

Bill No. 399  
2013

By-law No. C.P.-1284(tj)-\_\_\_\_

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. 558 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

## **AMENDMENT NO. 558**

**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;
  - 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.