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File: OZ-7783
Planner: L. Maitland

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	CITY-WIDE OFFICIAL PLAN/ZONING BY-LAW REVIEW CITY OF LONDON PUBLIC PARTICIPATION MEETING ON SEPTEMBER 10, 2013

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken as a result of the City-wide Official Plan/Zoning By-law review of the locating of Self-storage Establishments in the City of London:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 17, 2013 to amend the Official Plan **TO** add Self-storage Establishments as a permitted use under Section 4.4.2.4 of the Auto Oriented Commercial Corridor designation; and add new urban design objectives for all uses to Section 4.4.2.8 of the Auto Oriented Commercial Corridor designation.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 17, 2013 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, **TO**:
 - i) Amend the existing definition of "WAREHOUSE ESTABLISHMENT" in Section 2 (Definitions) to exclude Self-storage Establishments;
 - ii) Add Self-storage Establishments as a permitted use to the RSC1, RSC4 and RSC5 zone variations;
 - iii) Amend the LI1 zone variation to add "Existing Self-storage Establishments" as a permitted use; and
 - iv) Add a new LI10 zone variation which would permit Self-storage Establishments where additional city policy provides such direction.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None

PURPOSE AND EFFECT OF RECOMMENDED ACTION
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The purpose and effect of the proposed amendments is to indicate the land use designation and zones that would permit Self-storage Establishments. The proposed amendments clarify the policies regarding these uses including definitions, appropriate zones and regulations associated with mitigating the impacts of these uses on adjacent lands.

RATIONALE

- 1. The Provincial Policy Statements (2005) calls for the protection of employment lands for future use.
- 2. Lands designated for Industrial use are intended for operations which make and process

- goods or directly support those industrial uses.
3.

Self-storage Establishments offer a commercial service distinct from warehousing (which is ancillary to industrial uses) and therefore should be in areas designated as commercial.
4.

As larger users of space, Self-storage Establishments fit best with other commercial activities which require large lot areas in the Auto Oriented Commercial Corridor designation as well as the associated Restricted Service Commercial (RSC) zone.

BACKGROUND

There are currently at least thirty Self-storage Establishments operating in the City of London (see Appendix C). The majority have located in the Light Industrial designation and Light Industrial (LI) zones. This has resulted in the consumption of significant industrial land for a use which is not industrial in nature, but industrial in form. More recent applications for these uses have been directed to non-industrial areas.

Date Application Accepted: May 5, 2010	Agent: City of London
REQUESTED ACTION: Review of policy regarding Self-storage Establishments	

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Transportation Advisory Committee (City of London)
Request that consideration be given to locating self-storage facilities in locations not adjacent to the transit nodes and corridors, as identified in the Official Plan, noting that users of self-storage facilities rarely require public transit.

Environmental and Engineering Services Department (City of London)
No concerns provided that the Urban Design Guidelines do not place buildings in locations that interfere with sight lines at access points, public intersections or restrict clear throat distances.

London Hydro
No objection.

PUBLIC LIAISON:	Notice of Application was published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on May 6, 2010.	0 Response Received
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ANALYSIS

The Nature of Self-Storage

Self-storage Establishments offer an opportunity for residents and businesses in the City of London to efficiently rent a space when their home or business storage needs exceed what they have available to them on site. They offer units of varied and/or flexible sizing and also provide personal (in some cases 24-hour) access to their clientele. They are designed to serve a local area for the convenience of their users.

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How Self-Storage fits in London

Self-storage Establishments are a relatively new form of development within the City of London. For reasons of form and appearance, they have been categorized as a warehousing operation. Self-storage Establishments, categorized as warehouses, were seen as appropriate in industrial areas. This current approach fails to differentiate between the nature of traditional warehousing operations and Self-storage Establishments.

Warehousing operations are a support function for industrial uses. Warehouses allow for industrial uses to produce goods and ensure parts and completed products have an easily accessible space as they are put-together and before they are shipped for sale. Warehouses also at times serve a location for wholesale directly from industrial sites. The support function they provide is why they are categorized as industrial.

Self-storage Establishments however are not traditional warehousing operations. Unlike a traditional warehouse Self-storage Establishments support a commercial and residential clientele. They store personal (or small-business) items and goods without the intent for subsequent wholesale or to be used in later industrial processes. While warehouses provide places for parts and goods to be stored before they enter the economy, Self-storage Establishments operates as a place of rest for produced goods that have been purchased and are no longer in the production chain. Warehousing supports production, self-storage allows for consumption.

Under current planning practice in the City of London Self-storage Establishments are assumed to function as warehousing which is permitted in the Light Industrial designation. The intention of the industrial land designation (Section 7.3 of the Official Plan) reads:

This designation is intended for industries which have a limited impact on the surrounding environment and which are frequently small in scale.

Such industries can normally be located in closer proximity to other land uses without significant conflicts if appropriate site planning techniques are utilized. Uses permitted in the Light Industrial designation will be required to meet higher development and operating standards when located near residential areas and major entryways to the City. Certain non-industrial uses may also be permitted, provided that they are complementary to, and supportive of, the surrounding industrial area.

The placement of Self-storage Establishments within land designated Light Industrial however runs contrary to the above stated intent. First, because self-storage is not in and of itself an industrial activity, it does not produce products and instead operates commercially by renting space. Second, self-storage serves a residential and commercial clientele because the scale of the space rented is not large enough to efficiently serve industrial warehousing needs. However Self-storage Establishments are currently locating in Light Industrial areas and taking up light industrial land for a non-industrial purpose.

Under the Provincial Policy Statement (PPS) the City is required to protect employment areas. Employment areas are a term for industrial lands which act as Ontario's economic base. Section 1.3.1 of the PPS states that the City is responsible for "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 "protecting and preserving employment areas for current and future uses." Placing Self-storage Establishments within industrial designated areas reduces the ability of employment lands to compete thereby failing to protect them for future industrial uses. Thus the recommended amendments are consistent with the PPS in trying to find a non-industrial designation for Self-storage Establishments.

The Definitions of Self-Storage and Warehouse Establishment

The first step in addressing the proper location for Self-storage Establishments is to consider how they are classified under current policy.

The existing definition of Self-storage Establishments under the current Z.-1 Zoning By-law is itself appropriate as it recognizes how Self-storage Establishments operate. The current definition reads:

"SELF-STORAGE ESTABLISHMENT" means a building or buildings consisting of individual storage units accessible by the user, used for the storage of goods, wares, merchandise, foodstuffs, substances, articles or things, but does not include a fuel storage tank except as an accessory use.

The current definition of "Warehouse Establishment" under the current Z.-1 Zoning By-law however is inappropriate. Currently the definition reads:

*"WAREHOUSE ESTABLISHMENT" means a building or part thereof used for the storage of goods for remuneration or the storage of goods which will be sold elsewhere or, subsequently, transported to another location for sale of consumption. **This includes self-storage establishments.***

As it stands the final sentence of the Warehouse Establishment definition runs contrary to the previous elements of the existing definition. Self-storage is for personal and business use not for goods to be *"sold elsewhere or, subsequently transported to another location for sale of consumption"* (sic). This existing definition is inappropriate as it includes a unique element (Self-storage Establishments) which provide for a different land use from that intended under the initial portion of the Warehouse Establishment definition.

The current definition of Warehouse Establishment allows for Self-Storage Establishments within the industrial areas rather than the more appropriate commercial location for the distinct self-storage land use. Changing the final sentence of the warehouse definition would create two distinct land uses reflecting the difference between Self-storage Establishments and warehouses. Disassociating Self-storage Establishments from the definition of Warehouse Establishment allows for further actions to be taken to find an appropriate location for self-storage whilst removing permission for them from light industrial zones. This change will facilitate the future development of Self-storage Establishments in commercial areas, freeing up industrial land for industrial uses.

RECOMMENDATION

That the definition of "Warehouse Establishment" in the current Z.-1 Zoning By-law be amended so that Self-storage Establishments are defined as distinct from warehouse rather than subsumed within the warehouse definition.

New Policies for Self-Storage Establishments

Policy changes are required to ensure that Self-storage Establishments complement their neighbours and serve the residents of London. The definition change proposed above will create a distinct category of self-storage establishment which requires an alteration of policy as they will no longer be classified as a subset of Warehouse Establishments.

Appropriate Official Plan Designation

Self-storage offers the opportunity to rent out small spaces for a residential and commercial clientele. The nature of the operation (renting space while minimizing overhead) means that self-storage provides a comparatively less intensive commercial operation and as such should be located with others of a similar nature.

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Self-storage Establishments as a land use create a number of impacts on adjacent land. They commonly allow for 24-hour access and therefore create 24-hour transportation impacts. They also serve a clientele expected to drive to them with the goods they wish to be stored. As a safety measure they are commonly brightly lit after dark. These combined impacts are not unlike those of warehouse outlets, commercial recreation establishments, convenience stores and gas bars in terms of space and hours of operation. Self-storage Establishments are auto-oriented in nature and significant users of space.

Given the existing commercial hierarchy in the Official Plan the appropriate designation for Self-storage Establishments is Auto-Oriented Commercial Corridor. The Official Plan section 4.4.2.4 Permitted Uses within the Auto-Oriented Commercial Corridor currently reads:

Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public. Zoning on individual sites may not allow the full range of permitted uses.

Their comparative similarity to other uses in the Auto Oriented Commercial Corridor in terms of size and operation make Self-storage Establishments compatible within the Auto Oriented Commercial Corridor. This designation accommodates Self-storage Establishments' role as a commercial activity, their scale and intensity.

The second paragraph of section 4.4.2.4 Permitted Uses under the Auto-Oriented Corridor designation of the Official Plan should be amended, through the addition of the bolded text, to read as follows.

*Uses considered to be appropriate include hotels; motels; automotive uses and services; commercial recreation establishments; restaurants; sale of seasonal produce; building supply outlets and hardware stores; furniture and home furnishings stores; warehouse and wholesale outlets; **self-storage establishments**; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public. Zoning on individual sites may not allow the full range of permitted uses.*

This amendment would provide Official Plan policy to permit the development of Self-storage Establishments in a location that better suits their operation as a commercial use. Furthermore this change leads the subsequent zoning changes and allows for conformity with the Official Plan.

RECOMMENDATION

That under the current Official Plan Self-Storage Establishments be added to the Auto-Oriented Commercial Corridor designation.

Appropriate Zoning

In terms of Zoning, Self-Storage Establishments, as a subset of Warehouses, are currently permitted in industrial zones and a limited range of commercial zones. Warehouse establishments are allowed in various Light Industrial (LI1, LI2, LI4 and the LI6) Zone variations and in some of the General Industrial (GI1) and Heavy Industrial (HI1) Zone variations. They are also permitted in the Restricted Service Commercial (RSC5) zone variation. The majority of the existing self-storage uses in the City are located in light industrial zones.

The restriction of Self-storage Establishments from locating in industrial areas can be achieved by the proposed definition amendment to Warehouse Establishment. However, this amendment

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creates a situation where Self-storage Establishments are not permitted as-of-right within any zone.

The Restricted Service Commercial (RSC) zone is intended to implement the Auto-Oriented Commercial Corridor designation in the Official Plan which is recommended to permit Self-storage Establishments. Self-storage Establishments have similar characteristics in terms of intensity, use and urban design characteristics as the uses presently permitted in the RSC zone. An amendment to the RSC zone to add Self-storage Establishments as a permitted use would be the best approach to provide locations for their development. This change is in conformity with the proposed Official Plan amendments recommended as part of this report and would provide for a good choice of commercial locations to place Self-storage Establishments across the City.

There remain cases where the possibility of Self-storage Establishments in industrially designated areas should be considered. In areas where additional City land use plans (secondary plans and community improvement plans) indicate that an industrial area is intended to transition to non-industrial uses, the possibility of Self-storage Establishments should be considered. As an example the current Southwest Area Plan (under section 20.5) introduces the concept of Transitional Industrial. The intent of this designation is: *“to accommodate a potential shift in market demand from industrial to residential uses over the long term”*. Self-storage Establishments, in addition to servicing the adjacent residential uses, provide a lower impact neighbour (relative to other allowed in industrial areas) and can be valuable in facilitating the intended transition away from industrial uses.

RECOMMENDATION

That the Restricted Service Commercial, (RSC) zone in the current Z.1 Zoning By-law be amended to add Self-storage Establishments as of right to the list of permitted uses in the RSC1, RSC4 and RSC5 zone variations. That the existing portions of the Z.1 Zoning By-law referring to RSC4 which already allow for Self-storage Establishments be maintained in their current form.

The creation of a new Light Industrial (LI) zone to allow for Self-storage Establishments, with a caveat to indicate that this is only to be used where other City of London policy indicates the industrially designate land is intended to transition out of industrial use.

Further Considerations in the Development of Self-Storage Establishments

In order to allow for the effective integration of Self-storage Establishments into existing commercial areas a number of changes will be required to facilitate their proper development.

1. Measures to address lighting and shadowing.

Self-storage takes two general formats, internalized and open. Whereas internalized self-storage offers rentable units within a building, open self-storage locates the rentable units either open to internal laneways or in some cases simply as rentable portions of an open yard. In both cases the space not rented out remains uncovered by a roof. Many Self-storage Establishments offer both open and internalized units on site.

Open self-storage requires measures to ensure that light pollution to neighbours is properly mitigated although it is recognized that for safety and the operation of their business significant lighting is necessary. Open self-storage requires significant lighting. This must be provided in a way that does not generate light pollution. In some instances internalized self-storage is provide in multi-storey buildings, in cases where it takes this form, its development should also take into consideration both lighting and shadowing issues.

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2. Street Frontage

Development of Self-storage Establishments should be done so as to minimize non-active street frontage. Self-storage offers limited potential for an active street when developed alone. Design strategies which maximize active building frontage, including the possibility of other retail space on the street where appropriate, should be sought out. Blank walls and fencing on the street are not desirable forms of self-storage establishment development.

3. Considerations of form

The development of internalized self-storage units is preferred over open format establishments. Some internalized Self-storage Establishments may be multi-storey. This efficiency is not only desirable but entirely internalized Self-storage Establishments make for a potential decrease in light pollution issues relative to open format designs. The development of a form that encourages pedestrian activity and respects the street should be promoted.

4. Lot sizing

Recognizing that the operation of a self-storage establishment is itself the leasing of space, Self-storage Establishments should be limited in scale. The aim of this limitation is to encourage efficient design of self-storage and spur more intense development styles. Limiting the scale of Self-storage Establishments also promotes the creation of a greater number of establishments throughout the city making them closer to their clientele and promoting more plentiful access to residents and businesses in London. The proposed amendment to permit Self-storage Establishments within a wider spectrum of commercial designations will facilitate this intent.

5. Conversion of existing spaces

Self-storage operators in the city have already shown a desire to convert unused large buildings for their use. This is desirable on a number of fronts. First it allows for reuse of buildings that would otherwise remain empty. Second it is more sustainable than new construction. Third it reduces the number of vacant and derelict buildings in developed areas of the city. For these reasons opportunities to support the conversion of buildings that would otherwise be abandoned or unused to Self-storage Establishments should be supported.

RECOMMENDATION

That a section be added to the Official Plan to provide urban design objectives for Self-storage Establishments as outlined above. That any By-law amendments to account for Self-storage Establishments take into account their preferred form.

CONCLUSION

The proposed definition change recognizes the operational nature of Self-storage Establishments. The Official Plan and Zoning changes recommended direct the development of new Self-storage Establishments to appropriate areas and zones. The recommended amendments ensure that the development of new Self-storage Establishments will be conducive to the use and enjoyment of their neighbours. Together these changes allow for the development of Self-storage Establishments in appropriate land use designations that recognize the form and function of these uses and their relationship to residential and commercial land uses.

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PREPARED BY:	SUBMITTED BY:
LEIF MAITLAND PLANNER I POLICY PLANNING & PROGRAMS	G. BARRETT, AICP MANAGER POLICY PLANNING & PROGRAMS
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

August 14, 2013
LM/lm
Attached

- List of Appendices:
- A. Proposed Official Plan Amendment
 - B. Proposed Zoning By-law Amendments
 - C. Table of Existing Self-Storage Establishments

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to appropriate location for Self-storage Establishments.

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 Official Plan for the City of London Planning Area – 1989, 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 September 17, 2013.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading – September 17, 2013
Second Reading – September 17, 2013
Third Reading – September 17, 2013

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AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add policy to Section 4.4.2.4 of the Official Plan for the City of London to add Self-storage Establishments as a permitted use in the Auto Oriented Commercial Corridor designation.
2. To add policy to Section 4.4.2.8 of the Official Plan for the City of London to include additional new urban design objectives for development of Self-storage Establishments within the Auto Oriented Commercial Corridor designation.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to all lands located within in the City of London.

C. BASIS OF THE AMENDMENT

The Provincial Policy Statements (2005) calls for the protection of employment lands for future use. Lands designated for industrial use are intended for operations which make and process goods or directly support those industrial uses. Self-storage Establishments offer a commercial service distinct from warehousing (which is ancillary to industrial uses) and therefore should be in areas designated commercial. As major lessors of space, Self-storage Establishments are compatible with other commercial activities which require large amounts of space in the Auto Oriented Commercial Corridor Designation. Furthermore these changes lead the related zoning changes and allow for conformity with the Official Plan.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. By amending Section 4.4.2.4 of the Official Plan by adding the words “self-storage establishments;” to the second paragraph after the words “wholesale outlets;” and before the words “nursery and garden stores;” in the first sentence.
2. By amending Section 4.4.2.8 of the Official Plan by deleting the word “and,” in the list underneath the words “Urban design within the Commercial Corridors should:” at the end of item v).
3. By amending Section 4.4.2.8 of the Official Plan by deleting the “.” at the end of item vi) and adding “, considering such matters as building location and orientation, pedestrian amenities and site connections to transit;”.
4. By amending Section 4.4.2.8 of the Official Plan by inserting the following to the list underneath the words “Urban design within the Commercial Corridors should:”
 - vii) place active uses, including office and retail spaces, along the street frontage, with inactive spaces, including parking and storage facilities, located in the back and screened from view;
 - viii) where non-active uses are required to maintain a street wall, use vision glazing and pedestrian access points to create a visual connection between the pedestrian environment and the building;

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- ix) utilize architectural massing that is appropriate to the context of the site and create a strong street wall. This includes promoting multi-storey buildings along arterial roads; and
- x) provide architectural detail and a diversity of high quality materials to create an interesting streetscape.

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. Z.-1-13_____

A by-law to amend Section 2 (Definitions), Section 4 (General Provisions), Section 28 (Restricted Service Commercial (RSC) Zone), and Section 40 (Light Industrial (LI) Zone) of By-law No. Z.-1 to address Self-storage Establishments in the City of London.

WHEREAS The Corporation of the City of London wants to add new provisions within By-law No. Z.-1 pertaining to the location of Self-storage Establishments within the City of London;

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

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

1. Section Number 2, Definitions, to By-law No. Z.-1 is amended by deleting the existing definition for "Warehouse Establishment" and replacing it with: "means a building or part thereof used for the storage of goods for remuneration or the storage of goods which will be sold elsewhere or, subsequently, transported to another location for sale or consumption. This does not include Self-storage Establishments."
2. Section Number 4.19b) of the General Provisions is amended by adding the following as a new parking standard in the appropriate alphabetical location for both Parking Standard Area 2 and Parking Standard Area 3:

Self-storage Establishments

1 per 1000m²

3. Section Number 28.2 1) of the Restricted Service Commercial (RSC) Zone is amended by adding the following as a permitted use to the RSC1 zone variation:

1) RSC1

_) Self-storage Establishments
4. Section Number 28.2 4) of the Restricted Service Commercial (RSC) Zone is amended by adding the following as a permitted use to the RSC4 zone variation:

4) RSC4

_) Self-storage Establishments
5. Section Number 28.2 5) of the Restricted Service Commercial (RSC) Zone is amended by adding the following as a permitted use to the RSC5 zone variation:

5) RSC5

_) Self-storage Establishments

6. Section Number 28.3 of the Restricted Service Commercial (RSC) Zone is amended by adding the following regulations to apply to the RSC1, RSC4 AND RSC5 zone variations.

_) RSC1, RSC4 AND RSC5 LANDSCAPED OPEN SPACE (%) MINIMUM

The minimum (%) landscaped open space for specific individual uses shall be as follows:

- a)
- Self-storage Establishments
- 10%

_) RSC1, RSC4 AND RSC5 LOT COVERAGE (%) MAXIMUM

The maximum open storage for specific individual uses shall be as follows:

- a)
- Self-storage Establishments
- 60%

_) RSC1, RSC4 AND RSC5 OPEN STORAGE (%)

The maximum open storage for specific individual uses shall be as follows:

- a)
- Self-storage Establishments
- 40%

_) RSC1, RSC4 AND RSC5 SETBACK FOR OPEN STORAGE (m) MINIMUM

The minimum setback for open storage for specific individual uses shall be as follows:

- a)
- Self-storage Establishments
- i)
- Open storage is prohibited in front & exterior side yards
- ii)
- In rear & interior side yards:
- a)
- 15.0m (49.2 feet) plus the applicable rear & interior side yard depth when abutting a residential zone.
- b)
- 9.0m (29.5 feet) plus the applicable rear & interior side yard depth when abutting any non-residential zone and 0.0 metres within the same RSC zone.

7. Section Number 28.3 of the Restricted Service Commercial (RSC) Zone is amended by adding to Table 28.3 the words “(See Section 28.3(3) for Self-storage Establishments)” to row 8 columns B through G as illustrated below.

A		B	C	D	E	F	G
8	LANDSCAPED OPEN SPACE (%) MINIMUM	15 (See Section 28.3(3) for Self-storage Establishments)					

8. Section Number 28.3 of the Restricted Service Commercial (RSC) Zone is amended by adding to Table 28.3 the words “(See Section 28.3(4) for Self-storage Establishments)” to row 9 columns B through G as illustrated below.

A		B	C	D	E	F	G
9	LOT COVERAGE (%) MAXIMUM	30 (See Section 28.3(4) for Self-storage Establishments)					

9. Section Number 28.3 of the Restricted Service Commercial (RSC) Zone is amended by adding to Table 28.3 the words “(See Section 28.3(5) for Self-storage Establishments)” to the cells in row 13 columns B, E and F as illustrated below.

A		B		E	F
13	OPEN STORAGE (%) MAXIMUM	5 (See Section 28.3(5) for Self-storage Establishments)		5 (See Section 28.3(5) for Self-storage Establishments)	15 (See Section 28.3(5) for Self-storage Establishments)

10. Section Number 28.3 of the Restricted Service Commercial (RSC) Zone is amended by adding to Table 28.3 a new line “14” as illustrated below.

A		B	C	D	E	F	G
14	SETBACK FOR OPEN STORAGE	See Section 28.3(6)	N/A	N/A	See Section 28.3(6)	See Section 28.3(6)	N/A

11. Section Number 40.1 of the Light Industrial (LI) Zone is amended by adding the following sentence at the end of the paragraph: “The LI10 zone variation will be applied to permit Self-storage Establishments where an approved secondary plan of the City of London indicates that the area currently designated Light Industrial is intended to transition out of industrial use.”

12. Section Number 40.2 of the Light Industrial (LI) Zone is amended by adding the following new subsection:

10) LI10

The following are permitted uses in the LI10 Zone variation:

a) Self-storage Establishments.

13. Section Number 40.2 1) of the Light Industrial (LI) Zone is amended by adding the following permitted use to the LI1 zone variation:

1) LI1

_) Existing Self-storage Establishments

14. Section Number 40.3 of the Light Industrial (LI) Zone is amended by adding a new line “15” as illustrated below.

A			B	C	D	E	F	G	H	I	J
15	SETBACK FOR OPEN STORAGE	IN EXTERIOR SIDE YARD & FRONT YARD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		IN INTERIOR SIDE YARD & REAR YARD ABUTTING A RESIDENTIAL ZONE									
		IN INTERIOR SIDE YARD & REAR YARD ABUTTING A NON-RESIDENTIAL ZONE									

15. Section Number 40.3 of the Light Industrial (LI) Zone is amended by adding a new column “K” for the LI10 zone variation as illustrated below.

A			K
1	ZONE VARIATIONS		LI10
2	PERMITTED USES		See Section 40.2(10)
3	LOT AREA (m ²) MINIMUM		1800
4	LOT FRONTAGE (m) MINIMUM		30.0
5	FRONT & EXTERIOR SIDE YARD DEPTH (m) MINIMUM		6.0 metres (19.7 feet) plus 1.0 metre (3.3 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)
6	INTERIOR SIDE & REAR YARD DEPTH (m) MINIMUM	ABUTTING A RESIDENTIAL ZONE	15.0
7		ABUTTING A NON-RESIDENTIAL ZONE	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)
8	YARD DEPTH REQUIREMENT ADJACENT TO A RAILWAY LINE OR SPUR LINE		0.0
9	LANDSCAPED OPEN SPACE (%) MINIMUM		10
10	LOT COVERAGE (%) MAXIMUM		60
11	HEIGHT (m) MAXIMUM		15.0
12	OPEN STORAGE (%) MAXIMUM		40
13	GROSS FLOOR AREA FOR SPECIFIC USES (m ²) MAXIMUM		N/A
14 Z.-1- 95320	TOTAL GROSS FLOOR AREA FOR ALL OFFICE USES (m ²) MAXIMUM		N/A
15	SETBACK FOR OPEN STORAGE	IN EXTERIOR SIDE YARD & FRONT YARD	Open storage Prohibited
		IN INTERIOR SIDE YARD & REAR YARD ABUTTING A RESIDENTIAL ZONE	15.0m (49.2 feet) in addition to the applicable interior side yard & rear yard depth.
		IN INTERIOR SIDE YARD & REAR YARD ABUTTING A NON-RESIDENTIAL ZONE	9.0m (29.5 feet) in addition to the applicable interior side yard & rear yard depth.

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File: OZ-7783
Planner: L. Maitland

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

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

PASSED in Open Council on September 17, 2013.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - September 17, 2013
Second Reading - September 17, 2013
Third Reading - September 17, 2013

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Appendix "C"

Table of Existing Self-storage Establishments
(As indicated in the 2013 Yellow Pages)

#	Name	Location	Official Plan Designation	Current Zone
1	Access Self-Storage	3425 Roe	LI	LI2/h-23 * LI3/LI4/LI6(3)/LI7
2	Airport Road Self Storage Inc.	2330 Scanlan	LI	LI2
3	AMJ Campbell Van Lines	330 Sovereign Rd	LI	LI2/LI7
4	Ann Street Storage	140 Ann St	MSCC	h-1 * BDC(23)
5	A1 Storage Systems	782 Industrial Rd	LI	LI2/LI7
6	Best Migson Public Storage	1011 Sarnia Rd	AOCC	h-17 * RSC1/RSC3/RSC5
7	Cabell Mini Storage	720 Cabell	LI	LI1
8	Campbell Storage Specialist	55 Midpark Cr	LI	LI2/LI3/LI7
9	Can-Stor Storage	556 Wonderland N	MFHDR	RSC4(13)
10	City Centre Storage	185 Ashland Av	LI	LI1/LI7/LI8
11	City Centre Storage	715 Fanshawe Park Rd W	NCN	HS4/RSC1/RSC4(17)
12	Cook Storage	370 Exeter Rd	LI	LI1/LI6/LI7
13	Forest City Mini Storage	471 Third St	LDR	h * R1-5/LI8
14	Hamilton Road Storage	1348 Hamilton Rd	MFMDR	LI1
15	Midtown Storage	277 Maitland	LI	LI1/LI7
16	Midtown Storage	151 Thompson Rd	LI	LI1
17	Payless Self Storage	427 Exeter Rd	LI	h-17 * LI6/LI7
18	Price Self Storage	1350 Trafalgar	GI	GI1
19	Prosperity Developments	800 Pond Mills	LI	LI1
20	Secure Store	1464 Crumlin	LI	h-17 * LI1
21	Space at Hand	453 Exeter Rd	LI	h-17 * LI6/LI7
22	Storage Worx	4474 Blakie	LI	h-17 * LI1/LI2/LI3/LI7
23	Storagemart	328 Commissioners Rd W	NCN	NSA2(2)
24	Storagemart	1020 Wonderland Rd S	AOCC	ASA1/ASA2/ASA4(3)/ ASA8(6)
25	Storagemart	665 Adelaide St N	LI	LI1(1)
26	Store-N-Save	35 Atlantic Crt	GI	LI1/LI4/LI7
27	Store-N-Save Self Storage Ltd	3435 White Oak Rd	LI	LI2/LI7
28	The Storage Company	300 Marconi Gate	NCN	NSA1(5)
29	West London Outdoor Storage	4183 Blakie Rd	LI	h-17 * LI1 /LI7
30	Wonderland Mini Storage	3446 Wonderland Rd S	LI	h-17 * LI1 /LI7