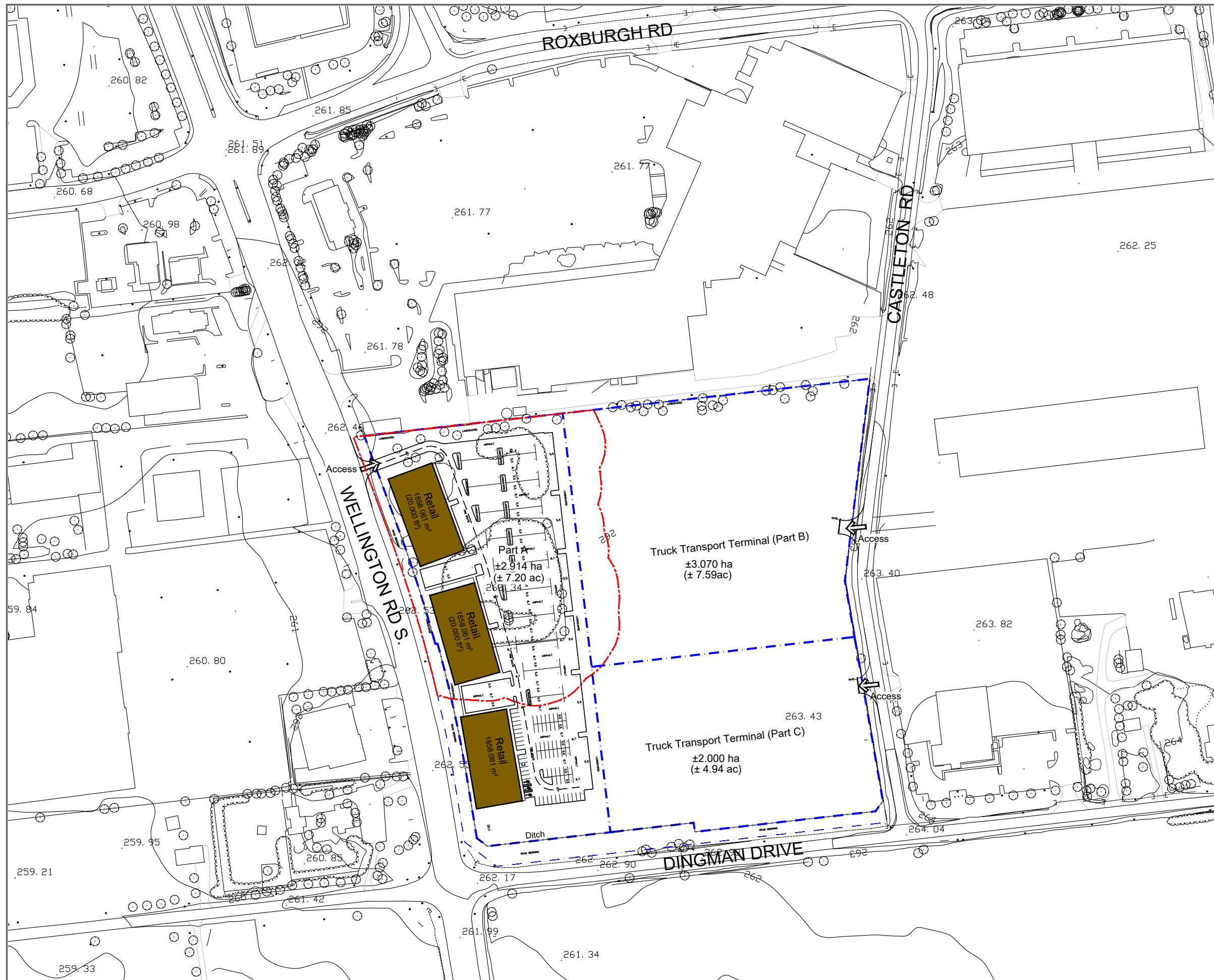


Figure 2 Conceptual Development Plan

4452 Wellington Rd. S.
City of London
Ontario

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 Subject Lands

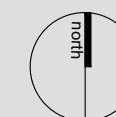
Notes:
- For Conceptual Purposes only.
- Future land use to be determined.

DATE: December 2023

FILE: 21356D

SCALE: 1:2,500

DRAWN: PL/LC



K:\21356D WELLINGTON ROAD S. LONDON\RPT\FIGURE 2 CONCEPTUAL DEVELOPMENT PLAN_DEC 6 2023.DWG

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South corridor and those located north of the lands. To further support compatibility, building placement, landscape design and screening opportunities would be carefully considered at the Site Plan Approval (SPA) stage (when development proposals are advanced for these lands).

4.0 Planning Analysis

The proposed Zoning By-law Amendment must be assessed in terms of applicable policies prescribed by the Province of Ontario and the City of London. The following discussion outlines how the proposal addresses relevant policies of the Provincial Policy Statement and the City of London’s Official Plan (The London Plan).

4.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. Part IV of the PPS sets out that this policy instrument provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities.

The ZBA application has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies in Section 1.0 (Building Strong Healthy Communities) and Section 2.0 (Wise Use and Management of Resources) are particularly relevant to this proposal. Table 3.0 demonstrates how the proposal is consistent with the identified policies.

Table 3.0 – Consistency with Provincial Policy Statement

PPS Policy	Response
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, 	<p>The proposed ZBA is intended to encourage the efficient use of the Site for commercial and industrial purposes. Implementation of this proposal would also help to (1) optimize the use of existing road and service infrastructure proximate to the Site and (2) support the long-term financial well-being of the Province of Ontario and the City of London (in the form of increased property tax assessment). Further, it is anticipated that employees and patrons of the intended</p>

PPS Policy	Response
<p>additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), 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>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p>	<p>commercial/industrial developments would contribute to the overall vitality of the Wellington Road/Highway 401 Neighbourhood. Additionally, economic benefits would be derived from construction associated with the proposed uses.</p> <p>The subject lands are located within an area containing a range of service/retail commercial activities and light industrial uses. The uses permitted by way of the proposed ZBA would be compatible with, and complement, this mix of land uses.</p> <p>The uses associated with the proposed zoning structure should not result in environmental or public health and safety concerns, provided recommended mitigation measures are implemented in conjunction with future approvals (where appropriate).</p> <p>Preliminary servicing reviews have been completed by MTE to confirm that (1) the development can proceed in a cost-effective manner and (2) the necessary servicing infrastructure would be available to meet projected needs. In particular, a Preliminary Site Servicing and Stormwater Management Brief, dated January 18, 2024, has been prepared by MTE to support the ZBA application. Generally, it is concluded in Section 5.0 of this report that, "... it is feasible to provide water, sanitary and stormwater servicing for the proposed development in accordance with City of London, UTRCA and MECP requirements."</p>
<p>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses</p>	<p>This application would support the development of lands located within the City's Urban Growth Boundary (UGB)</p>

PPS Policy	Response
<p>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>designated for commercial and industrial purposes pursuant to The London Plan (see Section 4.2 of this Report).</p> <p>The intent of the proposed ZBA is to accommodate a mix of commercial and light industrial uses on the Site. Implementation of this proposal: would help meet market demand for these types of uses; would re-instate commercial permissions on the property within the Wellington Road South corridor; and would be compatible with the local development setting.</p>
<p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p>	<p>The Site is situated within the City's UGB and is therefore considered part of a settlement area, as defined by the PPS.</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; f) are transit-supportive, where transit is planned, exists, or may be developed; g) are freight-supportive. 	<p>As discussed, the proposed ZBA is intended to encourage the efficient use of the Site and help optimize the use of existing road and servicing infrastructure in the Wellington Road/Highway 401 community. Preliminary servicing reviews have also been carried to confirm that adequate servicing capacity is available to accommodate the intended development.</p> <p>It is anticipated that employees and patrons of the intended commercial/industrial developments would support existing public service programs and facilities available proximate to the Site.</p> <p>The subject lands are located within proximity of an existing London Transit bus route; providing transit connectivity to residential communities, major public institutions, shopping centres and recreational facilities.</p>

PPS Policy	Response
	<p>The proposed permissions would support the efficient movement of freight, utilizing the existing transportation system proximate to the Site, including the designated 24 Hour Truck Routes (Dingman Drive, Castleton Road, Wellington Road South) and the Highway 401 corridor.</p>
<p>1.3.1 Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</p>	<p>The proposed mix of uses would permit a range of employment opportunities to help meet market demand and support the long-term vitality of the Wellington Road/Highway 401 Neighbourhood.</p>
<p>1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.</p>	<p>Preliminary servicing reviews have been carried out by MTE to confirm that the development of the Site for commercial and light-industrial uses can proceed in a cost-effective manner, and to ensure that the necessary infrastructure is available to meet projected needs. As discussed, it is anticipated that employees and patrons of the intended commercial/industrial developments would support existing public service programs and facilities available proximate to the Site.</p>
<p>1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p>	<p>The proposed mix of commercial and light industrial uses intended for the property would support the efficient use of the existing transportation system in the vicinity. In particular, the proposed light industrial use intended for the eastern portion of the Site would utilize the adjacent haul routes to support efficient freight movement.</p>
<p>1.7.1 Long-term economic prosperity should be supported by:</p>	<p>In effect, the proposed ZBA would allow for the efficient development of the Site for a mix of commercial and light industrial uses. The Site also benefits from</p>

PPS Policy	Response
<p>a) promoting opportunities for economic development and community investment-readiness;</p>	<p>close proximity to the City’s arterial road transportation network, the Highway 401 corridor and transit services. It is expected that the mix of uses proposed for the property would help meet market demand and promote further economic development within the Wellington Road/Highway 401 community in the long-term.</p>
<p>2.1.1 Natural features and areas shall be protected for the long-term.</p>	<p>As discussed, MTE completed an EIS, with an SLSR component, to:</p> <ul style="list-style-type: none"> • Describe and define any natural features, based on field surveys and background information, and to identify potential functions to be protected or replicated within the study area; • Evaluate the potential for impacts to natural heritage features and functions as a result of the project; and • Provide recommendations for avoidance or mitigation of impacts, potential restoration, enhancement measures, and monitoring to protect natural features and functions. <p>MTE generally concludes in the EIS that the potential impacts to natural heritage features within the subject lands will be avoided and/or mitigated with the included recommendations. Notably, Recommendation 1 set out in Section 7.1 (Direct Impacts and Mitigation) of the study report recommends that portions of the subject lands be utilized for tree planting compensation as illustrated in Figure 10 of the EIS. Further, under Recommendation 2, MTE recommends that a Tree Compensation Plan be prepared as part of the detailed design phase of project planning.</p>

PPS Policy	Response
2.4.1 Minerals and petroleum resources shall be protected for long-term use.	The Site does not contain any known mineral or petroleum resources.
2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.	The Site does not contain any known mineral aggregate resources.
2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	A Cultural Heritage Impact Assessment was conducted by MHBC to evaluate the potential impacts of this proposal on the heritage attributes associated with the adjacent cemetery (Nichols Cemetery) located at 4680 Wellington Road South (a property listed on the City’s Inventory of Heritage Resources). Generally, it is concluded in the report, dated November 2021, that the development of the lands would not impact this cultural heritage resource.
2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Lincoln Environmental Consulting Corp. (LEC) completed a Stage 1-2 Archaeological Assessment for the subject lands. LEC concludes in the associated study report, dated February 2022, that no further archaeological assessment is recommended. The findings of this assessment have been registered with the Ministry of Heritage, Sport, Tourism and Culture Industries.

In light of these considerations and our broader evaluation of this proposal relative to the policies of the PPS, it is our opinion that this proposal is consistent with this policy document.

4.2 City of London Official Plan (The London Plan)

4.2.1 Status

The City of London Council adopted a new Official Plan on June 23, 2016 and the Ministry of Municipal Affairs (MMA) issued its approval of The London Plan, with modifications, on December 30, 2016. Several policies and schedules of this Official Plan applicable to the

Site were appealed, and were subject to adjudication by the Ontario Land Tribunal and its predecessors (Case No. OLT-22-002286). The Tribunal, in its Decision issued May 25, 2022, resolved the final phase of the general policy appeals and ordered The London Plan to be fully in-force (excluding outstanding site-specific appeals).

4.2.2 Place Type (Map 1)

Figure 3 of the Report illustrates that the Site is predominately designated Shopping Area place type pursuant to the land use schedule of the Official Plan (Map 1 - Place Types).

4.2.3 Policy Overview

Considering this land use framework and the scope of this application, it is our opinion that the Our Challenge, Our Strategy, Our City, City Building Policies and Place Type Policy parts of The London Plan contain policies applicable to the proposal.

The following discussion (1) summarizes, in our opinion, the core policies of The London Plan respecting this application and (2) evaluates the merits of the proposal relative to this policy framework.

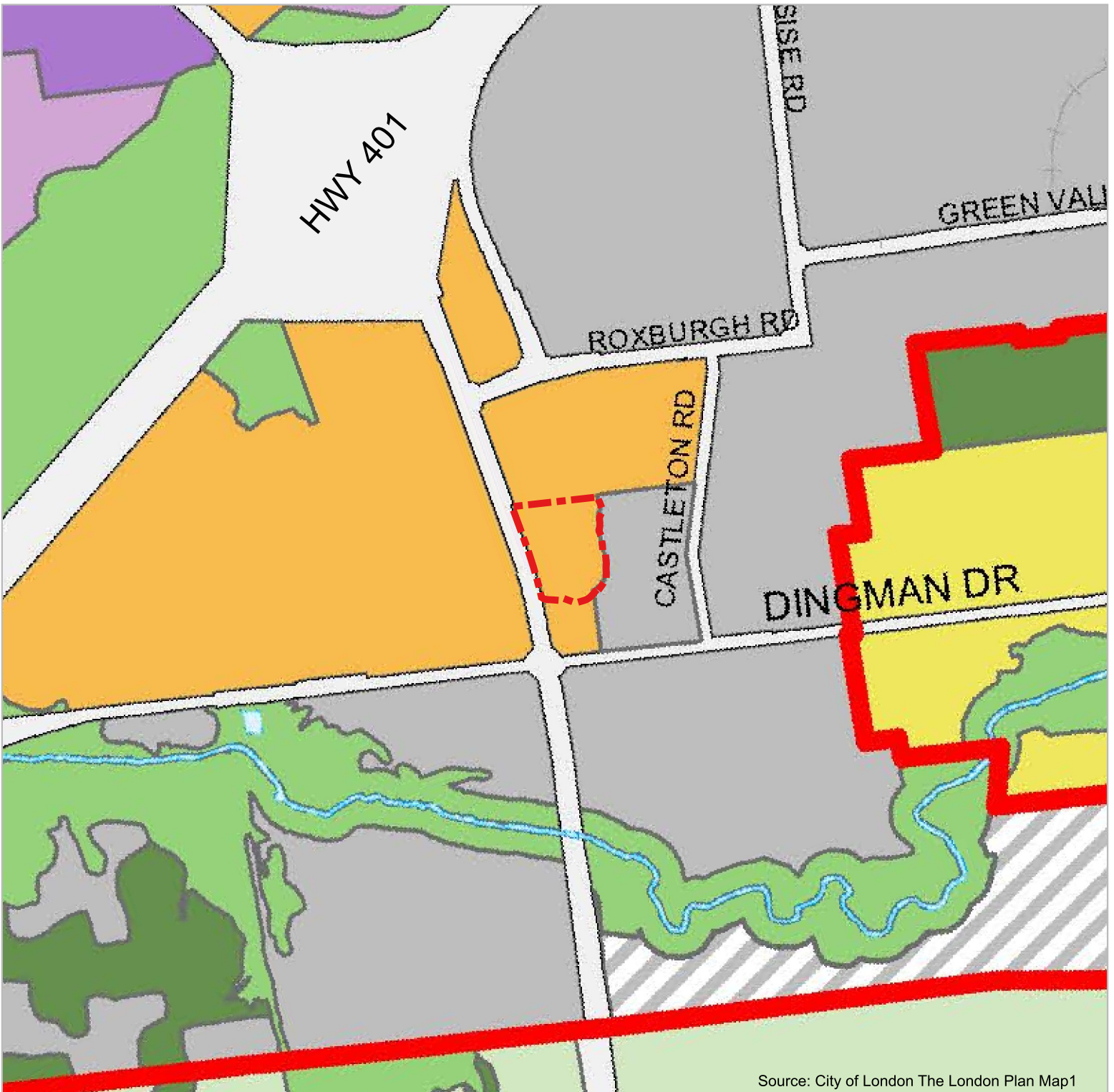
4.2.4 Our Challenge

The Our Challenge part of The London Plan contains policies that address how to implement The London Plan. In our opinion, the following policy has particular relevance to this proposal:

"43_It is intended that the policies of this Plan will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan and the Provincial Policy Statement. In instances where interpretation is needed, the following policies will apply:

1. 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."


As previously discussed, the Site was rezoned from 'holding Associated Shopping Area Commercial (h-17*ASA1/ASA2/6)' to Environmental Review (ER). The intent of this ZBA was to delineate a woodland feature through zoning and to provide a 30 m interim buffer





















Source: City of London The London Plan Map1

Figure 3
The London Plan
Map1: Place Type

LEGEND

 Subject Lands

PLACE TYPES

- | | |
|--|---|
|  Green Space |  Heavy Industrial |
|  Environmental Review |  Light Industrial |
|  Downtown |  Commercial Industrial |
|  Transit Village |  Future Community Growth |
|  Rapid Transit Corridor |  Future Industrial Growth |
|  Urban Corridor |  Farmland |
|  Shopping Area |  Rural Neighbourhoods |
|  Main Street |  Waste Management Resource Recovery Area |
|  Neighbourhoods |  Urban Growth Boundary |
|  Institutional | |

BASE MAP FEATURES

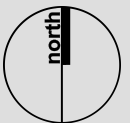
-  Streets (See Map 3)
-  Railways
-  Water Courses/Ponds

Date: October 2023

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from that feature, subject to further environmental studies and review. The eastern portion of the subject lands were also rezoned 'holding Light Industrial (h-17*LI6)', principally to permit these lands to be utilized for truck transport terminals. Further, OPA 75 applied the Light Industrial place type to the eastern portion of this property.

In light of the findings and recommendations of the EIS and pursuant to the provisions of Policy 43, it is our opinion that the boundaries of the Light Industrial place type should be interpreted to include the portion of the Site proposed for the LI6 Zone as contemplated in the Conceptual Development Plan. In this respect, it is our opinion that this boundary interpretation is reasonable, appropriate for the orderly development of the Site and in keeping with the policy direction and intent of The London Plan.

4.2.5 **Our Strategy**

The Our Strategy part of The London Plan contains a series of policies that address the core values, vision and key directions of the Plan to help guide planning and city building activities. The core values of this Official Plan are set out in Policy 52, and include a number of themes relating to development proposals (e.g., be collaborative, be innovative, think sustainable). Further, Policy 53 defines the vision for The London Plan to provide a focus for planning decisions: "London 2035: Exciting, Exceptional, Connected".

Policies 55 to 63 define key directions to help achieve this broad vision and to guide planning development to the year 2035 (being The London Plan's 20-year planning horizon). In our opinion, the following key directions and associated planning strategies have particular relevance to this proposal:

"55_ Direction #1 Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
9. Identify and strategically support existing and emerging industrial sectors.
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.

60_ Direction #6 Place a new emphasis on creating attractive mobility choices

4. Link land use and transportation plans to ensure they are integrated and mutually supportive.
13. Provide for the safe and efficient movement of people, goods, and services through the city to keep London competitive.

62_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
4. Plan so that London is resilient and adaptable to change over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.”

It is our opinion that the planned uses support the key directions set out in the referenced policies, as approval of this proposal would:

- Establish land use permissions on the Site that support commercial and light industrial opportunities to help sustain the economic vitality of the Wellington Road/Highway 401 Neighbourhood;
- Permit transport terminals within the eastern portion of the Site, to reflect the intended use of adjacent lands and to take advantage of abutting haul routes and the property’s close proximity to the Highway 401 corridor;
- Efficiently utilize servicing infrastructure to accommodate the intended commercial and light industrial uses; and
- Promote a land use pattern that: is in keeping with Provincial and City planning policies; is compatible with the existing development context; and should not generate adverse land use impacts.

4.2.6 **Our City**

The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that have particular relevance to this proposal.

Policy 69 of this Official Plan states that the City Structure Plan establishes a framework for London’s growth for the 20-year planning horizon and informs other policies of the Plan. Policy 70 of this Official Plan further prescribes that, “All of the planning we do will be in conformity with the City Structure Plan ... Planning and development applications will only be approved if they conform to the City Structure Plan.”

Policy 69 also identifies that the City Structure Plan is set out in five associated frameworks: growth, green, mobility, economic, and community. Policies 71 to 146 provide policy direction relating to each of these frameworks. Figures 2 and 3 of The London Plan also illustrate that the property is located outside of the City's Built-Area Boundary and Primary Transit Area, respectively.

In our opinion, the development context associated with this ZBA application is in keeping with the City Structure Plan. It is also our opinion that this proposal has regard for the policies and schedules relating to the five frameworks. Notably, Policy 72 states that Urban Place Types, including the Shopping Area and Light Industrial place types, are only permitted within the Urban Growth Boundary.

Additionally, the Our City policies detail the City's strategy for growth servicing and financing (Policies 166 to 183). The principal objective of these policies is described in Policy 166: "The city's structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure". Further, Policy 168 states that municipal services will be planned on a long-term basis to support the City Structure Plan.

In our opinion, the following policies of this Official Plan section have particular relevance to this proposal:

"172_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding

173_ Planning and development approvals will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a five year time frame.

174_ Changes in place type and zoning that would result in the underutilization of previously planned and constructed municipal infrastructure will be discouraged."

To address these policies, a Preliminary Site Servicing and Stormwater Management Brief has been prepared by MTE to confirm that (1) development can proceed in a cost-effective manner and (2) the necessary servicing infrastructure would be available to meet projected needs. Accordingly, in our opinion, the intent of the ZBA application is also in keeping with the growth servicing and financing policies of The London Plan.

4.2.7 **City Design**

Within the City Building part of this Official Plan, the City Design chapter provides a series of guidelines with respect to urban design. Policies 189 to 306 of this Official Plan define the City Design policies that are intended to guide the character and form of development. The following is a summary of the key policies as they relate to the proposal:

The overarching objectives of these policies are outlined in Policy 193:

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

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.”

In our opinion, the Conceptual Development Plan prepared for this proposal demonstrates that this mixed-use proposal has been designed to achieve these broad objectives, where applicable. Further, in conjunction with the SPA process, it is anticipated that development proposals for the Site will align with the intent of the character, streetscape, site layout and building form policies set out in the City Design section of The London Plan. In our opinion, of relevance to future proposals are those design policies respecting neighbourhood character, built form and site layout including the following:

- “197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.
- 252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.
- 253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.
- 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.”

4.2.8 Shopping Area Place Type

As discussed, the Site is predominately located within the Shopping Area place type. Policy 871 of The London Plan describes that this place type provides commercial centres containing a diversity of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods.

Policy 876 identifies a number of principles to help realize this vision, including the following which, in our opinion, are relevant to this proposal:

- “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...
4. Encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion.”

With respect to permitted uses, Policy 877 of The London Plan states that the Shopping Area place type permits a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses. Further, Policy 878 and Table 8 identify that the standard maximum building height within this place type is four storeys.

In conjunction with this proposal, the Shopping Area place type is to be maintained on the western portion of the Site. It is anticipated that these lands would develop in conformity with the planned function, guiding principles and permissions of this place type. As previously discussed, the eastern portion of the Site is intended to be developed in conformity with the planned function, guiding principles and permissions of the Light Industrial place type.

4.2.9 Light Industrial Place Type

4.2.9.1 Vision and Principles

Policies 1104 to 1106 of The London Plan set out the vision for the Industrial place types of The London Plan. Generally, the vision defined in these Policies is to plan for a prosperous city by supporting the growth of the industrial sector to create long-term jobs and positive economic spin-off effects.

Policy 1113 introduces a number of principles to help realize this vision, including the following which, in our opinion, have relevance to this proposal:

- “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 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...
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...

It is our opinion that the ZBA application aligns with the aforementioned principles and, in effect, contributes to The London Plan's vision for industrial areas. In particular, this application would contribute to the expansion of transportation-related industrial uses in a highly accessible development area that benefits from direct connections to designated haul routes and close proximity to the Highway 401 corridor.

4.2.9.2 Permitted Uses

Policy 1115 states that permitted land uses in the Light Industrial place type include a broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions (e.g., noise, odour, particulates, vibration). This Policy also identifies that warehouses and accessory office uses of any scale are permitted in this place type.

Given the local development context and the intended use of the eastern portion of the subject lands and Site for transport terminals, in our opinion, this proposal would conform with the permissions of this place type. It is also our opinion that the interpretation policies of The London Plan, as discussed in Section 4.2.4 of this Report, support the use of these lands for light industrial purposes.

4.2.10 Secondary Plans

Notwithstanding the aforementioned permissions and policy review, Policy 1558 of The London Plan states the following in relation to the status of approved Secondary Plans:

“Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.”

For the subject lands, the SWAP provides Secondary Plan policy direction in relation to land use, development intensity and building form.

4.2.11 Conclusion

In light of these considerations, it is our opinion that the ZBA application (1) supports the planned function and principles of the Shopping Area and Light Industrial place types and (2) conforms to the policies of The London Plan.

4.3 Southwest Area Plan

4.3.1 Vision and Framework

Section 20.5.1.3 of the Southwest Area Plan identifies a broad vision statement for this Secondary Plan. In our opinion, the following component of the vision statement effectively defines the fundamental objective of this planning document:

“This Plan ... places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods, the protection of significant natural heritage features and built and cultural heritage, and the qualities that are unique to the southwest quadrant of the city.”

Section 20.5.5 of the SWAP outlines that this Secondary Plan includes a policy framework that is based on specific Neighbourhoods. The policies of these neighbourhoods set out specific functions and characteristics for local development, and help achieve the broad vision of this Plan. As discussed in Section 2.0 of this Report, within the context of the SWAP, the subject lands form part of the Wellington Road/Highway 401 Neighbourhood.

Section 20.5.15 i), the function and purpose of this Neighbourhood is as follows:

“It is intended that the lands adjacent to Wellington Road South and Highway 401 interchange will continue to provide a range and mix of commercial and office uses, and continue to support and promote employment lands.”

Further, with respect to development character, it is stated in Subsection ii) that, “The Wellington Road South and Highway 401 area will be characterized by an integrated streetscape having quality and varied built forms. The overall site design and built form of commercial and industrial buildings along the road edge of Wellington Road South and Highway 401 will support a high quality gateway image.”

4.3.2 Land Use Policies

The SWAP includes land use policies that are intended to support the planning vision and objectives developed for this planning area.

The subject lands are designated Commercial and Industrial pursuant to Schedule 17 (Wellington Road/Highway 401 Land Use Designations) of the SWAP, and the Site is predominately designated Commercial (refer to **Figure 4** of this Report). Section 20.5.15

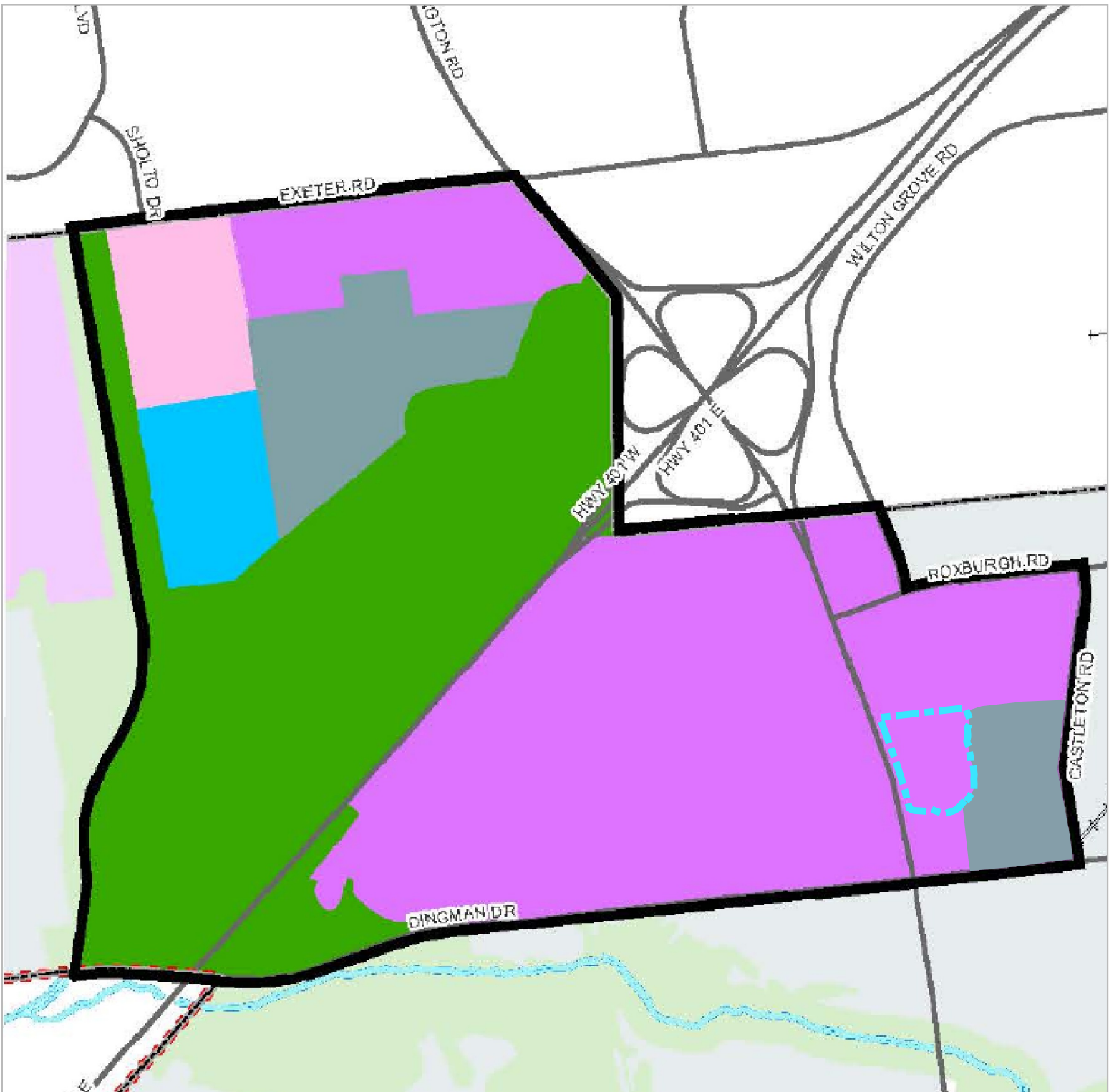


Figure 4
Southwest Area
Secondary Plan
Schedule 17:
Wellington Rd/Hwy
401 Land Use
Designations

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 City of London
 Ontario

LEGEND

-  Subject Lands
-  Commercial
-  Office
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Urban Growth Boundary
-  Neighbourhood Boundary

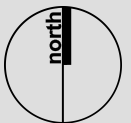
Source:
 City of London Southwest Area Secondary Plan

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iii) of the Secondary Plan prescribes that, for the Wellington Road/Highway 401 community, the primary permitted uses of the applicable place type will be permitted in these designations. As discussed in Sections 4.2.8 and 4.2.9 of this Report, respectively, the applicable Shopping Area place type permits a variety of retail/service commercial uses and the Industrial place type permits light industrial uses. In relation to the interpretation of designation boundaries, Policy 20.5.16.14 of the SWAP states that the interpretation policies of The London Plan apply (discussed in Section 4.2.4 of this Report).

4.3.3 Urban Design

Urban design policies within the SWAP provide direction regarding the treatment of the public realm, building form and site design. The following discussion provides an overview of the core SWAP design themes and policies that, in our opinion, have relevance to this proposal. Commentary is also provided evaluating the merits of the proposal relative to this policy framework.

Generally, Section 20.5.3.9 provides urban design policies to ensure that the study area responds to the public right of way to promote a high quality public realm; recognizing that this planning area functions as a gateway to London from Highway 401. The following provides a summary of how the ZBA application meets relevant policies from this Section 20.5.3.9; understanding that a detailed development proposal has not been designed for the Site.

Development Design Policies (Section 20.5.3.9 i)

“b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed-use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole.”

Design Response: The proposal implements the former commercial permissions for lands located along the western portion of the Site. Development of these lands for commercial purposes would contribute to the commercial corridor and public realm along Wellington Road South, being a key component of the Wellington Road/Highway 401 development node.

Public Realm (Section 20.5.3.9 ii)

“a) Four street typologies exist within the plan (exclusive of Highway 401). The following urban design policies will establish the general design intent of these typologies. Variations may be considered by the City of London based on circumstances such as topography, the proposed abutting land use(s), relationship to the Open Space System and achievement of other design objectives.

1. Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets

Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets are high-capacity roads which serve as both a major entry way into the Planning area and the city as a whole, along with being a route through the Planning Area to other parts of the city. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to adjacent land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

2. Neighbourhood Connectors

The Neighbourhood Connectors connect neighbourhoods together, along with connecting these neighbourhoods to Wonderland Boulevard, the Lambeth Village Core, Neighbourhood Central Activity Nodes and other major focal points of the community. These Neighbourhood Connectors will have a higher level of design than Neighbourhood Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned adjacent land uses. For example, where these streets provide access to street related retail and mixed-use development, in the Neighbourhood Centre Activity Nodes, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

3. Neighbourhood Streets

Neighbourhood Streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets and Neighbourhood Connectors, must support the dual role of Neighbourhood Streets.

4. Lanes/Window Streets

Where direct driveway access from a roadway is not appropriate or in response to special design features such as development fronting directly onto open space, lanes shall be utilized, and in limited circumstances, “window” streets. The design requirements for these lanes and window streets will establish certain minimum standards to address issues such as pavement width and relationship to parking areas. Where such roads are to be public roads, they shall be designed:

- To provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the City;
- To maximize safety and security; and,
- Where the City’s policies for urban design are such that the use of lanes is required, the lanes may be in public ownership.”

Design Response: Wellington Road South is identified as an Urban Thoroughfare, Dingman Drive is identified as a Civic Boulevard and Castleton Road is identified as a Neighbourhood Connector pursuant to Map 3 (Street Classifications) of The London Plan. The Conceptual Development Plan positions the majority of the proposed buildings towards the adjacent streets to positively contribute to the public realm and to support compact design. Further urban design considerations supporting the public realm (e.g., landscape treatment, building elevations, pedestrian connections) will be evaluated in the SPA process for this development.

Buildings and Site Design (Section 20.5.3.9 iii)

- “a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
- b) Where commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment, whether in stand-alone stores or in the ground floor of mixed-use buildings. In these areas:
- the principal public entrance shall provide direct access onto the public sidewalk;
 - the primary windows and signage shall face the street;
 - buildings facing the street shall be encouraged to have

- awnings, canopies, arcades or front porches to provide
 - weather protection;
 - no parking, driveways, lanes or aisles shall be permitted between the buildings and public sidewalks; ...
- c) Buildings on corner lots at the intersections of Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors shall be sited and massed toward the intersection.
- g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:
- screening of the parking lot at the public right-of-way through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section; ...
 - the use of landscaping or decorative paving to reduce the visual expanse of large parking areas.”

Design Response: In our opinion, the Conceptual Development Plan illustrates regard for the aforementioned building and site design policies. Additional consideration of main street design elements for commercial sites, including entrance locations, parking layouts and landscape features will be further addressed in the SPA process.

4.3.4 **Conclusion**

In light of these considerations, in our opinion the ZBA application conforms with the vision, policy direction and design principles of the Southwest Area Plan.

5.0 City of London Zoning By-law Z.-1

5.1 Existing Site Zoning

Figure 5 of this Report illustrates that the Site is zoned 'Environmental Review (ER)' pursuant to Schedule 'A' of Zoning By-law No. Z.-1. Section 37.1 of the Zoning By-law provides that the ER Zone delineates areas that are intended to remain in a natural condition until their significance is determined through the completion of an environmental study. The Zone permits the following uses:

- Conservation lands;
- Conservation works;
- Passive recreational uses;
- Managed woodlots;
- Agricultural uses.

As discussed, an EIS was completed by MTE which determined that the cultural vegetation communities within the Site do not meet the criteria for inclusion within the Natural Heritage System. MTE further concludes in the EIS that the potential impacts to natural heritage features within the subject lands will be avoided and/or mitigated with the included recommendations. Notably, Recommendation 1 of the study report recommends that portions of the subject lands be utilized for tree planting compensation as illustrated in Figure 10 of the EIS. Further, under Recommendation 2, MTE recommends that a Tree Compensation Plan be prepared as part of the detailed design phase of project planning.

Given that the existing zone structure for the Site does not permit the future commercial and proposed transport terminal uses, an amendment to the Zoning By-law is required to implement the proposal.

5.2 Zoning Review

5.2.1 Commercial Component

The western portion of the Site is proposed to be zoned 'holding Associated Shopping Area Commercial (h-17*ASA1/ASA2/ASA6)' which reflects the existing zoning on the property directly to the south of the Site. Section 24.1 of the Zoning By-law indicates that the ASA1 Zone is intended for retail, convenience and personal service, that the ASA2

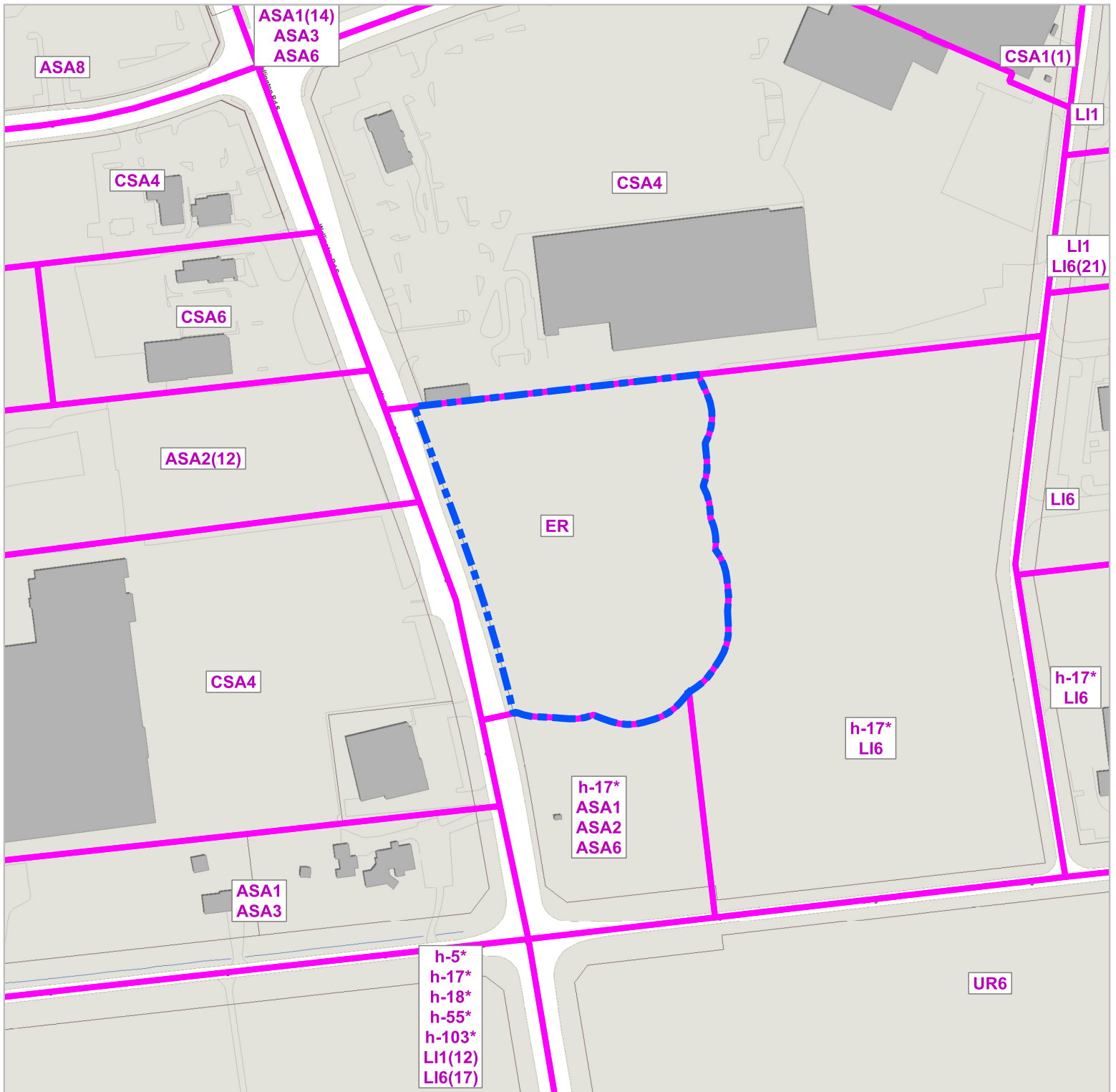


Figure 5
City of London
Existing Zoning

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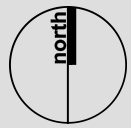
-  Subject Lands
-  Zoning
- ASA Associated Shopping Area Commercial Zone
- CSA Community Shopping Area Zone
- ER Environmental Review Zone
- LI Light Industrial Zone
- OS Open Space Zone

Date: October 2023

Scale: 1:3,000

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200 Collip Circle
 City of London
 Ontario

Source:
 City of London Interactive zoning CityMap



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Zone is intended for retail and semi-light industrial uses, and that the ASA6 Zone is intended for large traffic generating uses.

In accordance with Section 24.2 of the Zoning By-law, permitted uses in the ASA1, ASA2, and ASA6 Zones include:

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.

ASA2

- Repair and rental establishments;
- Restaurants;
- Retail stores;
- Service and repair establishments;
- Studios;
- Supermarkets;
- Video rental establishments;
- Brewing on premises establishment.

ASA6

- Commercial recreation establishment
- Restaurants;
- Taverns.

Section 3.8 2) of the Zoning By-law defines the purpose of the h-17 holding provision:

“Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h-17" symbol shall not be deleted until full municipal sanitary sewer and water services are available to service the site.

Permitted Interim Uses: Dry uses on individual sanitary facilities permitted by the applied Zone.”

The proposed ASA zoning for the western portion of the Site will serve to implement the applicable Shopping Area place type of The London Plan and the Commercial designation of the SWAP.

5.2.2 **Light Industrial Component**

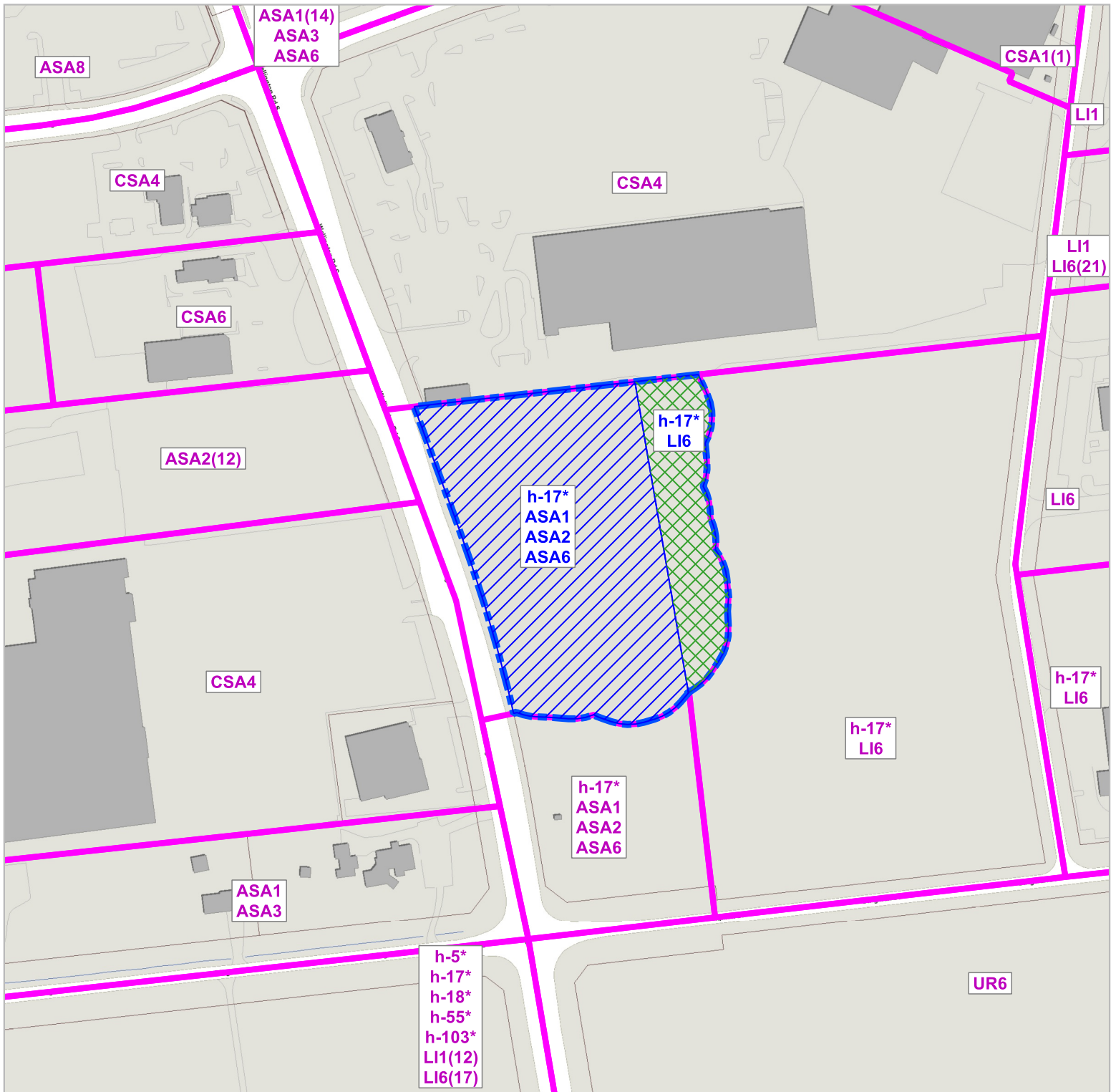
With consideration for the intent of By-law Z.-1-233077, it is proposed that the eastern portion of the Site be zoned 'holding Light Industrial (h-17*LI6) to align with the zoning applied to the abutting lands to be east. Section 40.2 of the Zoning By-law permits the following uses in the LI6 Zone:

- Any use permitted in the LI1 Zone variation;
- Any use permitted in the LI2 Zone variation;
- Building or contracting establishments;
- Storage depots;
- Terminal centres;
- Transport terminals.

5.3 Proposed Zoning





Figure 6 illustrates the 'holding Light Industrial (h-17*LI6) Zone proposed for the eastern portion of the Site and the 'holding Associated Shopping Area Commercial (h-17*ASA1/ASA2/ASA6) Zone proposed to be re-established on the western portion of the Site.

Appendix A to this Report includes Zoning Data Sheets that assess the general zoning conformity of the commercial and light industrial components of this proposal.



**Figure 6
Proposed Zoning**

LEGEND

-  Subject Lands
-  Zoning
-  Lands to be rezoned to h-17*ASA1/ASA2/ASA6
-  Lands to be rezoned to h-17*LI6

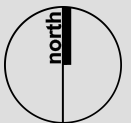
- ASA Associated Shopping Area Commercial Zone
- CSA Community Shopping Area Zone
- ER Environmental Review Zone
- LI Light Industrial Zone
- OS Open Space Zone

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Source:
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6.0 Conclusions

In conclusion, it is our opinion that the proposed Zoning By-law Amendment is appropriate for the Site, compatible with the existing development context and in keeping with the framework of applicable planning policy. This assessment is based, in part, on consideration of the following merits:

- The Site is well suited for a combination of commercial and light industrial activities given its physical characteristics, its location within a designated urban settlement, its proximity to Provincial Highway 401 and designated haul routes, and the mixed-use character of the local development context;
- The proposed zoning permissions would support a scale and form of development that is compatible with, and complementary to, existing and planned development in the Wellington Road/Highway 401 Neighbourhood;
- MTE completed an EIS and concludes that the cultural vegetation communities within the Site do not meet the criteria for inclusion within the Natural Heritage System. MTE further concludes that the potential impacts to natural heritage features within the subject lands will be avoided and/or mitigated with the included recommendations.
- MTE has completed preliminary servicing assessments of the proposal and concludes that adequate servicing infrastructure is available to accommodate the mix of uses intended for the Site; and
- In our opinion, the development proposal is consistent with the Provincial Policy Statement (2020) and aligns with the policy direction and objectives of the City's Official Plan (The London Plan) and Southwest Area Plan.

Given the noted considerations and the commentary presented in this Report, it is recommended that the City of London approve the Zoning By-law Amendment application, as proposed.

Respectfully submitted,

MHBC



Scott Allen, MA, RPP
Partner



Rachel Neiser, MSc
Intermediate Planner

APPENDIX A

ZONING DATA SHEETS

ZONING DATA SHEET – ZONING BY-LAW AMENDMENT

To be completed by Applicant as part of Complete Application

File No.

Description of Land	
Municipal street address: 4452 Wellington Road South	
Legal Description: Concession 3 S, Part Lots 15 and 16, Registered Plan 33R858 Part 1	
Street Frontage / Street Flankage (name): Wellington Road South, Dingman Drive	
Existing Zone(s) in Z.-1 Zoning By-law: ASA1/ASA2/ASA6	Proposed Zone(s) in Zoning By-law: ASA1/ASA2/ASA6

BY-LAW RESTRICTIONS		
(a) Use	Section 24.2 1), 2), 6)	Service/retail commercial (Part A)
(b) Lot Area (m ²) Min		~ 29,140
(c) Lot Frontage (m) Min	30	>30
(d) Front Yard Depth (m) Main Building/ Garage (m) Min	0	0
(e) Rear Yard Depth (m) Min	3	3
(f) Interior Yard Depth (m) Min	3	3
(g) Interior Yard Depth (m) Min	N/A	N/A
(h) Exterior Yard Depth (m) Min	0	0
(i) Lot Coverage (%) Max	30	<30
(j) Landscaped Open Space (% Min)	15	>15
(k) Height (m) Max	12	<12
(l) Off-street Parking Min (rate/number)	130 (1 per 50m ² (Tier 2))	>130
(m) Bicycle Parking Min (rate/number)	23 (3 plus 0.3 per 100m ³ GFA)	TBD
(n) Parking Area Coverage (%) Max	N/A	N/A
(o) Parking Set Back Min	3	3
(p) Gross Floor Area (m ²) Max	6,000	5574 * (conceptual)
(q) Gross Floor Area For Specific Uses (m ²) Max	See Section 24.3	N/A
(r) Yard Encroachments (if applicable)	N/A	N/A
(s) Density Max (rate/number) (see Section 3.4 1) for mixed-use)	N/A	N/A
(t) Special Provisions		
(u) Other By-law Regulations		

COMMENTS**NOTE:**

- Please be sure to carefully review and include data / details related to:
 - General Provisions (Section 4) of the Zoning By-law
 - Zones and Zone Symbols (Section 3) of the Zoning By-law
 - Regulations Section and Table for Proposed Zone
 - Zoning By-law Definitions
- The Applicant is responsible for submitting complete & accurate information on the Zoning Data Sheet and associated plans.
- Failure to provide complete & accurate information on the Zoning Data Sheet and associated plans will result in processing delays, and may require the submission of a revised Zoning By-law amendment application.

ZONING DATA SHEET – ZONING BY-LAW AMENDMENT

To be completed by Applicant as part of Complete Application

File No.

Description of Land	
Municipal street address: 4452 Wellington Road South	
Legal Description: Concession 3 S, Part Lots 15 and 16, Registered Plan 33R858 Part 1	
Street Frontage / Street Flankage (name): Castleton Road	
Existing Zone(s) in Z.-1 Zoning By-law: h-17*LI6	Proposed Zone(s) in Zoning By-law: h-17*LI6

BY-LAW RESTRICTIONS		
(a) Use	Section 40.2(6) and 40.3	Transport terminal (Part B)
(b) Lot Area (m ²) Min	2,000	~30,700
(c) Lot Frontage (m) Min	30.0	>30
(d) Front Yard Depth (m) Main Building/ Garage (m) Min	1.5	TBD
(e) Rear Yard Depth (m) Min	1.2 m per 3.0 m of building height	"
(f) Interior Yard Depth (m) Min	"	"
(g) Interior Yard Depth (m) Min	"	"
(h) Exterior Yard Depth (m) Min	1.5	"
(i) Lot Coverage (%) Max	60	"
(j) Landscaped Open Space (% Min)	10	"
(k) Height (m) Max	50	"
(l) Off-street Parking Min (rate/number)	TBD	"
(m) Bicycle Parking Min (rate/number)	"	"
(n) Parking Area Coverage (%) Max	N/A	"
(o) Parking Set Back Min	1 m	"
(p) Gross Floor Area (m ²) Max	N/A	"
(q) Gross Floor Area For Specific Uses (m ²) Max	2000 (office uses)	"
(r) Yard Encroachments (if applicable)	N/A	N/A
(s) Density Max (rate/number) (see Section 3.4 1) for mixed-use)	N/A	N/A
(t) Special Provisions		
(u) Other By-law Regulations		

COMMENTS**NOTE:**

- **Please be sure to carefully review and include data / details related to:**
 - **General Provisions (Section 4) of the Zoning By-law**
 - **Zones and Zone Symbols (Section 3) of the Zoning By-law**
 - **Regulations Section and Table for Proposed Zone**
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ZONING DATA SHEET – ZONING BY-LAW AMENDMENT

To be completed by Applicant as part of Complete Application

File No.

Description of Land	
Municipal street address: 4452 Wellington Road South	
Legal Description: Concession 3 S, Part Lots 15 and 16, Registered Plan 33R858 Part 1	
Street Frontage / Street Flankage (name): Castleton Road, Dingman Drive	
Existing Zone(s) in Z.-1 Zoning By-law: h-17*LI6	Proposed Zone(s) in Zoning By-law: h-17*LI6

BY-LAW RESTRICTIONS		
(a) Use	Section 40.2(6) and 40.3	Transport terminal (Part C)
(b) Lot Area (m ²) Min	2,000	~ 20,000
(c) Lot Frontage (m) Min	30.0	>30
(d) Front Yard Depth (m) Main Building/ Garage (m) Min	1.5	TBD
(e) Rear Yard Depth (m) Min	1.2 m per 3.0 m of building height	"
(f) Interior Yard Depth (m) Min	"	"
(g) Interior Yard Depth (m) Min	"	"
(h) Exterior Yard Depth (m) Min	1.5	"
(i) Lot Coverage (%) Max	60	"
(j) Landscaped Open Space (% Min)	10	"
(k) Height (m) Max	50	"
(l) Off-street Parking Min (rate/number)	TBD	"
(m) Bicycle Parking Min (rate/number)	"	"
(n) Parking Area Coverage (%) Max	N/A	"
(o) Parking Set Back Min	1 m	"
(p) Gross Floor Area (m ²) Max	N/A	"
(q) Gross Floor Area For Specific Uses (m ²) Max	2000 (office uses)	"
(r) Yard Encroachments (if applicable)	N/A	N/A
(s) Density Max (rate/number) (see Section 3.4 1) for mixed-use)	N/A	N/A
(t) Special Provisions		
(u) Other By-law Regulations		

COMMENTS**NOTE:**

- **Please be sure to carefully review and include data / details related to:**
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