

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: 3317 White Oak Road Inc. (c/o MHBC)
3317 White Oak Road
File Number: Z-9645, Ward 12
Date: October 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 3317 White Oak Road Inc. (c/o MHBC) relating to the property located at 3317 White Oak Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 7, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone **TO** a Holding Light Industrial (h-18*h-(_)h-212*h-(_)LI6/LI7/LI10) Zone;

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to the *Southwest Area Secondary Plan*;
3. The recommended amendment conforms to *The London Plan*, including, but not limited to the Light Industrial Place Type and Key Directions; and
4. The recommended amendment facilitates the future development of an underutilized site within the Built Area Boundary and Primary Transit Area with an appropriate form of industrial uses.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a Light Industrial (LI6/LI7/LI10) Zone.

Staff are recommending approval of the requested Zoning By-law amendment with the addition of holding provisions for archaeological assessment (h-18), noise study (h-_), D-6 analysis (h-212), and wastewater and sanitary capacity (h-_).

Purpose and the Effect of Recommended Action

The recommended action will permit a range of light industrial activities on the site.

Rationale of Recommended Action

The intended light industrial uses are in keeping with the permissions of the Light Industrial Place Type of the *The London Plan* and the Industrial designation of the City's *Southwest Area Secondary Plan*.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment.

Analysis

1.0 Background Information

1.2 Property Description and Location

3317 White Oak Road is located on the west side of White Oak Road, with additional frontage on the future Bradley Avenue Road extension, in the Longwoods Planning District. The subject lands are currently vacant, and regular in shape with a frontage of 103.89 metres (337 feet) on White Oak Road, an area of 1.94 hectares (4.79 acres) and a depth of 187.3 metres (614 feet).

The subject lands are located in the Built Area Boundary and Primary Transit Area. The surrounding land uses include a municipal Storm Water Management Pond to the west, the future Bradley Avenue extension and Light Industrial uses to the south, vacant lands planned for commercial uses to the north and light industrial uses to the east.

Site Statistics:

- Current Land Use: Vacant lands
- Frontage: 103.89 metres (337 feet)
- Depth: 187.31 metres (614 feet)
- Area: 1.94 hectares (4.79 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Vacant Lands (Zoned for Commercial uses)
- East: Light Industrial uses
- South: Light Industrial uses
- West: Storm Water Management Pond (City Owned)

Existing Planning Information:

- Existing London Plan Place Type: Light Industrial
- Existing Special Policies: N/A
- Existing Zoning: Urban Reserve (UR4)

Additional site information and context is provided in Appendix "B".

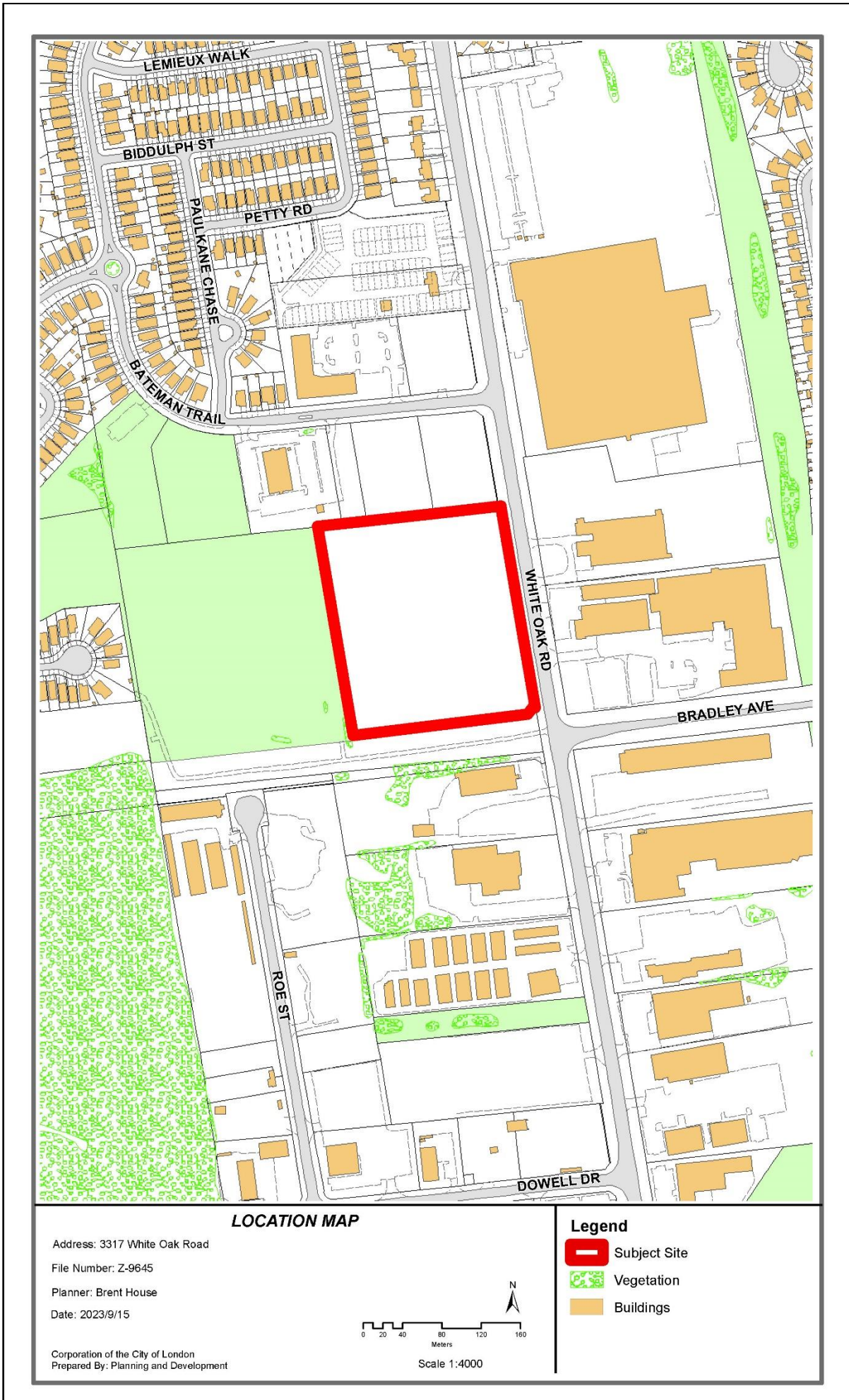


Figure 1- Location Map of 3317 White Oak Road and surrounding lands

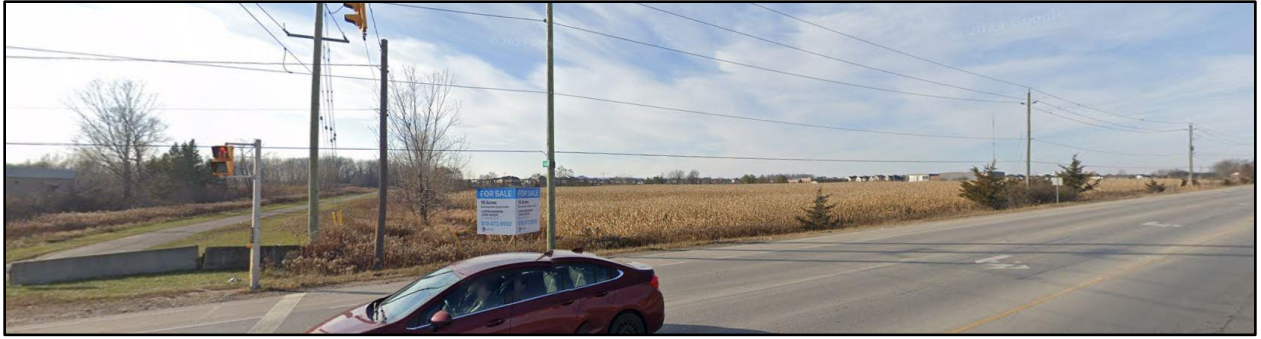


Figure 2 - Streetview of 3317 White Oak Road (view looking from White Oak Road and Future Bradley Avenue Extension)

2.0 Discussion and Considerations

2.1 Development Proposal / Proposal

The applicant is proposing to re-zone the subject lands to a holding Light Industrial (h-18*h-(_)h-212*h-(_)LI6/LI7/LI10) Zone, to facilitate the development of two industrial buildings on separate parcels. The proposed zones provide a range of uses which are in keeping with the permissions of the Light Industrial Place Type and the Industrial designation of the *Southwest Area Secondary Plan*.

The proposed development includes the following features:

- Land use: Industrial
- Form: two industrial type buildings
- Height: 12.19 metres
- Residential units: N/A
- Density: N/A
- Gross floor area: N/A
- Building coverage: 23.8% for Parcel 1, 38.5% for Parcel 2
- Parking spaces: 10 surface parking spaces for Parcel 1, 16 parking spaces for Parcel 2
- Bicycle parking spaces: 10 spaces for Parcel 1, 15 spaces for Parcel 2
- Landscape open space: 42.6% for Parcel 1, 41.3% for Parcel 2
- Functional amenity space: N/A

Additional information on the development proposal is provided in Appendix “B”.

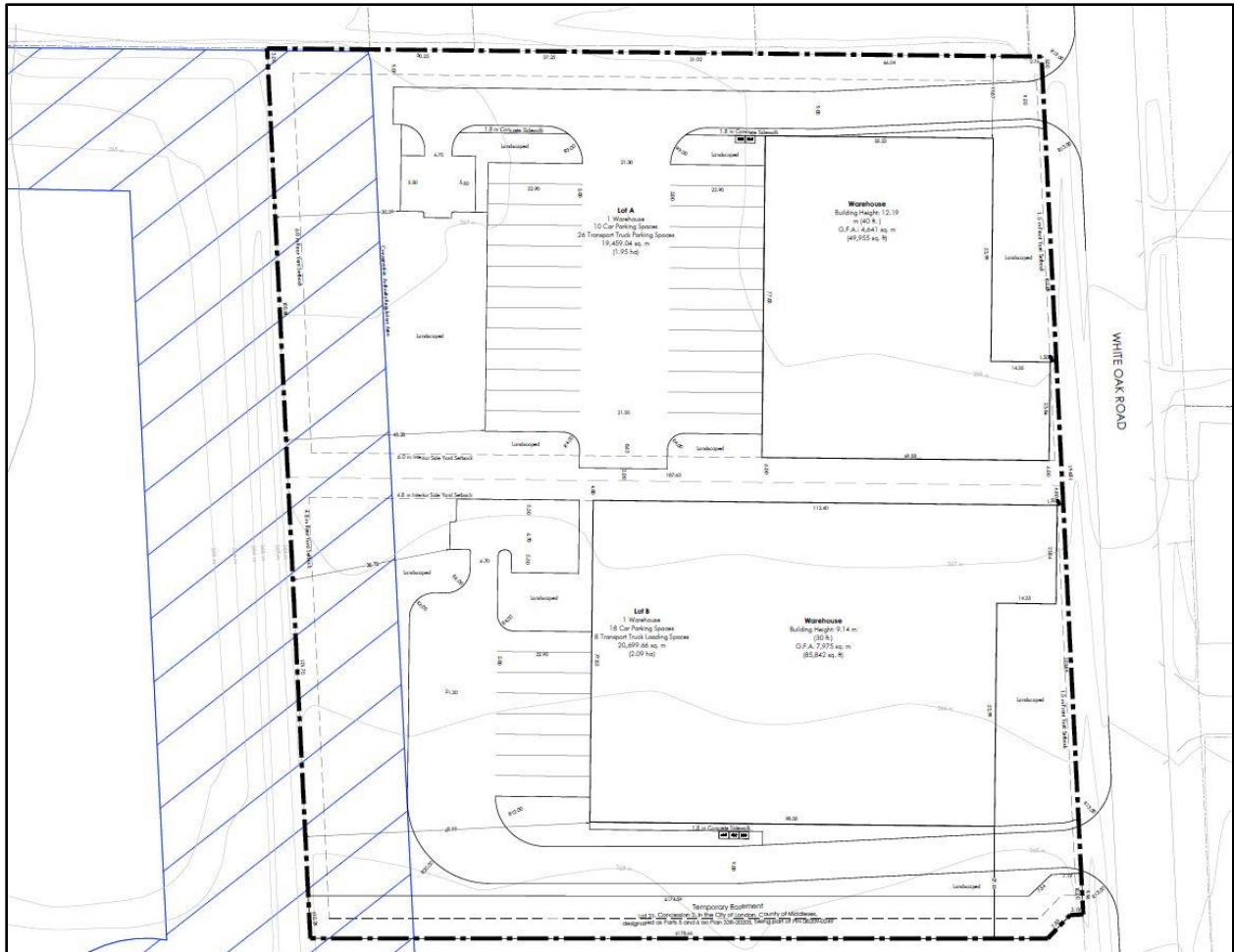


Figure 3 - Conceptual Site Plan (Received June 20, 2023)

Additional plans and drawings of the development proposal are provided in Appendix “C”.

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a holding Light Industrial (LI6/LI7/LI10) Zone.

2.3 Internal and Agency Comments

The application and [associated materials](#) were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Holding Provision h-18 applied to the lands for acceptance of an Archaeological Assessment.
- Holding Provision h-() applied to the lands to restrict sanitary flows to 405l/s.
- Holding Provision h-() applied to the lands for acceptance of a noise study at the time of development.
- Holding Provision h-212 applied to the lands for acceptance of D6-analysis report.

Detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On August 22, 2023, Notice of Application was sent to 16 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 23, 2023. A “Planning Application” sign was also placed on the site.

There were zero responses received during the public consultation period.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

Southwest Area Secondary Plan

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Zoning Bylaw amendment is consistent with it. The subject lands are designated Industrial pursuant to Schedule 13 (North Longwoods Residential Neighbourhood Land Use Designations) of the *SWAP*. The policies for the North Longwoods Neighbourhood and the General Land Use Policies do not provide guidance regarding permitted land uses for the Industrial designation. As such, *The London Plan* policies are the relevant policy in relation to the analysis of the subject lands.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed range of industrial uses on the subject site are supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Light Industrial Place Type in *The London Plan* (TLP, 115_). The Light Industrial Place Type permits a broad range of industrial uses which are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour,

particulates and vibration (1115_1). The range of uses are also contemplated in the Industrial designation within the North Longwoods Neighbourhood (SWAP, 13.0).

Permitted uses within the proposed LI6/LI7/LI10 Zones include uses such as automobile body shops; automobile repair garages; building or contracting establishments; repair and rental establishments; service and repair establishments; service trades; truck sales and service establishments; custom workshops; tow truck business; storage depots; terminal centres; transport terminals; and self-storage establishments among others contemplated in the Light Industrial (LI1) Zone. The proposed light industrial uses on site are not anticipated to have significant impacts and would complement the existing uses within the surrounding area.

As the proposal does not currently identify any specific use or form of development, and the site plan provided is conceptual in nature, staff are recommending holding provisions for a noise study (h-_) and D6 analysis (h-212). These studies will ensure these matters are addressed through any future development of the site to ensure that there isn't a substantial impact on the nearby residential uses based on the industrial use proposed at that time.

4.2 Intensity

The proposed intensity of the future development conforms to the policies of the Light Industrial Place Type in *The London Plan* and contributes to utilizing the lands efficiently, through the re-zoning of the lands to a wide range of light industrial uses. The vision of the Place Type promotes a wide choice of locations, lot sizes, services, and street and rail access in order to accommodate a wide range of target industrial sectors and industrial uses (1113_3). No special provisions to the proposed zones are required for measures of intensity such as height, coverage and parking, indicating the proposed intensity is generally appropriate.

Regarding wastewater and sanitary capacity, it will be imperative that any developments on these lands stay within the allotted population (404p) and peak flow amount (4.54L/s) as outlined in MTEs proposal. There are known basement flooding issues downstream of the site along Jalna Blvd. As such, City Staff are recommending a holding provision for sanitary capacity h-(_) to limit sanitary flows from this development to 4.5l/s.

4.3 Form

The proposed form is consistent with the Light Industrial Place Type policies and the City Design Policies. While the site plan is conceptual in nature, it demonstrates that the lands can be developed within the parameters of the proposed LI6/LI7/LI10 Zones in the Zoning By-law without the need for special provisions. Any future development proposed on the subject site will require a subsequent site plan approval process. Through the site plan approval process, issues such as servicing, outdoor storage, buffering, landscaped open space, parking and fencing will be addressed.

4.4 Archaeological Assessment

As part of the complete application a Stage 1-2 Archaeological Assessment was submitted. However, the Ministry's acceptance letter has not yet been provided, so City Staff cannot clear the property of archaeological potential. It is recommended that the h-18 holding provision be applied until the Archaeological Assessment acceptance letter has been provided.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a holding Light Industrial (h-18*h-(_)h-212*h-(_)LI6/LI7/LI10) Zone. Staff are recommending approval of the requested Zoning By-law amendment with additional holding provisions. The recommended action is consistent with the *PPS*, conforms to the *Southwest Area Secondary Plan* and *The London Plan*, and will permit the re-zoning of lands to an appropriate Zone that fits the character of the site and provides for future use of employment lands.

Prepared by: Brent House, Planner

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Copy: Heather McNeely, Director, Planning and Development
Michael Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No.(number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3317 White Oak Road

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3317 White Oak Road, as shown on the attached map comprising part of Key Map No. A.111, **FROM** an Urban Reserve (UR4) Zone **TO** a Holding Light Industrial (h-18*h-()*h-212*h-()*LI6/LI7/LI10) Zone.
2. Section Number 3.8 2) of the Holding "h" Zone is amended by adding the following Holding Provisions:
 - a. h-() Purpose: To ensure development on these lands at 3317 White Oak Road stays within the allotted population (404p) and peak flow amount (4.54L/s), to mitigate against known basement flooding issues downstream of the site along Jalna Blvd. The h-() shall not be removed until sanitary reports have been prepared and confirmation the sanitary system is implemented to the satisfaction of the City Engineer.
 - b. h-() Purpose: To ensure that the proposed development does not negatively impact nearby sensitive uses, a noise study shall be undertaken, and any identified mitigative measures be incorporated into the development. The h-() shall not be removed until such time as a development agreement is entered into which incorporates the recommended mitigative measures from an approved noise study.
3. This Amendment shall come into effect 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.

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.

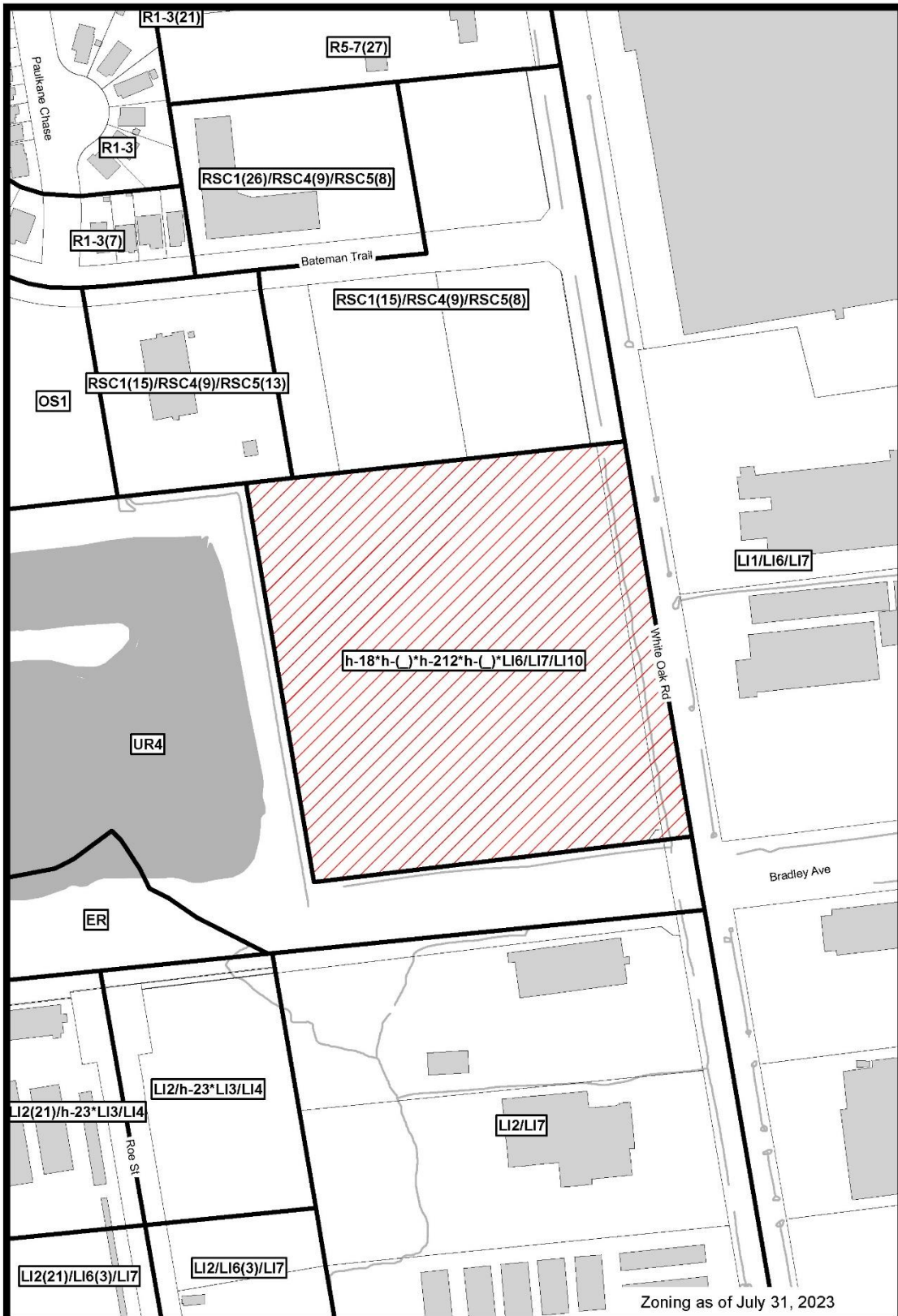
PASSED in Open Council on November 7, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


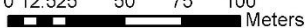

Michael Schulthess
City Clerk

First Reading – November 7, 2023
Second Reading – November 7, 2023
Third Reading – November 7, 2023

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



Zoning as of July 31, 2023

| | |
|--|---|
| <p>File Number: Z-9645 Planner: BH Date Prepared: 2023/09/18 Technician: RC By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters </p> <p></p> |
|--|---|

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|----------------------------|
| Current Land Use | Vacant (Cultivated Field) |
| Frontage | 103.89 metres (337 feet) |
| Depth | 187.31 metres (614 feet) |
| Area | 1.94 hectares (4.79 acres) |
| Shape | Regular (rectangle) |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|--|
| North | Vacant lands (Zoned for Commercial uses) |
| East | Light Industrial uses |
| South | Light Industrial uses |
| West | Storm Water Management Pond (City Owned) |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Bradley Avenue/White Oak Road, 30 metres |
| Dedicated cycling infrastructure | White Oak Road Bike Lane, 10 metres |
| London Transit stop | White Oak Road at Bradley NS NB - #2899, 50 metres |
| Public open space | Paul Haggis Park, 70 metres |
| Commercial area/use | N/A – Industrial use |
| Food store | N/A – Industrial use |
| Primary school | N/A – Industrial use |
| Community/recreation amenity | N/A – Industrial use |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Light Industrial Place Type, fronting a Civic Boulevard |
| Current Special Policies | within Southwest Area Secondary Plan |
| Current Zoning | Urban Reserve (UR4) Zone |

Requested Designation and Zone

| | |
|----------------------------|--------------------------------------|
| Requested Place Type | N/A |
| Requested Special Policies | N/A |
| Requested Zoning | Light Industrial (LI6/LI7/LI10) Zone |

C. Development Proposal Summary

Development Overview

Rezone to a Light Industrial (LI6/LI7/LI10) Zone to permit a range of industrial uses.

Proposal Statistics

| | |
|--|--|
| Land use | Industrial |
| Form | Future development |
| Height | 12.19 metres |
| Residential units | N/A – Industrial use |
| Density | N/A – Industrial use |
| Gross floor area | N/A – Industrial use |
| Building coverage | 23.8% Parcel 1, 38.5% Parcel 2 |
| Landscape open space | 42.5% for Parcel 1, 41.3% for Parcel 2 |
| Functional amenity space | N/A – Industrial use |
| New use being added to the local community | Yes |

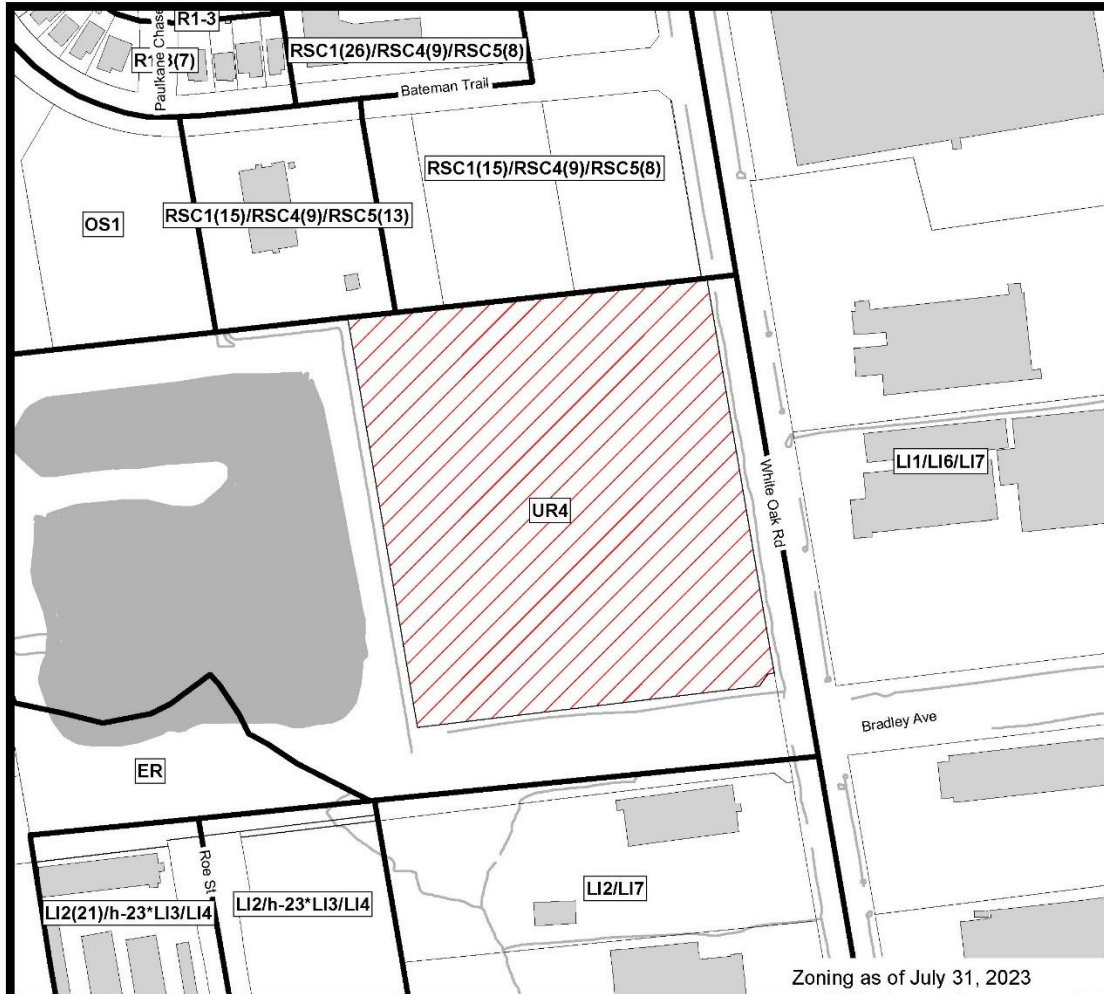
Mobility

| | |
|---|--|
| Parking spaces | 10 surface parking spaces Parcel 1, 16 surface parking spaces Parcel 2 |
| Vehicle parking ratio | N/A |
| New electric vehicles charging stations | N/A |
| Secured bike parking spaces | 10 spaces for Parcel 1, 15 spaces for Parcel 2 |
| Secured bike parking ratio | N/A |
| Completes gaps in the public sidewalk | To be determined |
| Connection from the site to a public sidewalk | To be determined |
| Connection from the site to a multi-use path | NA |

Environmental Impact

| | |
|---|------------------|
| Tree removals | None |
| Tree plantings | To be determined |
| Tree Protection Area | No |
| Loss of natural heritage features | No |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | N/A |
| Existing structures repurposed or reused | No |
| Green building features | Unknown |

Appendix C – Additional Mapping



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-17*LI1

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

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

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:

Z-9645

BH

MAP PREPARED:

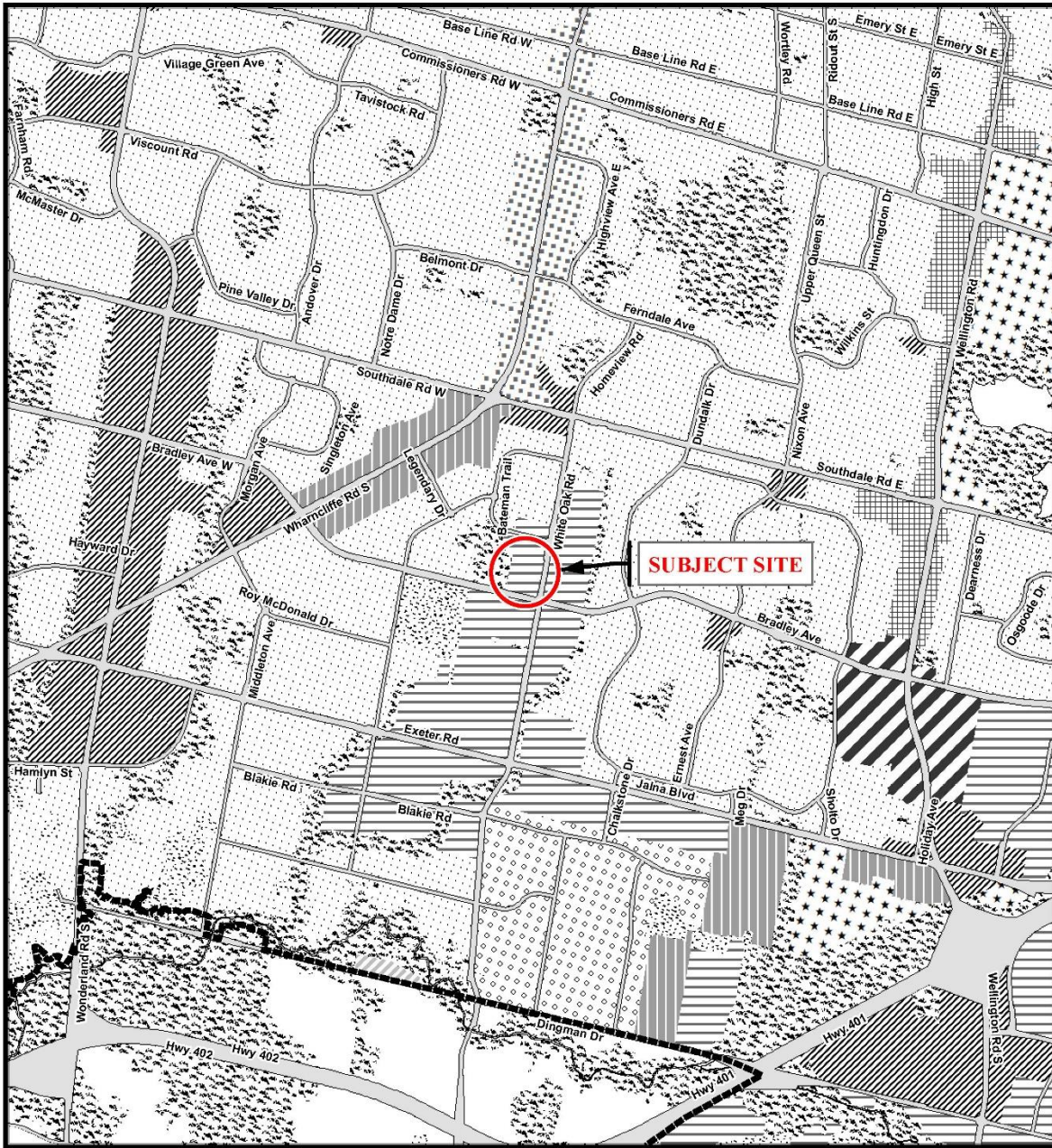
2023/9/18

RC

1:3,000

0 15 30 60 90 120

Meters



Legend

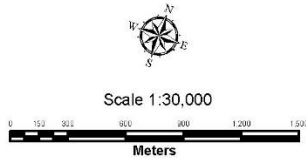
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | 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: Z-9645
Planner: BH
Technician: RC
Date: 2023/9/18

Appendix D – Internal and Agency Comments

Heritage

- Just reviewing the submission materials for this one and see a Stage 1-2 Archaeological Assessment has been submitted. It looks like the Ministry's acceptance letter has not yet been submitted so we cannot clear the property of archaeological potential yet. I recommend that the h-18 holding provision be applied until the Archaeological Assessment has been accepted.

Ecology

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Engineering

Matters for OPA/ZBA:

Wastewater:

- It will be imperative that any developments on these lands stay within the allotted population (404p) and peak flow amount (4.54L/s) as outlined in MTEs proposal. There are known basement flooding issues downstream of the site along Jalna Blvd. Holding provision to limit sanitary flows from this development to 4.5l/s

Items to be addressed as a part of a complete site plan application:

Stormwater:

- The site is located within the UTRCA regulated area and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements, including, but not limited to, approvals, permits, or setbacks required for this site.
- As per attached as-constructed 17380, the site at C=0.70 is tributary to the existing STMH10 mm storm sewer on 3355 White Oak Road. For proposed development in exceedance of the approved C-value of the downstream SWM Facility design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of commercial will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- The owner shall be required to comply with the MECP and City's applicable Acts, Regulations, Standards, Specifications and Requirements including Drainage By-Law and acts (WM-4), to ensure that the post-development storm/drainage discharges from the subject lands will not cause any adverse effects to adjacent lands, all to the specifications of the City Engineer.
- Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the applicable Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that

grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.

- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

UTRCA

As indicated, the subject lands **are** regulated by the UTRCA due to the presence of a riverine flooding hazard associated with the UT-DC-266 Drain. Generally, the UTRCA requires hazard lands to be zoned *Open Space OS4* to ensure the long-term protection of these features and provide for clear limits of development associated with the zone boundaries. As the watercourse is located on the adjacent lands owned by the City, where there is an existing Stormwater Management (SWM) Pond zoned Urban Reserve UR4, the UTRCA will not require the subject lands to implement an OS4 zone at this time. Should a future rezoning occur on the City-owned lands to implement an Open Space zone, the UTRCA recommends that a house-keeping amendment be undertaken on the subject lands to implement the agreed-upon setback from the watercourse.

As a result, the UTRCA has **no objections** to the proposed Zoning By-law Amendment.

We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Urban Design

The proposed development is consistent with The London Plan and the Southwest Area Secondary Plan (SWASP). Urban Design is generally supportive of the proposal and has the following comments:

Relocate the warehouse on lot B closer to the intersection of White Oak Road and the future Bradley Avenue Extension and move the driveway to the north of lot B

- **Consider providing a shared driveway in the centre to access both lots A & B** for making efficient use of the site and have minimum impacts on the adjacent properties to the north. Refer to The London Plan, Policy 1124_1, 253

Matters for Zoning

1. The following zoning provisions for setbacks along the boundaries of the subject site should be provided:
 - A minimum and maximum front yard (East) and exterior side yard (South) setback from the ultimate Right-of-Way of White Oak Road and the future Bradley Avenue Extension
 - A minimum setback should encourage street-orientation while avoiding encroachment of footings and canopies. Refer to The London Plan, Policy 259, 286, 288
 - A maximum setback should ensure that the buildings are located close to the streets and restrict parking between the buildings and the public streets. Refer to The London Plan, Policy 269, 272, 288
 - Rear yard (West) setback

- Zoning should ensure an adequate setback and buffer between the proposed development and the green space is maintained. Refer to The London Plan, Policy 253
 - Interior side yard (North) setback
 - Zoning should address a minimum setback between the driveway and the property line to the north to avoid any negative impacts on the adjacent properties. Refer to The London Plan, Policy 253
- 2. Development along Civic Boulevard and Urban Thoroughfare should incorporate a high standard of urban design. Refer to the London Plan, 371_4,5.
 - Orient the building towards White Oak Road and the future Bradley Avenue Extension with active uses, transparent glazing, principal entrances with direct walkway connection to the public sidewalks along the streets and any avoid blank walls facing the streets to promote accessibility, walkability, wayfinding, and passive surveillance. Refer to The London Plan, Policy 285, 286, 291, 288
- 3. Zoning should address the corner at the intersection of White Oak Road and the future Bradley Avenue Extension
 - Ensure that both the façades fronting White Oak Road and the future Bradley Avenue Extension are treated with the same level of articulation in terms of principal building entrances, wrap-around features, windows/glazing etc. to establish the same relationship with the streets and allow for passive surveillance. Refer to The London Plan, Policy 290, 228

Matters for Site Plan

1. Extend the sidewalks to connect the public sidewalk along White Oak Road.
2. The provision for bicycle parking on lots, A & B is acknowledged and should be carried forward.
3. Infrastructure and utilities (e.g., Switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units and other above-ground or building mounted mechanical equipment) should be located away from the street frontages, building entrances and Bradley Avenue and White Oak Road intersection. Refer to The London Plan, Policy 231 & 232
 - Any service equipment on the building terrace should be well-screened and integrated with the design of the building
4. Further, policies of the Southwest Area Secondary Plan (SWASP) are to be incorporated within the site layout and building design. These include the provision of green technologies [SWAP 20.5.3.2(ii)(d)], minimum parking facilities [SWAP 20.5.3.9(iii)(j)]. Refer to The London Plan, Policy 1126 & 282
5. Submit a full set of dimensioned elevations for all sides of the proposed buildings. Further urban design comments may follow upon receipt of the drawings.

Please note that UDPRP consultation will **not** be required for this application.

Parks Planning

1. **Major Issues**
 - None.
2. **Matters for OPA/ZBA**
 - None. Industrial use, parkland dedication waived.

Landscape Architecture

1. **Major Issues**
 - No potential grounds for refusal, or issues that could require significant changes to the proposal.
2. **Matters for OPA/ZBA**

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

3. Matters for Site Plan

- If required for implementation of development design, consent to remove or injure City of London trees growing in the White Oak Rd boulevard will be required at Site Plan.

4. Complete Application Requirements

- No additional reports and studies required.

Site Plan

- I don't have any significant site plan comments on this file as there isn't a development proposed at this time, but the concept plan provided appears to demonstrate that the lands can be developed within the parameters of the proposed zone.
- I would recommend including holding provisions for a noise study (h-54) and D6 analysis (h-212) though, that way we can require it from a future developer to ensure that there isn't going to be a substantial impact on the nearby residential uses depending on the industrial use proposed at that time.

London Hydro

- 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.