

## Report to Planning and Environment Committee

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

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

**Subject:** MHBC Planning on behalf of 2858637 Ontario Inc.  
4452 Wellington Road South  
Public Participation Meeting

**Date:** October 5, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of MHBC Planning on behalf of 2858637 Ontario Inc. relating to the property located at 4452 Wellington Road South:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2022 to amend The London Plan to:
- i) Change the designation of a portion of the subject lands **FROM** a Shopping Area Place Type **TO** a Light Industrial Place Type on Map 1 – Place Types;
  - ii) Amend section 1565\_5 of The London Plan, List of Secondary Plans - Southwest Area Secondary Plan, by changing the designation of a portion of the subject lands **FROM** Commercial **TO** Industrial on Schedule 4 Southwest Area Land Use Plan, and Schedule 17 Wellington Rd/Hwy 401 Land Use Designations;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2022 to amend Zoning By-law No. Z.-1, in conformity with The London Plan as amended in part (a) above, to change the zoning **FROM** a Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone **TO** a Holding Light Industrial (h-17\*LI6) Zone, and an Environmental Review (ER) Zone.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the London Plan to redesignate the eastern portion of the lands to Light Industrial on the Place Types Map of The London Plan, while maintaining the western portion of the subject lands as a Shopping Area for future commercial uses.

The applicant has also requested a zoning by-law amendment for a portion of the property to a Holding Light Industrial (h-17\*LI6) Zone and an Environmental Review (ER) Zone. This proposed zone change will permit the proposed light industrial use on the eastern portion of the site (LI6) and delineate a natural heritage feature and buffer (ER), while ensuring further environmental studies will be completed.

The zoning for the southwestern portion of the property will remain in commercial (Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone) to allow for future commercial development.

The h-17 holding provision shall be applied to ensure development will be limited until full municipal sanitary sewer and water services are available to service the site.

The Applicant also submitted an amendment to the 1989 Official Plan to change the designation on a portion of the site from New Format Regional Commercial Node to Light Industrial to permit transport terminals. However, as of 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 and rescinding the 1989 Official Plan. Therefore, the amendment to the 1989 Official Plan is no longer necessary.

The City is also initiating an amendment to the Southwest Area Secondary Plan (SWAP) by changing the designation of a portion of the subject lands from the Commercial designation to the Industrial designation on Schedule 4 Southwest Area Land Use Plan, and Schedule 17 Wellington Rd/Hwy 401 Land Use Designations.

### **Purpose and Effect of Recommended Action**

The purpose and effect of the requested amendments are to facilitate the severance of the property and ultimately to construct two truck transport terminals on the eastern portion of the site, while retaining the westerly portion for future commercial uses. The rezoning would also delineate a natural heritage feature through zoning and provide a 30-metre buffer from that feature. The recommended zoning will ensure further environmental studies and review are completed if any development seeks to encroach into the buffer area.

### **Rationale of Recommended Action**

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, Industrial Place Type, Shopping Area Place Types, and Natural Heritage Features and Hazards.
3. The recommended amendment conforms to the policies of the Southwest Area Secondary Plan and the 1989 Official Plan.
4. The recommended amendment facilitates the development of a site within the Wellington Road/ Highway 401 Neighbourhood.
5. The recommended amendment will delineate a natural heritage feature and ensure the appropriate environmental studies are completed.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long-term.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

None.

## 1.2 Property Description

The subject property is located on the northeast corner of the intersection of Wellington Road South and Dingman Drive, with frontage also on Castleton Road. The property has a frontage of approximately 285 metres along Wellington Road South, 275 metres of frontage along Dingman Drive, and 300 metres of frontage along Castleton Road. The property has a total lot area of approximately 8.4 hectares.

Currently, the property is used primarily for agricultural purposes (cultivated fields), with a small, wooded area contained within the northwest portion of the property, and a small out-building to the south. The subject property is also within the Upper Thames River Conservation Authority's Dingman Screening Area due to its proximity to the Dingman Creek. The surrounding land uses consist primarily of light industrial and large commercial uses. There is also a rural neighbourhood to the east of the site as well as various light industrial uses, including a transport terminal located at 4414 Castleton Road.

Wellington Road South is an urban thoroughfare/arterial road with an average annual daily traffic volume north of Dingman Drive of 18,000 vehicles per day, and south of Dingman Drive of 16,000 vehicles per day. Dingman Drive is a civic boulevard/arterial road with an average daily traffic volume east of Wellington Road South of 2,000 vehicles per day, and west of Wellington Road South of 3,000 vehicles per day. Further, Castleton Road is a neighbourhood connector/secondary collector with an average annual daily traffic volume north of Dingman Drive of 500 vehicles per day. The subject site is also located south of the Highway 401 and Wellington Road South interchange.

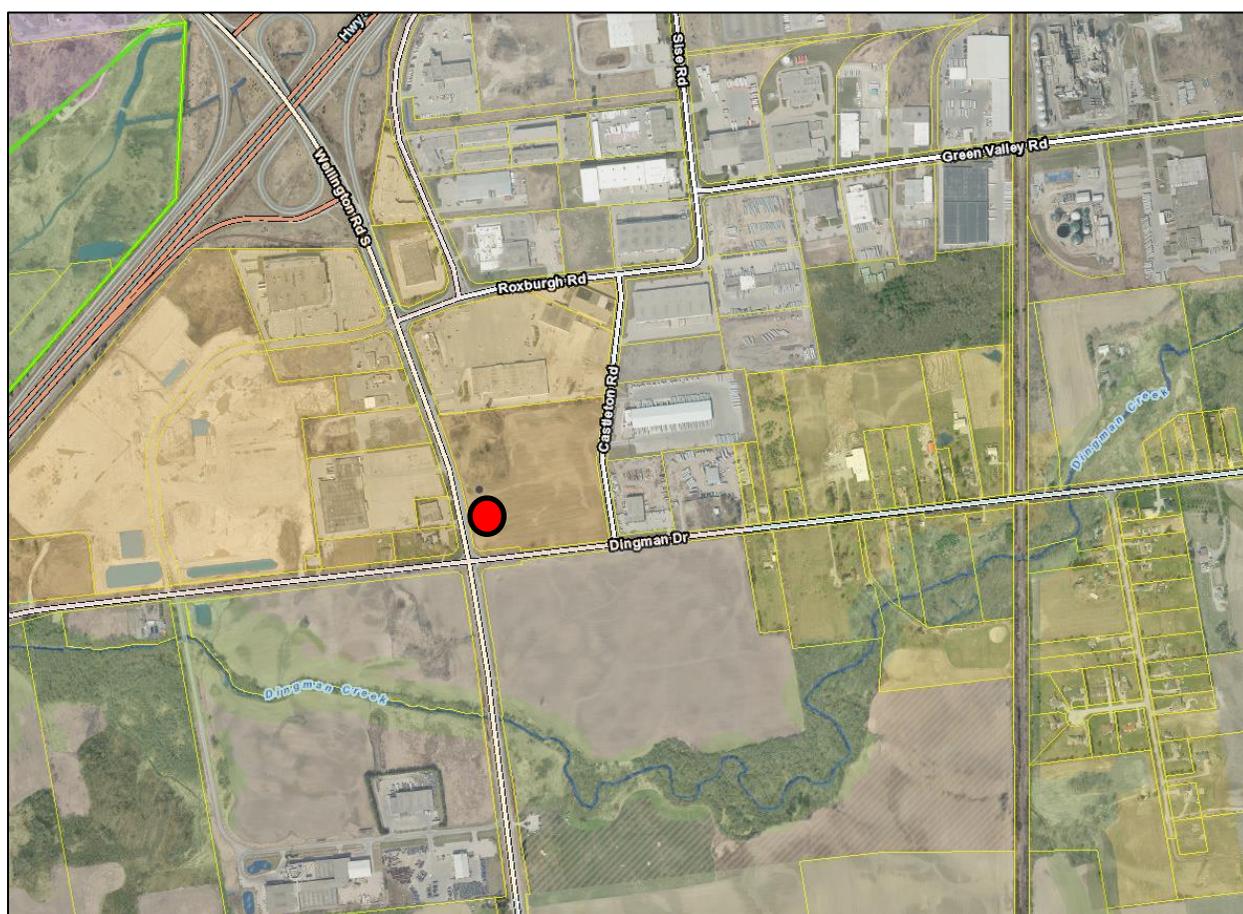


Figure 1. Aerial Photo of 4452 Wellington Road South and surrounding lands

## 1.3 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Shopping Area Place Type fronting an Urban Thoroughfare
- Southwest Area Secondary Plan - Wellington Road/Highway 401 Neighbourhood – Commercial
- Existing Zoning – Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone

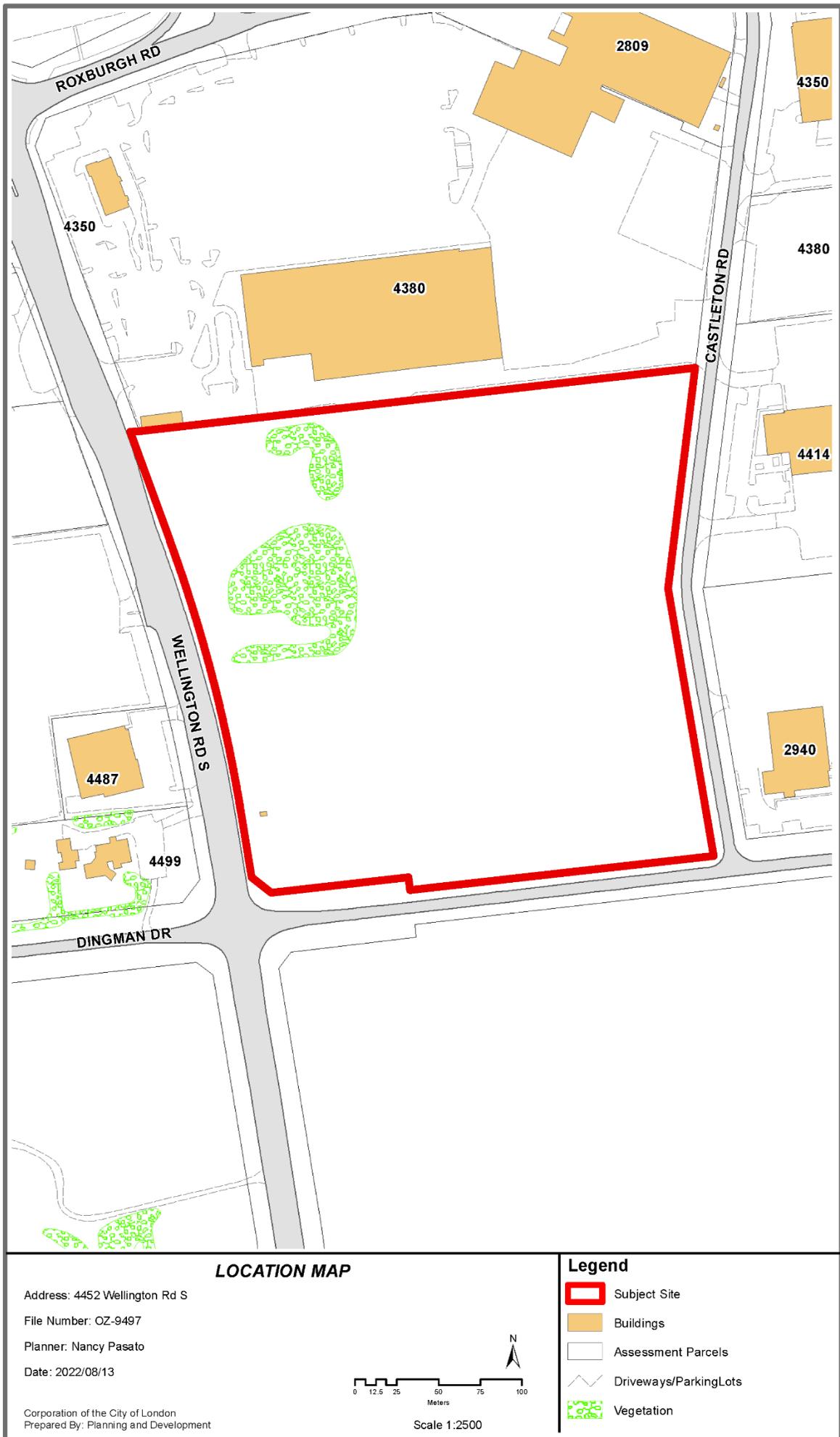
#### **1.4 Site Characteristics**

- Current Land Use – agriculture; woodlot
- Frontage – approximately 285 metres
- Area – 8.4 hectares
- Shape – rectangular/irregular

#### **1.5 Surrounding Land Uses**

- North – Commercial; Light Industrial
- East – Light Industrial; Rural Neighbourhood
- South – Light Industrial; Open Space (Dingman Creek)
- West – Commercial; Light Industrial; Open Space (Dingman Creek)

## 1.6 Location Map



## 2.0 Discussion and Considerations

### 2.1 Proposal

The applicant is proposing to rezone the land to facilitate the severance of the eastern portion of the property to be developed for a truck transport depot, while the western portion fronting Wellington Road South would remain future commercial lands. A potential lot layout comprising of three separate parcels containing retail units are considered for the future commercial lands. The eastern portion is seeking to be developed for transportation terminal facilities, would be severed into two conveyable parcels to accommodate separate truck transport facilities as well as potentially associated storage and office buildings. The total area for the proposed Light Industrial use is approx. 4.96 ha, and the area to remain commercial is approximately 3.41 ha (including 2.48 ha within the Environmental Review Zone). A concept plan for future



**Figure 2: Conceptual plan for future development**

development on the site is shown as Figure 2.

The subject site also contains a natural heritage feature not previously identified through the 1989 Official Plan nor the London Plan. As such, in order to advance the proposal, the applicant is requesting an environmental review zone for the north-easterly portion of the property to require further environmental studies on the natural heritage feature. The proposed Environmental Review (ER) Zone line includes a 30-metre-wide buffer from the edge of the delineated feature. The proposed Environmental Review area is approximately 2.5 ha in size, as shown in Figure 3. This interim measure is proposed until a full Environmental Impact Study can be completed to determine the significance of this feature.



**Figure 3 - Feature on site, with buffer, to be zoned ER**

## **2.2 Requested Amendment**

The applicant is requesting an amendment to the London Plan for a portion of the site to change the Place Type on the eastern portion of the lands to Light Industrial on the Place Types Map of The London Plan, while maintaining the western portion of the subject lands as a Shopping Area for future commercial uses.

The applicant has also applied for a zoning by-law amendment to a Holding Light Industrial (h-17\*LI6) Zone for the eastern parcel, to facilitate the severance of the lands, and to permit a range of uses including building or contracting establishments; storage depots; terminal centres; transport terminals, etc. The applicant is also requesting that a portion of the lands proposed to be retained to the northwest be zoned an Environmental Review (ER) Zone, which permits uses including conservation lands; conservation works; passive recreational uses; managed woodlot; and agricultural uses. The retained southwestern portion of the site will remain a Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone for future anticipated commercial uses.

## **2.3 Community Engagement (see more detail in Appendix C)**

No comments were received from the public on this file.

## **2.4 Policy Context**

The London Plan 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 bring The London Plan into full force and effect. Any applications in process prior to the May 25<sup>th</sup> date should continue uninterrupted as per the “clergy principle” (the policies that were in force at the time the application was received will continue to direct that application). Both the 1989 Official Plan and The London Plan policies will be considered as part of this analysis.

*Provincial Policy Statement, 2020*

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 PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

Section 1.3.1 encourages planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs, and by 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.

Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by avoiding development and land use patterns which may cause environmental concerns and promote the conservation of biodiversity (1.1.1 c) and h)), The PPS supports long-term economic prosperity by minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature (1.7.1 k)). The PPS prohibits development and site alteration in significant wetlands, significant woodlands, significant valley lands and significant wildlife habitat and adjacent lands, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (2.1.4 and 2.1.5 and 2.1.6).

### *The London Plan*

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). All The London Plan policies and mapping considered with respect to this application are in force and effect and are determinative for the purposes of this planning application.

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. 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. Relevant Key Directions are outlined below.

The London Plan provides direction to Plan strategically for a prosperous city by:

- Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities;
- Identify and strategically support existing and emerging industrial sectors;
- Ensure an adequate supply of employment lands.
- Plan to capitalize on London’s position along the NAFTA superhighway. (Key Direction #1, Directions 1, 9, 10, 12).

Policies of the London Plan ensure adequate land is included within the Urban Growth Boundary to ensure there is an ample supply of strategically sized and located sites for attracting industrial businesses of various kinds (137\_).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Planning for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The subject site is located within the Shopping Area Place Type. Shopping Areas will constitute an important part of London’s complete communities, providing commercial centres with a wide range of retail, services, business, recreational, social, education, and government uses within easy walking distances for neighbourhoods (871\_). Permitted uses within the Shopping Area Place Type include a broad range of retail; service; office; entertainment; recreational; educational; institutional; and residential use. Mixed-use buildings will be encouraged, while 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 (877\_).

The Natural Heritage policies of The London Plan provide for the identification and protection of natural heritage features and areas and the ecological functions, processes and linkages that they provide over the long term (1307\_). The Components of the Natural Heritage System are typically identified or delineated on Map 5 – Natural Heritage. These lands are also regulated by the Upper Thames River Conservation Authority.

In accordance with policy 1322\_, natural heritage features and areas may be identified and delineated on Map 5 and included in the Green Space Place Type on Map 1 by amendment to The London Plan. Usually such an amendment is based on an environmental study accepted by the City consistent with the relevant criteria of the Natural Heritage Policies of the Plan.

#### *Southwest Area Secondary Plan (SWAP)*

The site is within the boundary of the Southwest Area Secondary Plan (SWAP) which came into effect in 2014. The secondary plan provides vision, principles, and polices to develop the Southwest Planning Area as a vibrant community and recognize it as a significant gateway into the City. The subject site is located within the Wellington Road/ Highway 401 Neighbourhood. 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 (20.5.15 i).

#### *1989 Official Plan*

The subject lands were located within the New Format Regional Commercial Node (NFRCN) designation on Schedule A of the 1989 Official Plan. This Node is intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs, with a higher concentration of retail uses. These areas are regarded as major activity centres by reason of their size and range of uses and may have trade areas that also extend beyond the municipal boundary. Locationally, a New Format Regional Commercial Node shall be located at the intersection of two arterial roads, on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering, and on a site which should have good access to public transit service and/or have an on-site transit transfer station (4.3.6.1, 4.3.6.2).

### **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures associated with this application.

### **4.0 Key Issues and Considerations**

#### **4.1 Issue and Consideration #1: Provincial Policy Statement, 2020**

The PPS promotes 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 (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Employment Areas are intended to be planned for, protected, and preserved for current and future uses. These areas shall ensure that the necessary infrastructure is provided to support current and projected needs. Specifically, planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations (1.3.2.6).

Planning authorities shall also promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

No development is permitted within a significant woodland, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (2.1.5. b). Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (2.1.8).

The recommended amendment is in keeping with the PPS 2020 as it facilitates the introduction of new industrial uses that are suitable within the existing site context. The recommended amendment will facilitate development on vacant lot within an established industrial area by making efficient use of the land while also contributing to the supply of employment lands within the city. The proposed use also intends to benefit and capitalize on the site's close proximity to the 401 Highway and is intended to support the movement of goods in a way that would minimize the length of vehicle trips. The proposed amendment will also recognize an environmental feature and ensure no development occurs within 30m of the feature unless it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

## **4.2 Issue and Consideration #2: Amendment to The London Plan**

### *The London Plan*

At the core of The London Plan is the goal of planning for a prosperous London. A big part of London's prosperity in 2035 will rely on the growth of our industrial sector. In 2014 almost one-third of all of London's employment occurred within our Industrial Place Types – what the Provincial Policy Statement would refer to as employment lands. These lands house many of our industries that create long-term jobs that have positive economic spin-off throughout our city (1104\_).

Industrial Place Types represent a critical part of our City Structure – where one-third of Londoners work and where many of the goods and services we produce as a city are designed, manufactured, processed, assembled and then transported to the world. These lands have been strategically located where there is a strong demand for them and where they are well connected to the region and the world – locations that have easy access to rail, the airport, major highways, and the existing industrial sectors that have evolved over time. Many of the industrial lands in the core of our city that formed 50 to 100 years ago are losing their attraction, and some are now transitioning to new uses that create both employment and opportunity for new urban neighbourhoods (1107\_).

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 (1110\_). It may also be necessary to separate some uses within the Light Industrial Place Type from sensitive land uses on adjacent lands.

### *Southwest Area Secondary Plan*

The principles of the SWAP include providing for a range of land uses (20.5.1.4 a)). 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).

The subject site is located within the Commercial designation. The primary permitted uses revert to the underlying London Plan Place Type (Shopping Area), which supports a wide range of retail, commercial and office uses.

### *1989 Official Plan*

Permitted uses within the NFRCN include all types of large and small-scale retail outlets, including supermarkets and food stores, building supply, home improvement and furnishings stores, convenience commercial uses, personal services, restaurants, offices, and a limited range of automotive services.

Applications to add or expand Light Industrial areas require compliance with the appropriate policies on permitted uses, location, design and operating criteria, the potential impact of industrial traffic on residential areas, the availability of utilities and sewer and water facilities to service the site, the compatibility of the proposed uses with existing and proposed uses in the surrounding area, and the availability of transit services to the site.

### Analysis:

The proposed Light Industrial Place Type will be located adjacent to an existing Light Industrial Place Type to the south and east. Light industrial uses at this location will avail of easy access to significant transportation corridors and will be located adjacent to existing similar uses. The proposed transport terminal uses are not considered noxious or requiring significant mitigation or setbacks and will not impact adjacent lands. Generally, the proposed use is compatible with existing industrial uses in the area. Although services are not available for the site, the proposed use is considered a dry use that will not require municipal services. Commercial will remain along the Wellington Road frontage. Site Plan will be required and will ensure any impacts on adjacent lands are mitigated.

### **4.3 Issue and Consideration #3: Use, Intensity, Form**

#### *The London Plan*

The City's vision for Industrial Place Types include siting industrial areas in strategically planned areas where they can capitalize upon the city's proximity to the 401 and 402 highway corridors (1113\_). A broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates and vibration, may be permitted (1115\_1.). Industrial uses with large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area (1115\_2.). Policies 1125\_5 and 1125\_7 also regulate that large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors, and that loading facilities will be located in areas that minimize visual impact to other industrial uses and the street. Policy 1115\_2 reiterates that large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area, specific policies at the end of this chapter, or any applicable guideline documents.

## *Southwest Area Secondary Plan*

The primary permitted uses for the Commercial designation in the SWAP reverts to the underlying London Plan Place Type, which in this case is currently the Shopping Area Place Type. The proposed Place Type change to Light Industrial would permit a wide range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses. The proposed amendment to the SWAP would align the Industrial designation with the proposed Industrial Place Type.

### *1989 Official Plan*

The Light Industrial designation shall include those uses which are likely to have a minimal adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in relatively close proximity to other land uses and entryways into the City. Where it is demonstrated that any nuisance factors related to a proposed industry not permitted by the Zoning By-law can be reduced to acceptable levels for the Light Industrial designation and the applicable zone, the industrial use may be permitted.

Permitted uses can include industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair activities, are located within enclosed buildings, require only a limited amount of outdoor storage and are unlikely to cause adverse effects with respect to air, odour or water pollution, or excessive noise levels.

### Analysis:

The recommended use will contribute to the supply of existing industrial uses within the area and is intended to support the transport of goods. The location of the lands in close proximity (1 kilometre) to Highway 401, allows easy access for the proposed storage depot to efficiently function, minimize the number of trips needed for large, heavy, vehicles, and helps in reducing the need for industrial vehicles and freight to commute internally through the city to access highway corridors. Furthermore, the proposed use directly contributes to the city's supply of employment lands, contributes to the growth of London's industrial sector, maximizes the size of the land and location within an existing industrial area, and does not introduce an incompatible use to a neighbourhood which already consists of existing transport terminals. Any buildings or structures that may be needed for the proposed use will be addressed through site plan. Additionally, the property is not directly abutting sensitive or residential land uses, and the proposed use is anticipated to have minimal impact on surrounding properties in regard to intensity and form. This proposed use is appropriate for the location given the existing site context.

Policies within the SWAP seek to limit uses with outdoor storage, in order to prevent negative impacts on the nearby rural settlement area. However, since those policies came into effect, the area has been developed with a variety of industrial uses including, but not limited to, vehicle storage depots. As such, the proposed use is not out of character for the surrounding neighbourhood and instead aims to compliment and support the existing industrial uses that already exist. Enhanced landscaping elements and screening may also be required as part of the Site Plan Approval Process to ensure that the property is effectively screened from the street and any abutting lands.

The proposed use will have access to three roads, and issues such as access, vehicle turning movements and location of parking will be further addressed at site plan. The retention of the Shopping Area along Wellington Road will ensure the proposed use will be screened, and any future uses will be designed appropriately along this high visibility corridor.

#### **4.4 Issue and Consideration #4: Environmental Review (ER) Zone**

As stated previously, the site contains an unevaluated vegetation patch located on the northwest corner of the site. In conjunction with the submission, a Natural Heritage

Features Preliminary Assessment – Opportunities and Constraints report was prepared and submitted by the applicant. Generally, it is summarized in this report that there are unevaluated wetland, woodlot and habitat features identified in the northwest quadrant of the site. As part of the report recommendation, a 30m setback should be applied to this feature until a full EIS can be completed. Ecology staff attended the site and staked the natural heritage feature, and confirmed the ultimate zone limit (with 30m buffer). It is anticipated that a full EIS will be provided in the future for these lands, and that a zoning by-law amendment will be required once the full EIS is reviewed and accepted by staff.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan and the Southwest Area Secondary Plan, including but not limited to the Key Directions, Shopping Area Place Types, proposed Light Industrial Place Type, the proposed Industrial designation, and Natural Heritage Features and Hazards providing for the protection of both significant environmental features. The recommended amendment will facilitate the severance of the property while retaining a portion of the sight for future commercial uses. The recommended amendment will also facilitate the requirement for further environmental studies on a natural heritage feature and represents development with a land use, intensity, and form that is appropriate for the site.

**Prepared by:** Nancy Pasato, MCIP, RPP  
Senior Planner, Planning Implementation

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

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

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

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. C.P.-1284-  
A by-law to amend The London Plan  
relating to 4452 Wellington Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 17, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – October 17, 2022  
Second Reading – October 17, 2022  
Third Reading – October 17, 2022

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to change the designation of a portion of the subject lands from a Shopping Area Place Type to a Light Industrial Place Type on Map 1 – Place Types, and to amend section 1565\_5 of The London Plan, List of Secondary Plans - Southwest Area Secondary Plan, by changing the designation of a portion of the subject lands from Commercial to Industrial on Schedule 4 Southwest Area Land Use Plan, and Schedule 17 Wellington Rd/Hwy 401 Land Use Designations.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 4452 Wellington Road South in the City of London.

**C. BASIS OF THE AMENDMENT**

The recommended amendment is consistent with the PPS and the in-force policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment facilitates the development of a site within the Wellington Road/ Highway 401 Neighbourhood. while retaining a portion of the sight for future commercial uses. The recommended use will contribute to the supply of employment lands and industrial uses within the area and is intended to support the transport of goods while being in in close proximity (1 kilometre) to Highway 401, allowing easy access for the proposed transport terminal.

**D. THE AMENDMENT**

The London Plan is hereby amended as follows:

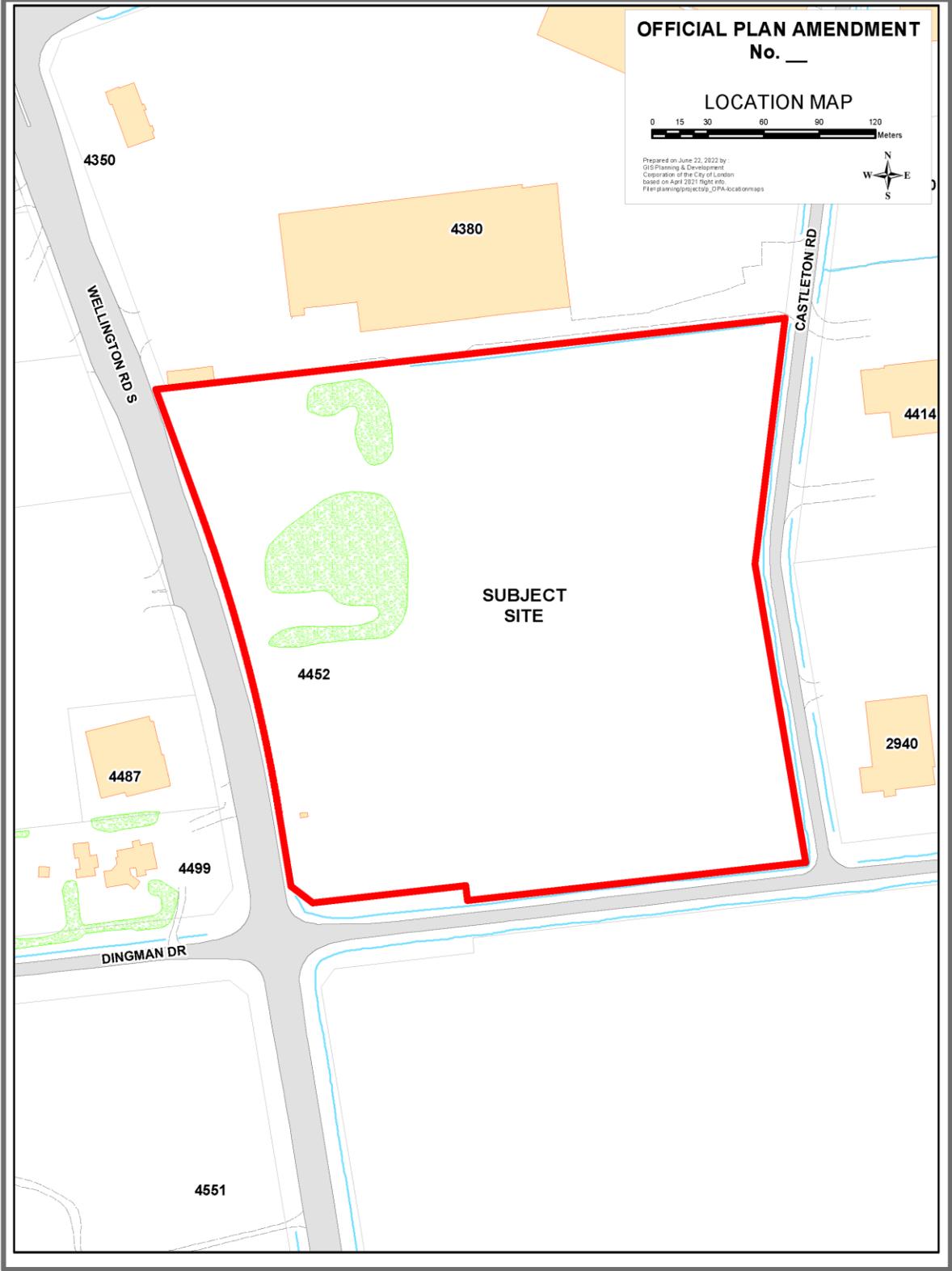
1. Map 1 – Place Types, of The London Plan is amended by redesignating a portion of the subject lands, as indicated on “Schedule 1” attached hereto from a Shopping Area Place Type to a Light Industrial Place Type.
2. Section 1565\_5 of The London Plan, List of Secondary Plans - Southwest Area Secondary Plan, Schedule 4 Southwest Area Land Use Plan, and Schedule 17 Wellington Rd/Hwy 401 Land Use Designations is amended by redesignating a portion of the subject lands, as indicated on “Schedule 2” attached hereto from Commercial to Industrial.

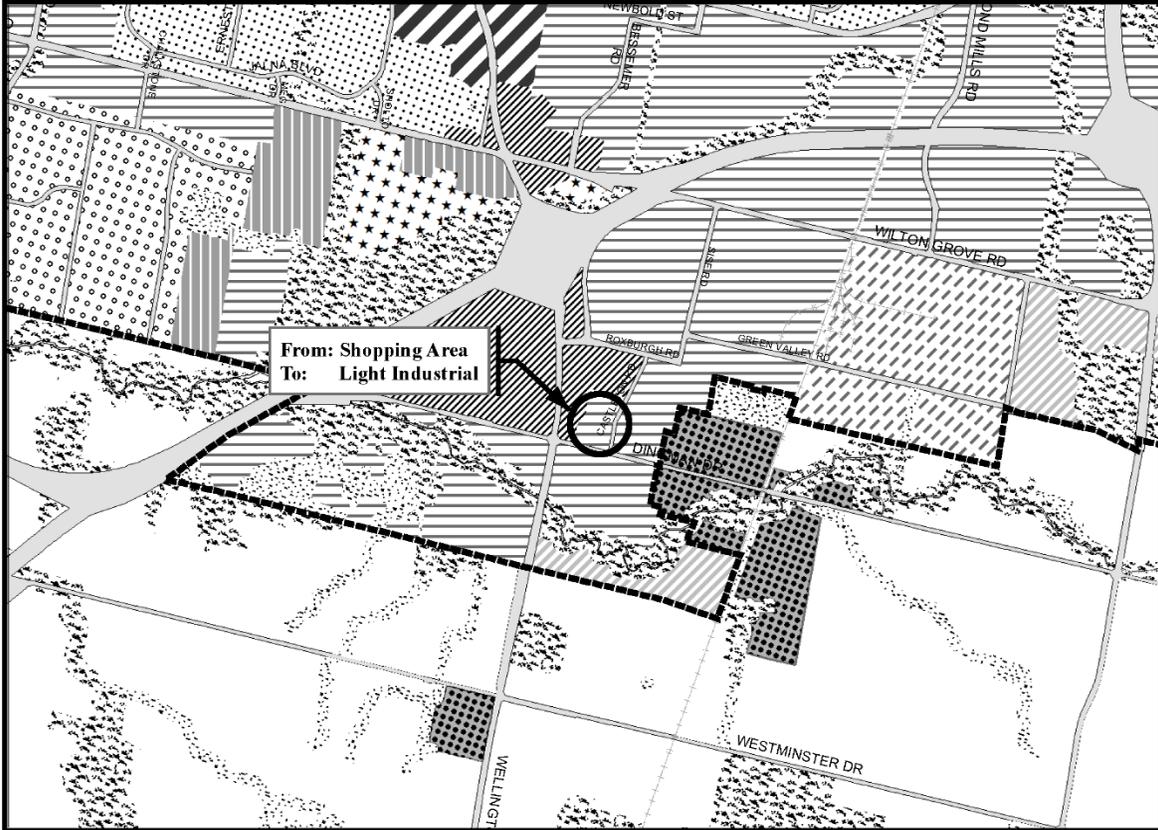
**OFFICIAL PLAN AMENDMENT**  
**No. \_\_**

**LOCATION MAP**



Prepared on June 22, 2022 by  
GIS Planning & Development  
Corporation of the City of London  
based on April 2021 flight info.  
File: planning/projects/OPA-locatmaps



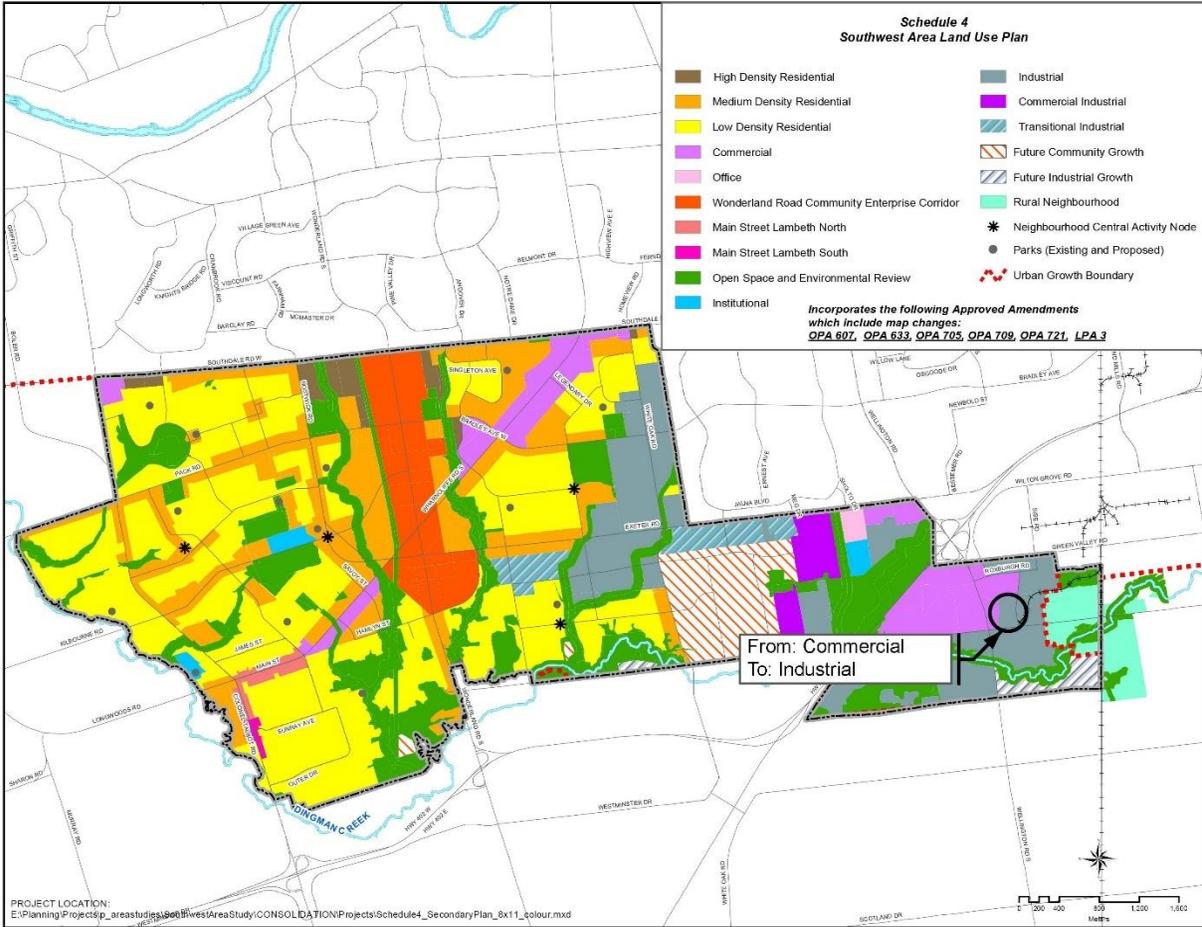


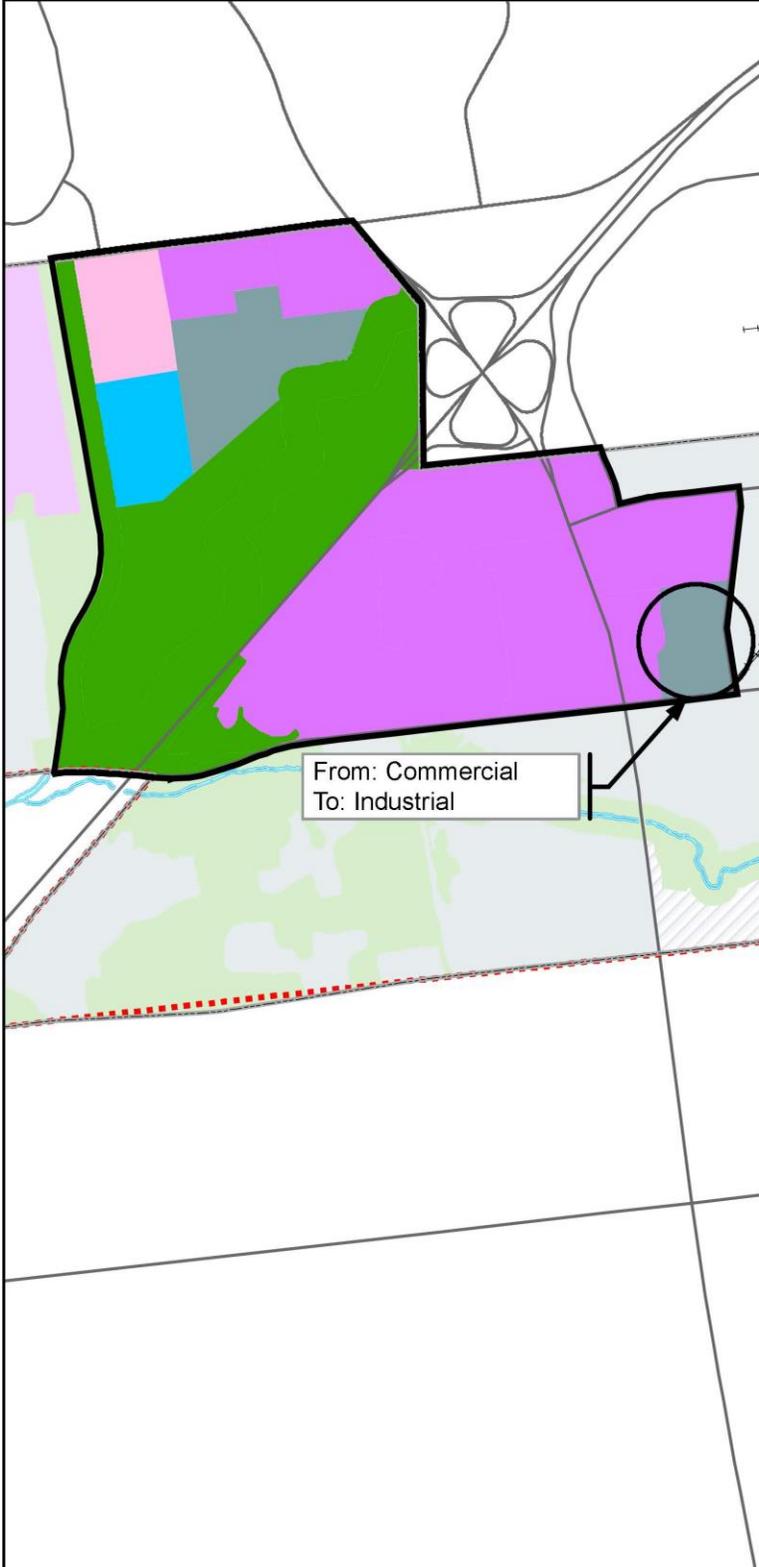
**Legend**

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

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

<p><b>SCHEDULE 1 TO</b></p> <p>OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning &amp; Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p><b>FILE NUMBER:</b> OZ-9497</p> <p><b>PLANNER:</b> NP</p> <p><b>TECHNICIAN:</b> RC</p> <p><b>DATE:</b> 9/7/2022</p>
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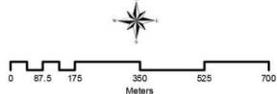


**Schedule 17  
to the  
Southwest Area Secondary Plan**

**Wellington Rd/Hwy 401 Neighbourhood  
Land Use Designations**

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

**Incorporates the following Approved Amendments  
which include map changes: OPA 607, OPA 633,  
OPA 705, OPA 709, LPA 3**



PROJECT LOCATION:  
E:\Planning\Projects\ig\_area\studies\SouthwestAreaStudy  
CONSOLIDATION\Projects\Schedule17\_WellingtonRoad\_8x11\_colour.mxd

## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. Z.-1-22\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 4452  
Wellington Road South.

WHEREAS MHBC Planning on behalf of 2858637 Ontario Inc. have applied to rezone an area of land located at 4452 Wellington Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of London Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to The London Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 4452 Wellington Road, as shown on the attached map comprising part of Key Map No. A112, from a Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone to a Holding Light Industrial (h-17\*LI6) Zone, and an Environmental Review (ER) Zone.

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

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

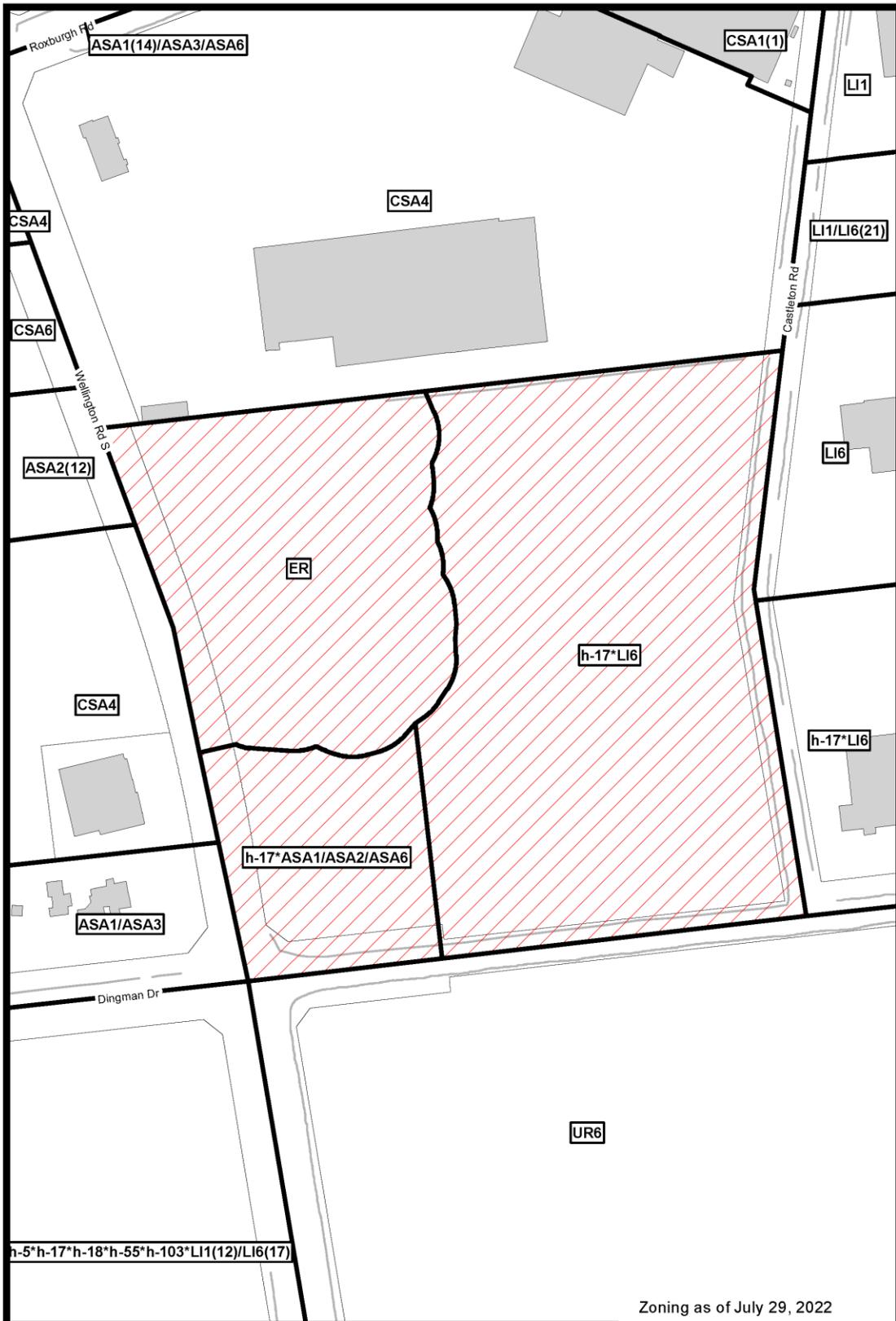
PASSED in Open Council on October 17, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – October 17, 2022  
Second Reading – October 17, 2022  
Third Reading – October 17, 2022

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



Zoning as of July 29, 2022

File Number: OZ-9497  
 Planner: NP  
 Date Prepared: 2022/09/07  
 Technician: RC  
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.5 25 50 75 100 Meters



## Appendix C – Public Engagement

### Community Engagement

#### Notice of Application:

On May 11, 2022, Notice of Application was sent to fifteen (15) property owners in the surrounding area including lands in the Township of Middlesex Centre. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 12, 2022. A “Planning Application” sign was also posted on the site.

No comments were received.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a transport terminal on the eastern portion of the site. Possible amendment to the 1989 Official Plan to change the designation on a portion of the site from New Format Regional Commercial Node to Light Industrial. Possible amendment to the London Plan to change the designation on a portion of the site from the Shopping Area Place Type to the Light Industrial Place Type. Possible change to Zoning By-law Z.-1 **FROM** a Holding Associated Shopping Area Commercial (h-17\*ASA1/ASA2/ASA6) Zone **TO** a Holding Light Industrial (h-17\*LI6) Zone to permit various light industrial uses, including transport terminal, and an Environmental Review (ER) Zone to permit conservation lands and conservation works. The City may also consider the use of additional holding provisions, special provisions, or additional zoning and Official Plan/London Plan amendments as part of this application.

### Departmental and Agency Comments

#### London Hydro (May 11, 2022)

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

#### Urban Design (June 1, 2022)

There are no specific UD comments for the proposed Official Plan and Zoning amendment for 4452 Wellington Road South.

#### Site Plan Application Stage:

- Please refer to site plan comments provided through the site plan consultation on Provide a landscape buffer with sufficient screening to mitigate visual impacts of freight trucks and expansive surface asphalt.
- Incorporate bioswales to manage storm water run-off from expansive surface asphalt.

#### Engineering (June 20, 2022)

- Engineering has reviewed the servicing report and TIA and have no requirements for holding provisions.

**The following items are to be considered during a future development application stage:**

#### ***Transportation:***

- Provide complete appendices;
- Additional information on proxy site survey such as when it was completed and time of survey is required. Append row survey data with report;
- Confirm how truck parking spaces for survey site was determined?
- Confirm whether operating capacity of the site was reviewed prior to commencing survey?
- Minimum of two proxy site should be survey for the purpose of trip rate;

- Subject site will primarily generating truck traffic and it should be converted to PCE of 2.5 before doing any further analysis;
- Provide figures confirming distribution of site generated traffic for each background developments;
- The conclusion of report needs to be updated with recommendation identified by the subject report and later it can be compared with recommendations provided by the Gateway Commercial TIA;
- Further comments related to the site were previously provided under the file SPC22-024.

**Water:**

- Water is available to each future parcel on the eastern portion of the site via the municipal 450mm CONC watermain on Castleton Road. Connection to the 750mm CONC watermain on Dingman Drive is not permitted.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments related to the site were previously provided under the file SPC22-024.

**Wastewater:**

- No further comment related to the capacity analysis.
- An updated Drainage Area Plan and design sheet will be required at the time of SPA.
- Further comments related to the site were previously provided under the file SPC22-024.

**Stormwater:**

- All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Chapter 6 (2021). Please review the 2 year AES parameters. As part of detail design, the consultant is to update calculations, design sheets and brief as required, ensuring any modelling also uses the correct parameters.
- Further comments related to the site were previously provided under the file SPC22-024.

EEPAC (June 23, 2022, and August 3, 2022)

I hereby certify that the Municipal Council, at its meeting held on August 2, 2022 resolved:

That the following actions be taken with respect to the 1st and 2nd Reports of the Ecological Community Advisory Committee:

c) the Working Group comments relating to the property located at 4452 Wellington Road South BE FORWARDED to the Civic Administration for review and consideration;

ECAC received this report today after the notice appeared on the cte's agenda last week. Based on what I read in the MTE Opportunities and Constraints memo, I believe the ECAC would be supportive of the proposal to redesignate and rezone the feature and the proposed buffer to ER until such time as an EIS is prepared, reviewed and any change(s) to the ER designation and zone determined. We would also support conditions of either development or site plan for the proposed development on the west and south of the property that would direct construction and post construction activities away from the feature and its buffer. It also should be noted that construction could negatively affected surface and ground water flows to the feature and possible impacts should be studied before site preparation takes place.

Heritage (July 5, 2022)

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (OZ-9497):

- Lincoln Environmental Consulting Corp. Stage 1-2 Archaeological Assessment of 4452 Wellington Road South [...] Middlesex County, Ontario (PIF P006-0093-2021), February 2022.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that: “no archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.” (p2)

An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received (without technical review), dated Feb 6, 2022 (MHSTCI Project Information Form Number P1289-0206-2021, MHSTCI File Number 0015947).

Archaeological conditions can be considered satisfied for this application.

#### Heritage (September 8, 2022)

This memo is to confirm that I have reviewed the following and find the report’s (analysis, conclusions, and recommendations) sufficient to fulfill the heritage impact assessment requirements for (OZ-9497):

- MacNaughton Hermsen Britton Clarkson Planning Ltd. (2021, November). Cultural Heritage Impact Assessment Report, 4452 Wellington Road South, City of London.

Please be advised that heritage planning staff recognizes the conclusions and recommendations of the report that state that:

“[t]here are no adverse impacts as a result of the proposed development as it relates to the existing Nichols Cemetery located at 4680 Wellington Road South. The Nichols Cemetery is located adjacent to the subject lands, albeit the cemetery is approximately 600 metres from the subject lands. Given the distance, impacts related to vibration or other land disturbances from construction are not anticipated. Since no impacts are expected, no alternatives or mitigation measures have been recommended.” (p28) Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 4680 Wellington Road South (The Nichols Cemetery) because of development at 4452 Wellington Road South. It has been sufficiently demonstrated that significant heritage attributes will be conserved, and the HIA can be accepted to meet heritage requirements for (OZ-9497).

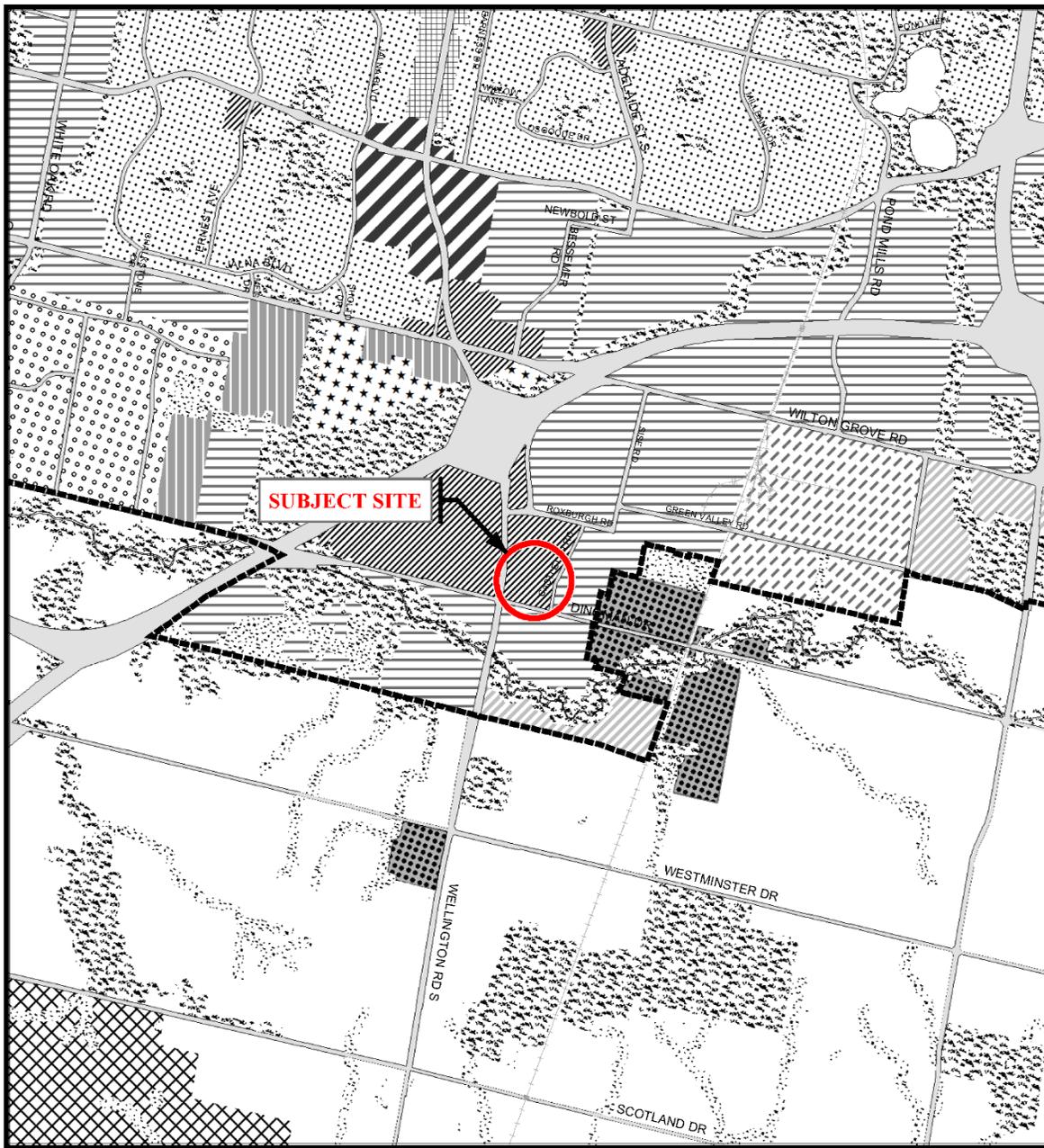
#### Site Plan (July 6, 2022)

- In accordance with the Site Plan Control By-law, parking is to be setback a minimum of 3.0m along both Dingman Drive and Castleton Road to provide landscape screening.
- Dimension the proposed truck stalls and standard parking stalls as well as the driveway widths.
- Identify the proposed snow storage location.
- Provide a greater landscape buffer between the north and south parking areas. A greater landscape buffer is to also be provided from the proposed "severed" lands along Wellington Road South.
- The proposal notes associated office uses are proposed. Identify the proposed building location and provide elevations of the proposed building.
- The truck parking spaces are to not impact the proposed site accesses.
- A Photometric Plan is required for any proposed light standards. Refer to the Site Plan Control By-law for light standard details.
- The proposed truck parking and employee/visitor parking at the north-east corner is an awkward configuration for truck movements

#### Ecology (September 1, 2022)

- Ecology is satisfied that the revised ER zoning line relating to the 30m setback is acceptable and in an accurate location. Please ensure this line is reflected in the ER Zone applied for the site.

# Appendix D – Relevant Background



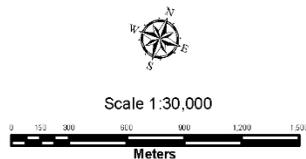
### Legend

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

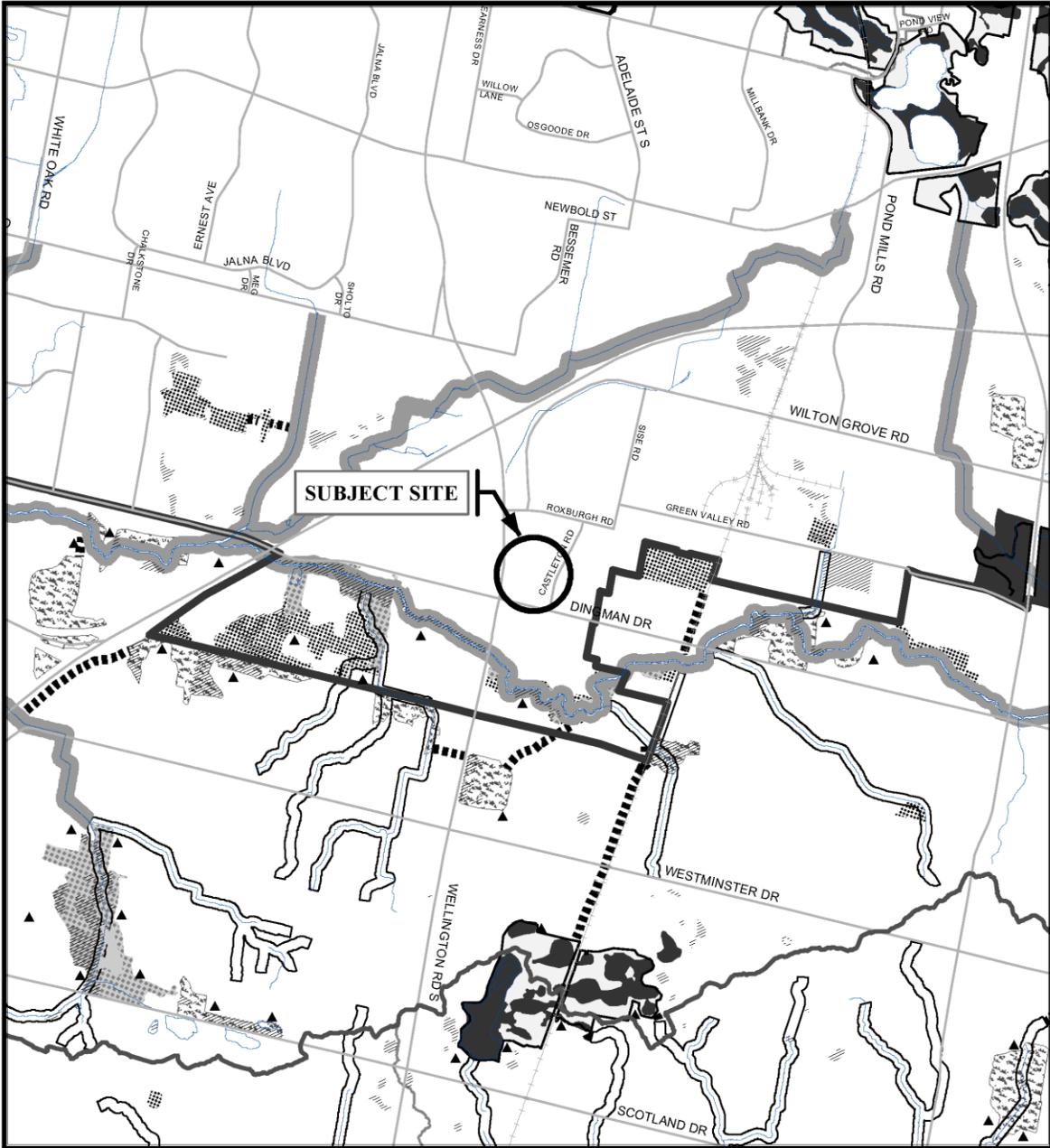
*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

PREPARED BY: Planning & Development



**File Number:** OZ-9497  
**Planner:** NP  
**Technician:** RC  
**Date:** 2022/8/12



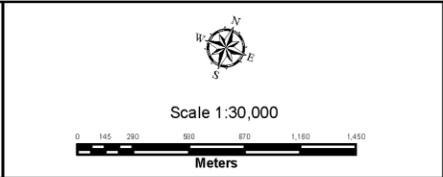
<b>NATURAL HERITAGE SYSTEM</b>		<b>Base Map Features</b>
Provincially Significant Wetlands	Areas of Natural and Scientific Interest	Railways
Wetlands	Environmentally Significant Areas (ESA)	Water Courses/Ponds
Unevaluated Wetlands	Potential ESAs	Streets (see Map 3)
Significant Woodlands	Upland Corridors	Conservation Authority Boundary
Woodlands	Potential Naturalization Areas	Subwatershed Boundary
Significant Valley Lands	Unevaluated Vegetation Patches	Subject to Site Specific Appeals (LPAT Appeal PL170100)
Valley Lands		

This is an excerpt from Planning & Development's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

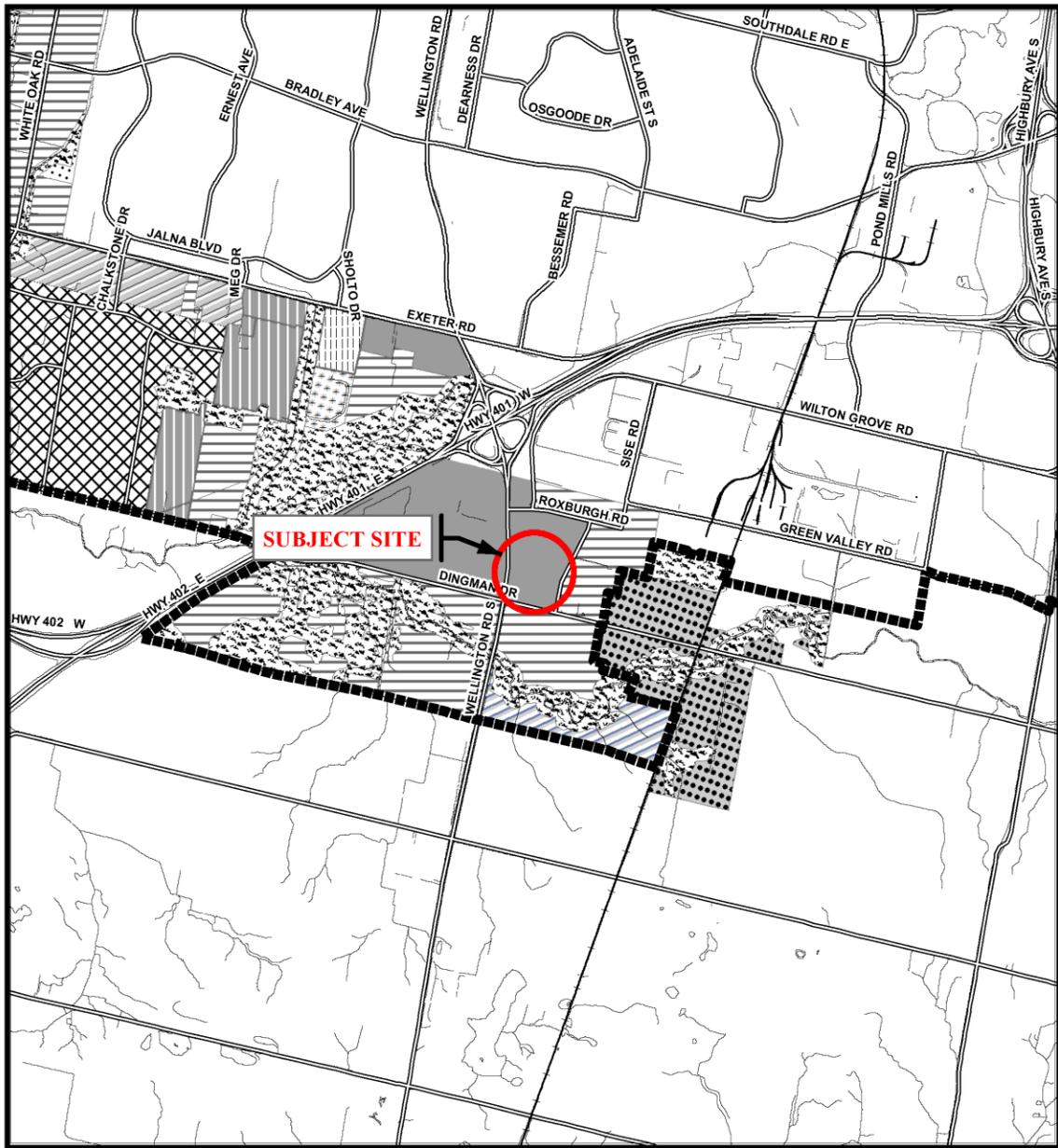
**CITY OF LONDON**  
**Official Plan**

**LONDON PLAN MAP 5**  
**- NATURAL HERITAGE -**

PREPARED BY: Planning & Development



**File Number:** OZ-9497  
**Planner:** NP  
**Technician:** RC  
**Date:** 8/12/2022

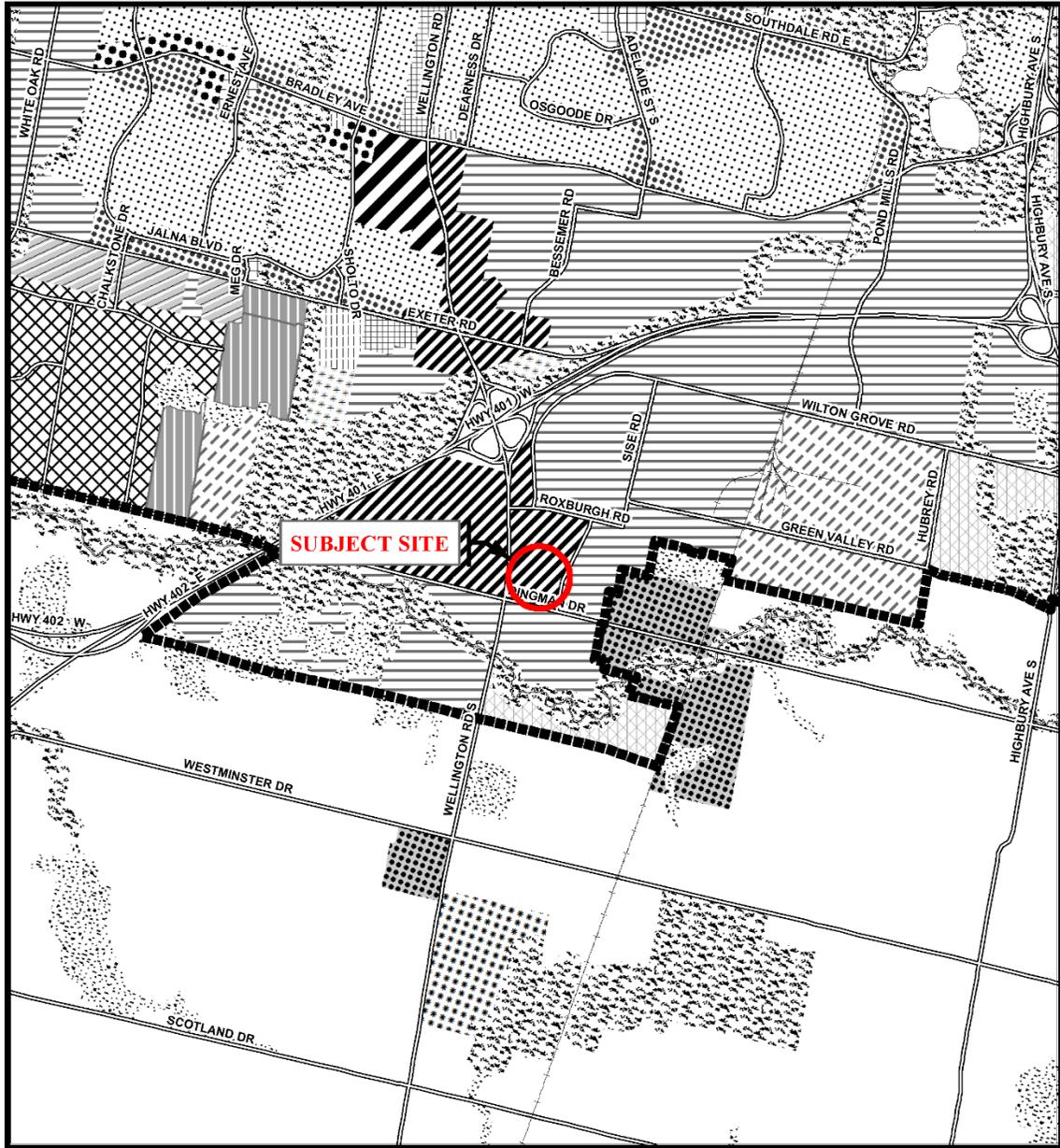


Legend	
	High Density Residential
	Medium Density Residential
	Low Density Residential
	Commercial
	Office
	Wonderland Road Community Enterprise Corridor
	Main Street Lambeth North
	Main Street Lambeth South
	Open Space
	Institutional
	Industrial
	Commercial Industrial
	Transitional Industrial
	Urban Reserve Community Growth
	Urban Reserve Industrial Growth
	Rural Settlement
	Urban Growth Boundary

<b>CITY OF LONDON</b> Planning Services / Development Services SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE - PREPARED BY: Graphics and Information Services	 Scale 1:30,000 0 150 300 450 600 750 900 1050 1200 Meters	FILE NUMBER: OZ-9497 PLANNER: NP TECHNICIAN: RC DATE: August 12, 2022
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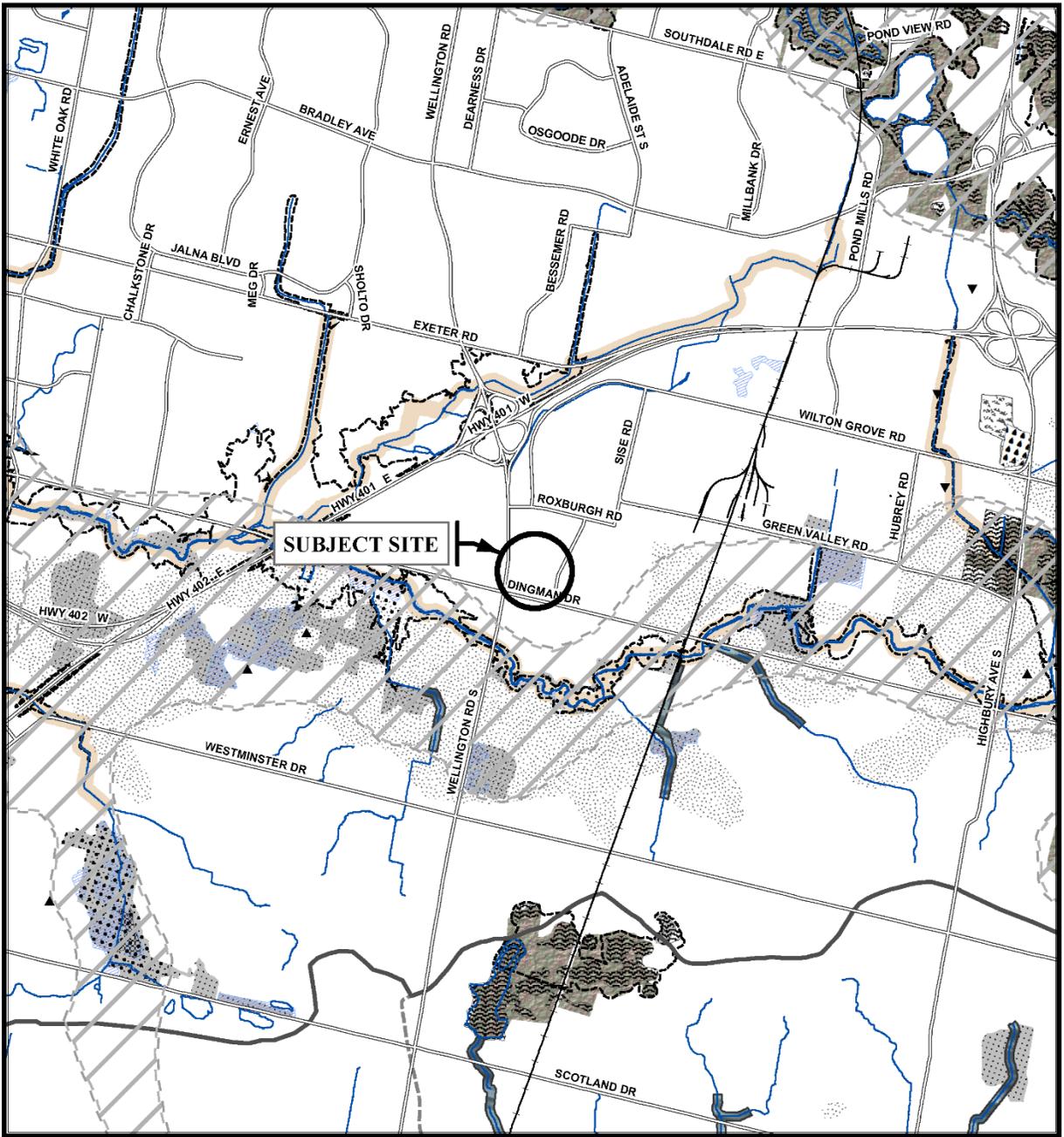


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1200 1500</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9497</p> <p>PLANNER: NP</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/08/12</p>
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**NATURAL HERITAGE SYSTEM**

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

**NATURAL HAZARDS**

- Maximum Hazard Line
- NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.

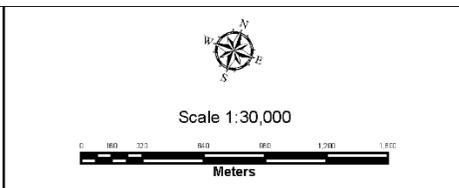
**Base Map Features**

- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors

**CITY OF LONDON**  
**Planning Services /**  
**Development Services**

**OFFICIAL PLAN SCHEDULE B1**  
**- NATURAL HERITAGE FEATURES -**

PREPARED BY: Graphics and Information Services

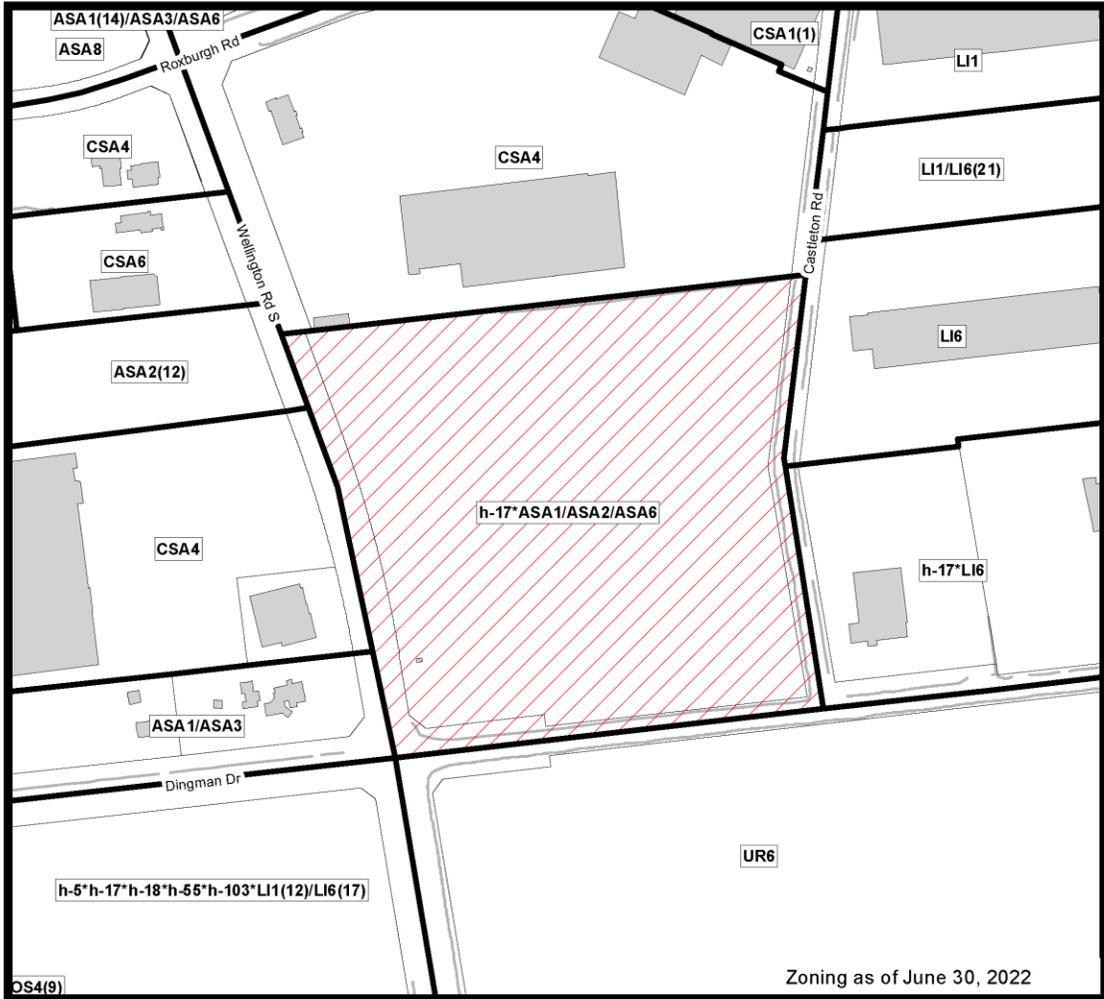


**FILE NUMBER:** OZ-9500

**PLANNER:** CP

**TECHNICIAN:** RC

**DATE:** 2022/07/18



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) *LEGEND FOR ZONING BY-LAW Z-1*

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z.-1  
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

OZ-9497

NP

MAP PREPARED:

2022/08/12

RC

1:4,000

0 20 40 80 120 160

Meters