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Z-8769
B. Turcotte/M. Tomazincic

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: TARA FORRISTAL 4380 CASTLETON ROAD PUBLIC PARTICIPATION MEETING ON OCTOBER 10, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Tara Forristal relating to the property located at 4380 Castleton Road, the the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2017, to amend Zoning By-law Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Light Industrial (LI1) Zone **TO** a Light Industrial/Light Industrial Special Provision (LI1/LI6(*)) Zone.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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None.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

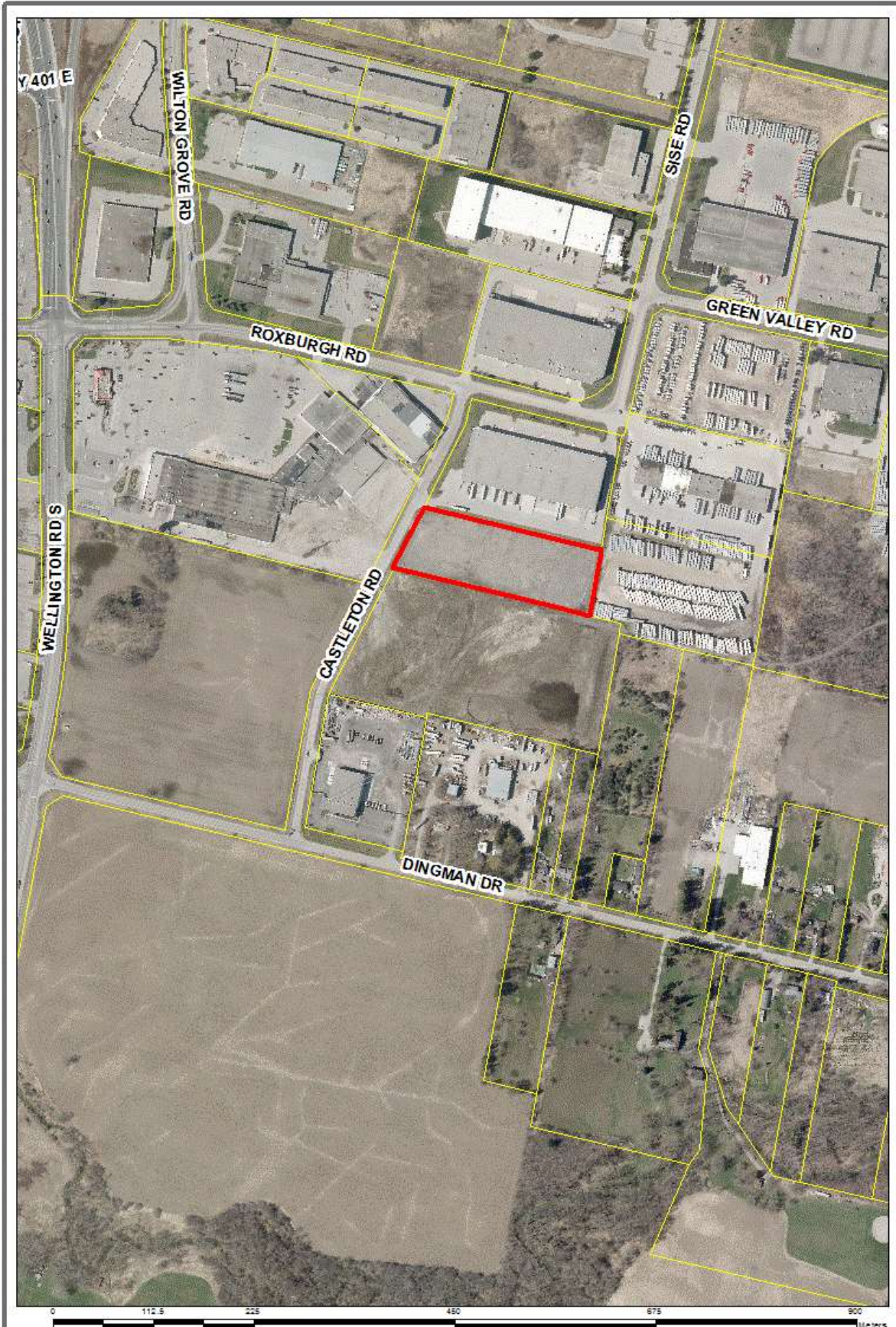
The purpose and effect of the requested Zoning By-law amendment is to permit the development of a transport terminal.

RATIONALE

1. The recommended action is consistent with, and will serve to implement, the policies of the *Provincial Policy Statement, 2014*, particularly those policies pertaining to facilitating a mix of uses, accommodating freight supportive land uses, and expanding the range of employment opportunities;
2. The recommended Zoning By-law amendment to add an expanded range of industrial and complimentary land uses is consistent with the policies of the Light Industrial designation of the City of London Official Plan;
3. The recommended Zoning By-law amendment to establish site-specific zone regulations to the Light Industrial (LI6) Zone is consistent with the "Function and Purpose" and "Built Form and Intensity" policies of the Brockley Industrial Neighbourhood designation of the Southwest Area Secondary Plan;
4. The recommended Zoning By-law amendment is also consistent with the policies of the Light Industrial Place Type of the London Plan.

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LOCATION MAP

Subject Site: 4300 Castleton Rd
 Applicant: Tara Forristal
 File Number : Z-8769

Planner : BT
 Created By : MB
 Date : 2017/07/17
 Scale : 1:5000

Legend

 Subject Site



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BACKGROUND

Date Application Accepted: June 6, 2017	Agent: Kirkness Consulting Inc.
<p>REQUESTED ACTION: The purpose and effect of the requested Zoning By-law amendment is to permit the development of a transport terminal. Change Zoning By-law Z.-1 from a Light Industrial (LI1) Zone which permits such uses as, but not limited to: manufacturing and assembly industries; warehouse establishments; and, wholesale establishments to a Light Industrial/Light Industrial Special Provision (LI1/LI6(*)) Zone to permit, in addition to the range of light industrial uses permitted in the Light Industrial (LI1) Zone, all of the uses permitted in the Light Industrial (LI6) Zone including, but not limited to: building or contracting establishments; storage depots; terminal centres; transport terminals; and, service and repair establishments. The requested Special Provision “(*)” to provide for the transport terminal would also provide for: an interior (north) side yard setback for any paved area of 15 metres; an interior (south) side yard setback for any paved area of 3 metres; a rear yard setback for any paved area of 3 metres; and, a front yard setback for any paved area of 15 metres.</p>	

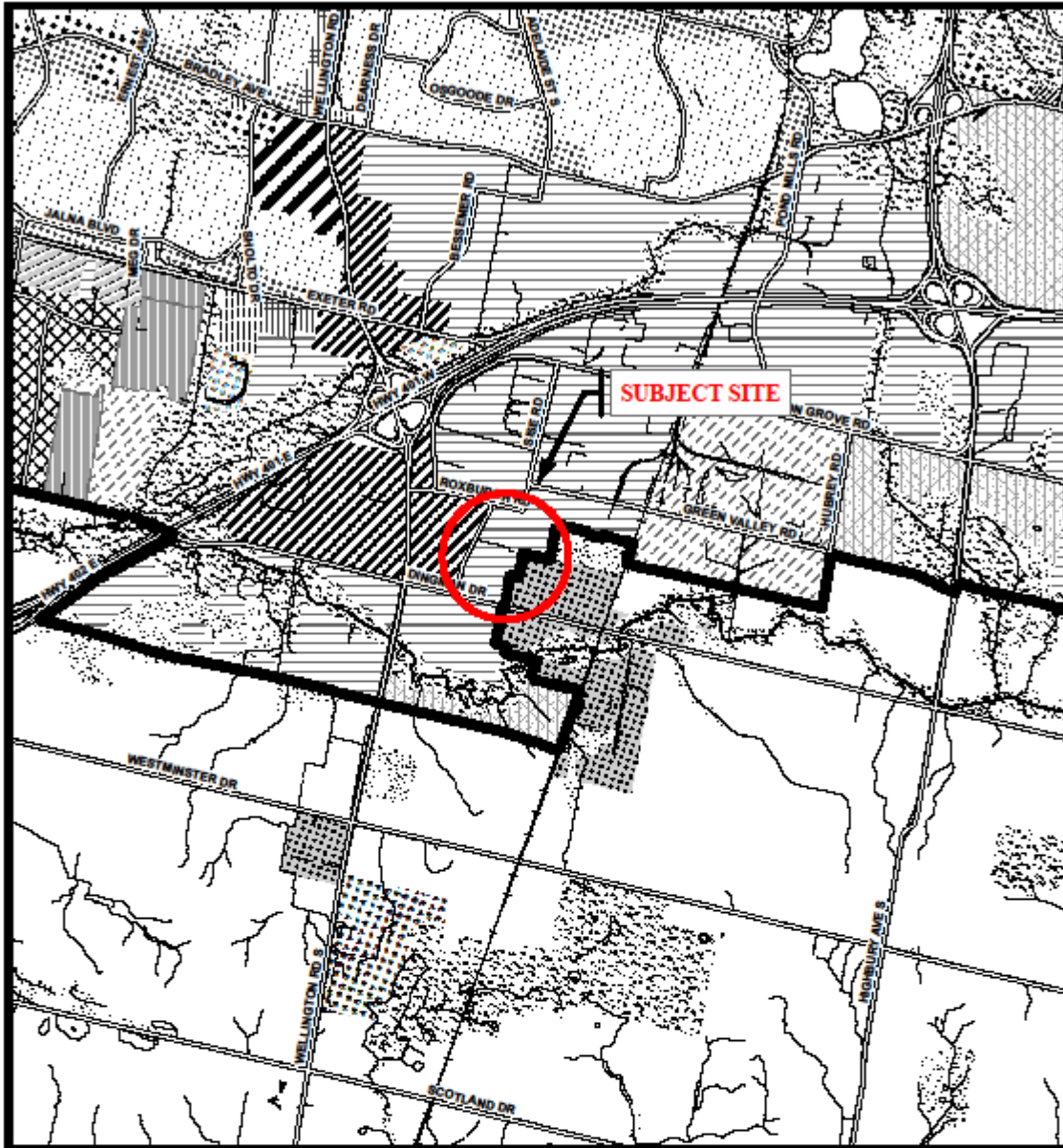
SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – vacant site • Frontage – 77 metre (252 feet) • Depth – 219 metres (718 feet) • Area – 1.62 hectares (3 acres) • Shape - Rectangular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - personal service, commercial/retail and automotive uses • South - vacant land • East - transport terminal • West - commercial (Superstore Mall) and recreational (Velodrome)

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)		
<ul style="list-style-type: none"> • Light Industrial 		
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)		
<ul style="list-style-type: none"> • Light Industrial 		
INTENSIFICATION:		
<table style="width: 100%;"> <tr> <td style="width: 50%;">• n/a</td> <td style="width: 50%;">• n/a</td> </tr> </table>	• n/a	• n/a
• n/a	• n/a	
EXISTING ZONING: (refer to Zoning Map)		
<ul style="list-style-type: none"> • LI1 		

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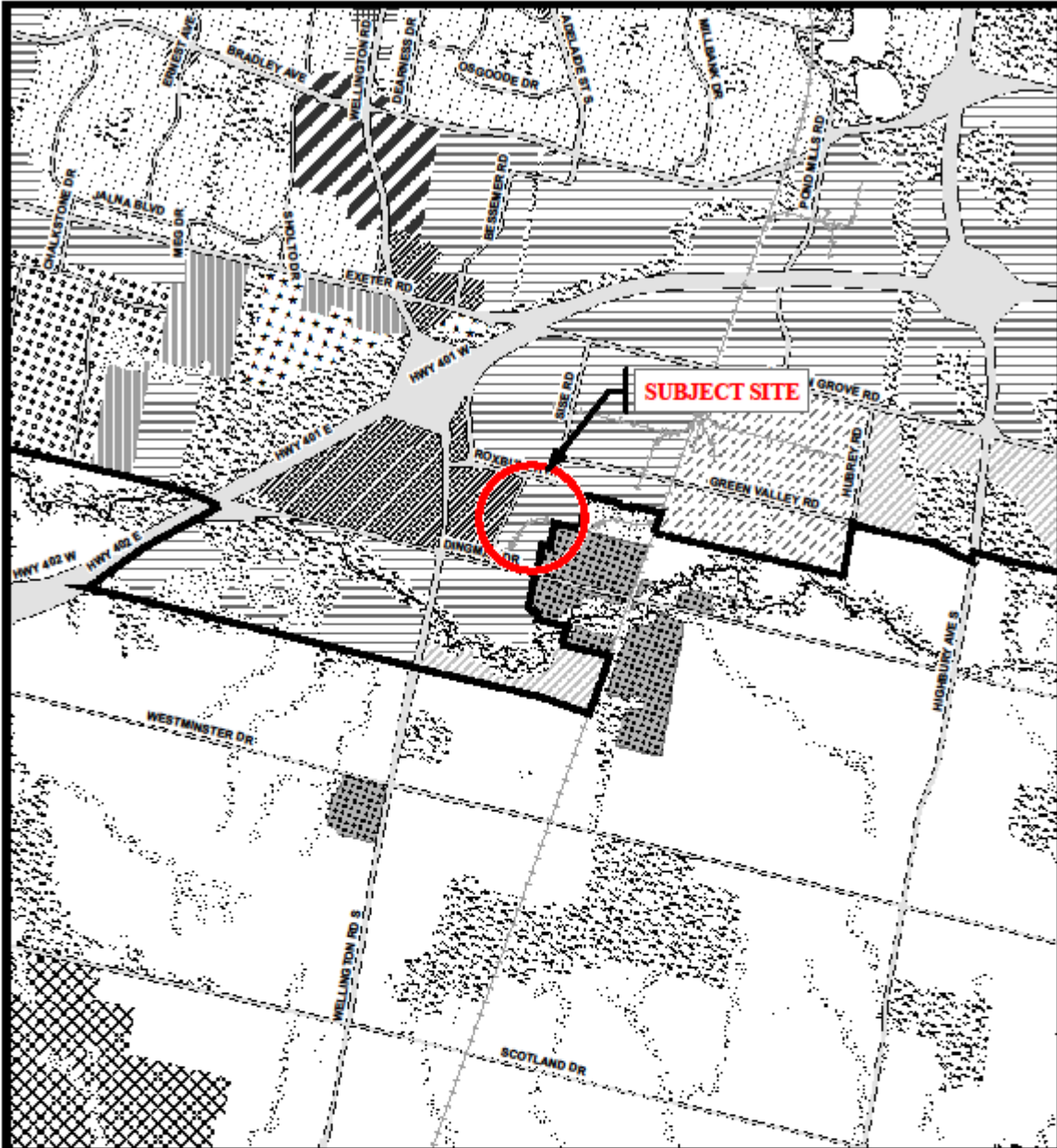


Legend		
<p> Downtown</p> <p> Wonderland Road Community Enterprise Corridor</p> <p> Enclosed Regional Commercial Node</p> <p> New Format Regional Commercial Node</p> <p> Community Commercial Node</p> <p> Neighbourhood Commercial Node</p> <p> Main Street Commercial Corridor</p> <p> Auto-Oriented Commercial Corridor</p> <p> Multi-Family, High Density Residential</p>	<p> Multi-Family, Medium Density Residential</p> <p> Low Density Residential</p> <p> Office Area</p> <p> Office/Residential</p> <p> Regional Facility</p> <p> Community Facility</p> <p> Open Space</p> <p> Urban Reserve - Community Growth</p> <p> Urban Reserve - Industrial Growth</p>	<p> Office Business Park</p> <p> General Industrial</p> <p> Light Industrial</p> <p> Commercial Industrial</p> <p> Transitional Industrial</p> <p> Rural Settlement</p> <p> Environmental Review</p> <p> Agriculture</p> <p> Urban Growth Boundary</p>
<p style="text-align: center;">CITY OF LONDON Department of Planning and Development</p> <p style="text-align: center;">OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p style="font-size: small;">PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8769</p> <p>PLANNER: BT</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/07/17</p>

PROJECT LOCATION: c:\planning\projects\p_official\plan\work\consolid\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

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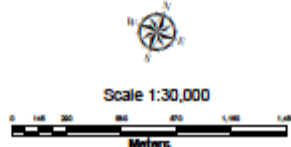
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | 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 the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services
LONDON PLAN MAP 1
- PLACE TYPES -

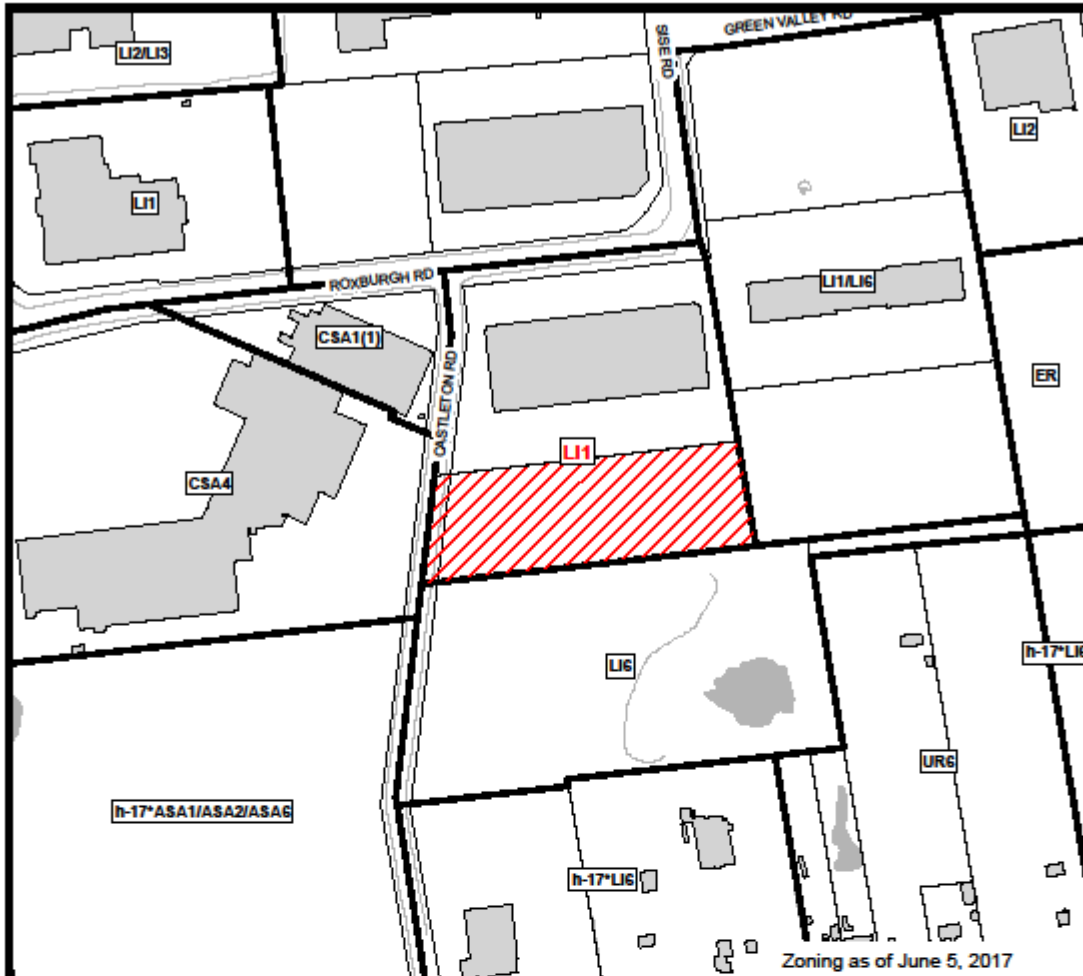
PREPARED BY: Planning Services



File Number: Z-8769
Planner: BT
Technician: MB
Date: July 17, 2017

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: L11

1) LEGEND FOR ZONING BY-LAW Z-1

- 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
- R3C - 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

- 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, ENVIRONMENTAL AND ENGINEERING 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-8769 **BT**

MAP PREPARED:
2017/07/17 **MB**

1:4,000
0 20 40 80 120 160
Meters

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PLANNING HISTORY

The subject site is currently vacant but have been used in the past for “spillover parking” for the former Ice House.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

French School Board:

“No comment.”

Upper Thames River Conservation Authority (UTRCA):

“No objections to this application.”

WADE:

“No Objection.”

Transportation:

“The property is located within the MTO control zone, MTO permits may be required. The construction of a left turn lane on Castleton Road is required. Access details and design will be discussed in greater detail through the site plan process.”

Stormwater Engineering Division:

“The Stormwater Engineering staff have the following comments to the above-noted consent application:

- The subject lands are located in the Dingman Creek Subwatershed. The Owner shall be required to apply proper SWM practices to ensure that the storm discharges from the subject site under the post- development conditions will not exceed the peak discharge of storm run-off under pre-development conditions.
- The owner’s Professional Engineer shall address minor, major flows, SWM measures (quantity, quality and erosion control), and identify outlet systems (major and minor) in accordance with City of London Design Permanent Private Stormwater Systems and MOE’s requirements, all to the satisfaction of the City Engineer.
- The Owner is required to provide a lot grading and drainage plan that includes, but it is not limited to, minor, major storm/drainage flows that are generally contained within the subject site boundaries and safely conveys all minor and major flows up to the 250 year storm event that is stamped by a Professional Engineer, all to the satisfaction of the City Engineer.
- The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP’s) within this development application and all to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and all to the satisfaction of the City Engineer.
- The owner shall be required to comply with the City’s Drainage By-Laws (WM-4) and acts, 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 satisfaction of the City Engineer.

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- *The owner is required to have a consulting Professional Engineer design and install an Oil/Grit separator to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer.*
- *As-constructed information for the Cousins Drain Extension (Plan 14293) indicated that the proposed severed parcel is tributary to the storm sewer system on Roxburgh Road (County Road No. 55). However, only the west portion of the severed parcel is tributary to this storm system, and therefore rationale, drainage strategy and design in this regard should also be included in the servicing report.*
- *The consent B.037/11 was granted to severed the north part of the land (Part 2 in the 33R-18075) with provision for servicing easements over Part 1 and Part 7. The report is to identified/confirm any changes to the existing easement schedule in order to service the severed parcel as part of B.003/16 and the retained parcel in future development, all in accordance with existing instruments No. ER491989, ER491990, ER491993, and ER921481.*
- *The Owner is to update existing as constructed information accordingly.*
- *The Stormwater Engineering Division staff offer the following SWM issues/requirements to be considered by the applicant when preparing the storm servicing strategy for this land. These comments are subject to change as needed, pending further review:*
- *The Owner shall submit a storm/drainage servicing report prepared by a Professional Engineer, licensed in the Province of Ontario, for the subject site. The report is to be in accordance with City of London and MOECC standards and guidelines, all to the satisfaction of the City Engineer. The report shall take into account any drawings, reports, and previously prepared development agreements.*
- *The subject lands are located in the Dingman Creek Subwatershed. The Owner shall be required to comply with the SWM criteria and environmental targets identified in the updated Dingman Creek Subwatershed Study that may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.*
- *According to the 2002 Murray Marr Municipal Class EA Schedule B, the subject lands are tributary to the future Murray Marr SWM facility 4. The construction target for this facility has not yet been established and therefore only until this facility is constructed and operational, the subject lands will have a valid municipal storm outlet.*
- *According to the attached as-constructed 14291, only portion of the site is tributary to the Cousin drain extension (the storm sewer along Roxburgh Road). The addition of surface area and changes in the amount impervious area required to accommodate the proposed development will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate the capacity of the 600mm storm sewer on Roxburgh Road and downstream system is not exceeded and that on-site controls will be design to the satisfaction of the City Engineer.*
- *Connecting the site to a private storm sewer system may trigger the need for a private MOECC ECA. Also, the Owner may need to shall enter into a joint use and maintenance agreement of the storm sewer registered on title of the subject lands.*
- *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 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.*
- *The Owner's Professional Engineering shall design Private Permanent Systems (PPS) for this site as per City of London Design Standards and Requirements. The PPS shall meet the criteria detailed in the applicable report or study for the site.*

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- Due to the amount of paved surface area (parking spots) the owner shall be required to have a consulting Professional Engineer address water quality to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MOECC standards and requirements, all to the specification and satisfaction of the City Engineer. These measures shall be identified in the Storm/Drainage Servicing Report.

Please note that as-constructed 14291 has not been attached.

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval".

PUBLIC LIAISON:	On July 6, 2017, Notice of Application was sent to 13 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on July 6, 2017. A "Possible Land Use Change" sign was also posted on the site.	0 replies were received.
Nature of Liaison: The purpose and effect of the requested Zoning By-law amendment is to permit the development of a transport terminal.		
Change Zoning By-law Z.-1 from a Light Industrial (LI1) Zone which permits such uses as, but not limited to: manufacturing and assembly industries; warehouse establishments; and, wholesale establishments to a Light Industrial/Light Industrial Special Provision (LI1/LI6(*)) Zone to permit, in addition to the range of light industrial uses permitted in the Light Industrial (LI1) Zone, all of the uses permitted in the Light Industrial (LI6) Zone including, but not limited to: building or contracting establishments; storage depots; terminal centres; transport terminals; and, service and repair establishments. The requested Special Provision "(*)" to provide for the transport terminal would also provide for: an interior (north) side yard setback for any paved area of 15 metres; an interior (south) side yard setback for any paved area of 3 metres; a rear yard setback for any paved area of 3 metres; and, a front yard setback for any paved area of 15 metres.		
Responses: 0 responses were received.		

ANALYSIS

Surrounding Context

The subject site is located on the east side of Castleton Road, between Roxburgh Road to the north and Dingman Drive to the south in proximity to the Wellington Road and Highway 401 interchange.

Castleton Road is classified as a secondary collector, which facilitates connectivity between local and arterial streets, and provides access to individual properties in the area, carrying an average of 500 vehicles per day.

The subject site is located within a cluster of properties accommodating light industrial uses, many of which either possess the LI6 zone requested through this application and/or accommodate the Transport Terminal use being sought by way of this application (see Figure 1). This cluster of light industrial uses is located between commercial uses fronting Wellington Street to the west and the Brockley Rural Settlement area to the east.

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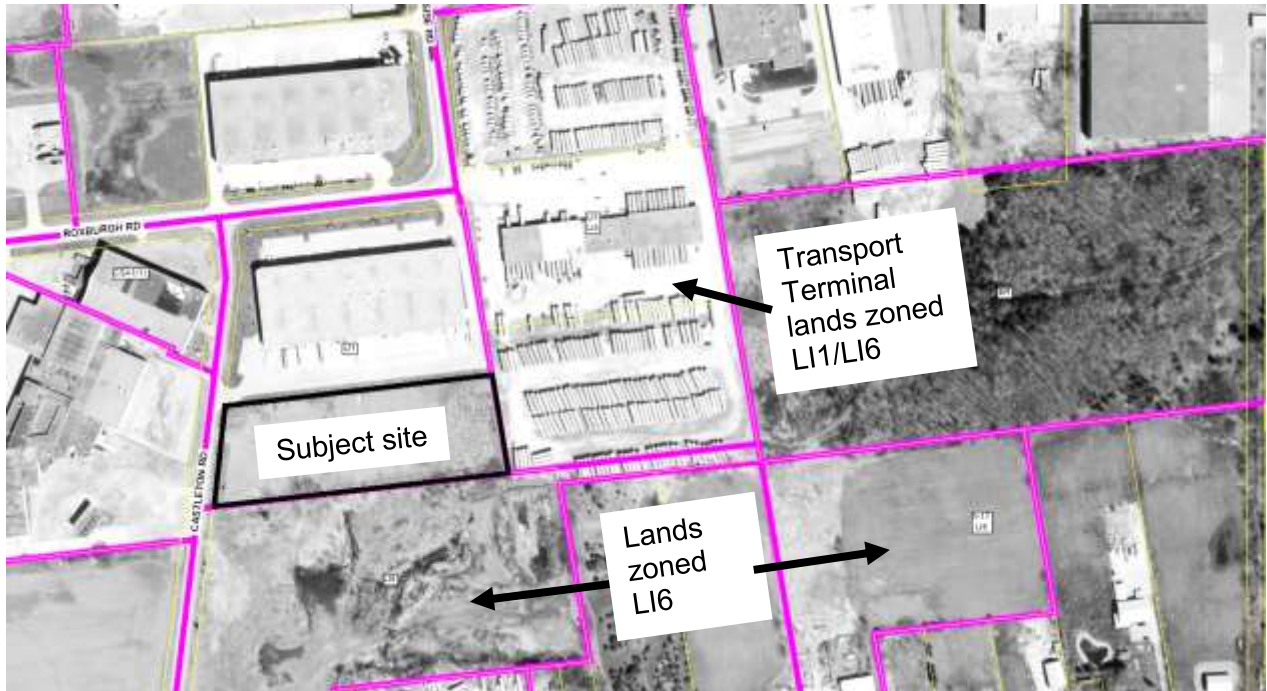


Figure 1 – Aerial photo of subject site and surrounding context. The subject site is currently zoned LI1 and the requested amendment is to add the LI6 zone variation to accommodate a Transport Terminal

Nature of the Application

The requested Zoning By-law amendment is to permit the development of a Transport Terminal on the subject site. To facilitate the proposed development, the applicant has requested a change to the Zoning By-law from the current Light Industrial (LI1) Zone to a compound Light Industrial Special Provision (LI1/LI6(*)) Zone. In granting the LI6 zone, the subject site would also avail of the LI2 zone, which is “nested” within the list of permitted uses in the LI6 zone variation. These additional uses would include: Dry cleaning and laundry plants; Food, tobacco and beverage processing industries (excluding meat packaging); Leather and fur processing (excluding tanning); Repair and rental establishments; Service and repair establishments; Service trades; Textile processing industries; Building or contracting establishments; Storage depots; Terminal centres; and, Transport terminals. The special provision has been requested by the applicant to provide for increased setbacks from the property lines to accommodate landscaped strips around the perimeter of the site.

The applicants are owners of a trucking company and have requested a change of use to accommodate a Transport Terminal to serve highway carriers operating within southwestern Ontario and provide a place where trailers may be stored. There are no buildings proposed to be constructed although the area would be paved with asphalt and concrete dolly pads will be provided for the trailers. The site is intended to be gated and lit to provide a measure of security.

Provincial Policy Statement 2014:

The Provincial Policy Statement, 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides direction to this matter. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the Provincial Policy Statement.

The policies of the PPS promotes healthy, liveable, and safe communities by accommodating an appropriate range and mix of uses to meet long term needs including employment lands such as industrial and commercial (1.1.1.b)). The requested amendment seeks to add a modest range of light industrial uses to the subject site. The range of uses sought are identical to those permitted on abutting lands which have achieved a measure of compatibility in the area.

The PPS requires that settlement areas be the focus of growth and development and that their vitality and regeneration is promoted (1.1.3). Building on this policy, the PPS states that land use

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patterns within settlement areas shall be based on densities and a mix of land uses which, among other considerations, efficiently use land and resources and are “freight-supportive” (1.1.3.2.(a).6). The subject site is located within the City’s Urban Growth Boundary (i.e. settlement area) and the recommended amendment to add a limited range of light industrial uses will have the effect of adding to the mix of uses in the area. The recommended amendment will also facilitate the development of a Transport Terminal to support the movement of goods in conformity with the definition of a “freight-supportive” use promoted by the policies of the PPS.

Policy 1.3 of the PPS requires Municipal Council to promote economic development and competitiveness by providing for opportunities for a diversified economic base by 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. As previously mentioned, the recommended amendment to expand the range of light industrial uses will have the effect of providing for greater opportunities for a diversified industrial base and expand the number of sites available for employment uses in conformity with the policies of the PPS.

Official Plan

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The subject site is designated Light Industrial in the City’s Official Plan. The Plan states that one of the objectives of the Light Industrial designation is to provide for the development and use of industrial lands for a range of activities which are likely to have a minimal impact on surrounding uses (7.1.3). As previously mentioned, the recommended amendment to add the LI6 zone variation is consistent with the zoning of abutting lands which have achieved a measure of compatibility in this area. The proposed Transport Terminal use, where trailers will be stored, is not anticipated to cause additional negative impacts beyond those that can currently be generated through existing land use permissions. The expanded use of these industrial lands in a manner that is compatible with the surrounding area implements this objective of the Official Plan.

The Official Plan identifies examples of main permitted uses in the Light Industrial designation. These include 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 (7.3.1). An additional range of permitted uses is also identified by policy and these include: warehouse and wholesale outlets; service trades; and contractor's shops that do not involve open storage.

The recommended amendment will add a list of industrial uses, that are similar to those described in the Official Plan, to the existing range of uses permitted on the subject site. These include: Dry cleaning and laundry plants; Food, tobacco and beverage processing industries (excluding meat packaging); Leather and fur processing (excluding tanning); Repair and rental establishments; Service and repair establishments; Service trades; Textile processing industries; Building or contracting establishments; Storage depots; Terminal centres; Transport terminals.

Although, the policy which limits the amount of outdoor storage may appear to be in conflict with the requested Transport Terminal use proposed through this amendment, the Zoning definition of “Outdoor Storage” specifically excludes a Transport Terminal.

The recommended amendment facilitates the development and use of industrial lands for a range of activities which are likely to have a minimal impact on surrounding uses, is consistent with the range of uses permitted by the Official Plan, and permits a range of uses that already exist in the area, and is therefore consistent with the policies of the Official Plan.

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Southwest Area Secondary Plan

The purpose of the Secondary Plan is to establish a vision, principles and policies for the development of the Southwest Planning Area. The Secondary Plan provides a greater level of detail than the general policies in the City Official Plan and serves as a basis for the review of planning applications which will be used in conjunction with other policies of the Official Plan. The goals objectives, policies and schedules of the City’s Official Plan shall apply to all lands within the study area, except instances where more detailed or alternative direction is provided in the Secondary Plan.

The Secondary Plan identifies the area as the Brockley Industrial Neighbourhood. Similar to the objectives of the Official Plan, the objectives of the Brockley Industrial Neighbourhood is to promote opportunities for a limited range of compatible industrial land uses that capitalize on the importance of the proximity of Highway 401 (20.5.14.i). In order to minimize the impacts of industrial development on the adjacent Rural Settlement Neighbourhood, the Brockley Industrial Neighbourhood will accommodate a reduced range of light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods (20.5.14.i). The recommended amendment to expand the range of light industrial uses, consistent with other lands in the area, conforms to the policies of the Secondary Plan. And the recommendation to accommodate a Transport Terminal on the subject site is consistent with the objectives which focus on facilitating logistics type of industrial uses.

Similar to the uses permitted in the Light Industrial policies, permitted uses in the Secondary Plan include light industrial uses that are located within enclosed buildings, require no outdoor storage and are unlikely to cause adverse effects (20.5.14.1.i). The specific range of permitted uses identified in the Secondary Plan include a mix of uses that are currently permitted on site through the LI1 zone variation as well as the LI6 zone variation that is being requested through this application. And, as previously mentioned, the prohibition on outdoor storage does not apply to the use of a Transport Terminal given that the use is exempted within the Zoning definition of “Outdoor Storage”.

Consistent with the objectives of the Secondary Plan, which includes a focus on logistics type of industrial uses that involve the movement and transfer of goods, the recommended amendment will facilitate the development of a Transport Terminal and allow a range of industrial uses that implement the uses contemplated by policy.

Zoning By-law

The LI Zone provides for and regulates a range of industrial and associated secondary uses. In addition to the uses permitted in the LI1 Zone variation, an expanded range of industrial and complementary uses may be permitted, at appropriate locations, through other zone variations.

As previously mentioned, the requested amendment seeks to add the LI6 zone variation to the existing LI1 zone. Special provisions are being requested to regulate setback depths between the paved parking area of the proposed use and the abutting property lines. Since Zoning By-law regulations typically measure setback depth from the *building* to the property line, in this case where a new building is not being proposed, special zoning regulations are recommended to facilitate the creation of a perimeter landscaped strip.

The Table 9.4 of the Site Plan By-law provides direction for the widths of landscape strips. The Table states that the minimum width of a landscaped strip is 3.0 metres where it fronts onto a public street and a minimum width of 1.5 metres where it does not front onto a public street. In this case, the applicant has requested a minimum width of 15 metres along the west property boundary where it fronts onto a public street, 3.0 metres on the south and east interior property boundaries, and 15 metres on the north interior property boundary.

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Figure 2 – Aerial photo illustrating distance between subject site and the nearest Brockley Rural Settlement Area property

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The intent of this higher standard of regulations is to implement the policies of the Secondary Plan to provide for landscaping elements and enhanced plantings. The policies require that greater side yard and rear yard setbacks for new development within this area shall be specified in the Zoning By-law, and both landscaping and fencing shall be required (20.5.14.1.(ii)(f)). Furthermore, the policies require that enhanced plantings be provided within 40 metres of the Brockley Rural Settlement Boundary, located to the east of the subject site (20.5.14.1.(ii)(d)) (see Figure 2). The subject site is located approximately 38.5 metres from the nearest Brockley Rural Settlement Area property, and the additional interior yard setback will allow the recommended zone to implement the policies of the Secondary Plan.

The London Plan:

The subject site is identified as a Light Industrial Place Type. The London Plan facilitates a “...range of opportunities for manufacturing, processing, assembly, logistics, construction, research, and a multitude of other industrial activities...” (1105) through the Industrial Place Type.

The subject site is located in proximity to the Highway 401 corridor where The London Plan envisions that properties within the Light Industrial Places Types will benefit from “...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...” (1107).

One of the way in which The London Plan intends to to achieve the vision for Light Industrial Place Types is to “*Capitalize upon our proximity to the 401 and 402 highway corridors by providing opportunities for highway frontage and sites that are highly accessible to these highways*” (1113_8). The proposed Transport Terminal use has been selected for the subject site specifically for its proximity and easy access to the Highway 401 corridor.

Rather than provide a detailed list of the permitted uses in the Light Industrial Place Type policies, The London Plan describes the types of uses that may be appropriate. These policies allow, “*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*”. The uses recommended through the requested LI6 zone regulation are not anticipated to impose impacts on the surrounding light industrial uses, many of which are currently zoned to permit the same range of LI6 uses.

CONCLUSION

The application seeks to rezone the subject site by adding the LI6 zone variation to facilitate the development of a Transport Terminal. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2014*, particularly those policies pertaining to facilitating a mix of uses, accommodating freight supportive land uses, and expanding the range of employment opportunities. The recommended amendment to add an expanded range of industrial and complimentary land uses is consistent with the policies of the Light Industrial designation of the City of London Official Plan. The recommended amendment to establish site-specific zone regulations to the Light Industrial (LI6) Zone is consistent with the “Function and Purpose” and “Built Form and Intensity” policies of the Brockley Industrial Neighbourhood designation of the Southwest Area Secondary Plan. And the recommended Zoning By-law amendment is consistent with the policies of the Light Industrial Place Type of the London Plan.

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B. Turcotte/M. Tomazincic

PREPARED AND SUBMITTED BY:
MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER

August 12, 2017

MT/mt & BT/bt

Y:\Shared\implemen\DEVELOPMENT APPS\2017 Applications 8723 to\8769Z - 4380 Castleton Rd (BT)\PEC report for 4380
Castleton Road

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B. Turcotte/M. Tomazincic

Bibliography of Information and Materials
Z-8769

Request for Approval:

City of London Zoning Amendment Application Form completed by Tara Forrestal., February 2, 2017

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Southwest Area Secondary Plan*, April 29, 2014, as amended

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

City of London. *The London Plan*, December 28, 2016, as amended.

Planning Justification Report, Kirkness Consulting, April 2017.

Planning Justification Report Addendum, Kirkness Consulting, May 2017.

Correspondence: (all located in City of London File No. Z-8769 unless otherwise stated)

Kirkness, Laverne. Kirkness Consulting. Email to B. Turcotte. May 2, 2017

Kirkness, Laverne. Kirkness Consulting. Email to B. Turcotte. June 6, 2017

Kirkness, Laverne. Kirkness Consulting. Email to B. Turcotte. June 28, 2017

Kirkness, Laverne. Kirkness Consulting. Email to M. Tomazincic. September 26, 2017

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B. Turcotte/M. Tomazincic

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17 _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 4380
Castleton Road.

WHEREAS Tara Forristal has applied to rezone an area of land located at 4380
Castleton Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning 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 4380 Castleton Road, as shown on the attached map comprising part of Key Map No. A112, from a Light Industrial (LI1) Zone to a Light Industrial/Light Industrial Special Provision (LI1/LI6(*)) Zone.
- 2) Section Number 40.4 f) of the Light Industrial (LI) Zone is amended by adding a new special provision:

LI6(*)	4380 Castleton Road	
a)	Regulation[s]	
	i) Yard Depth Between Paved Area and Front (West) Lot Line (Minimum)	15 metres (65.6 feet)
	ii) Yard Depth Between Paved Area and South And Rear (East) Lot Lines (Minimum)	3 metres (9.8 feet)
	iii) Yard Depth Between Paved Area and North Lot Line (Minimum)	15 metres (65.6 feet)

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, 2017.

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Matt Brown
Mayor

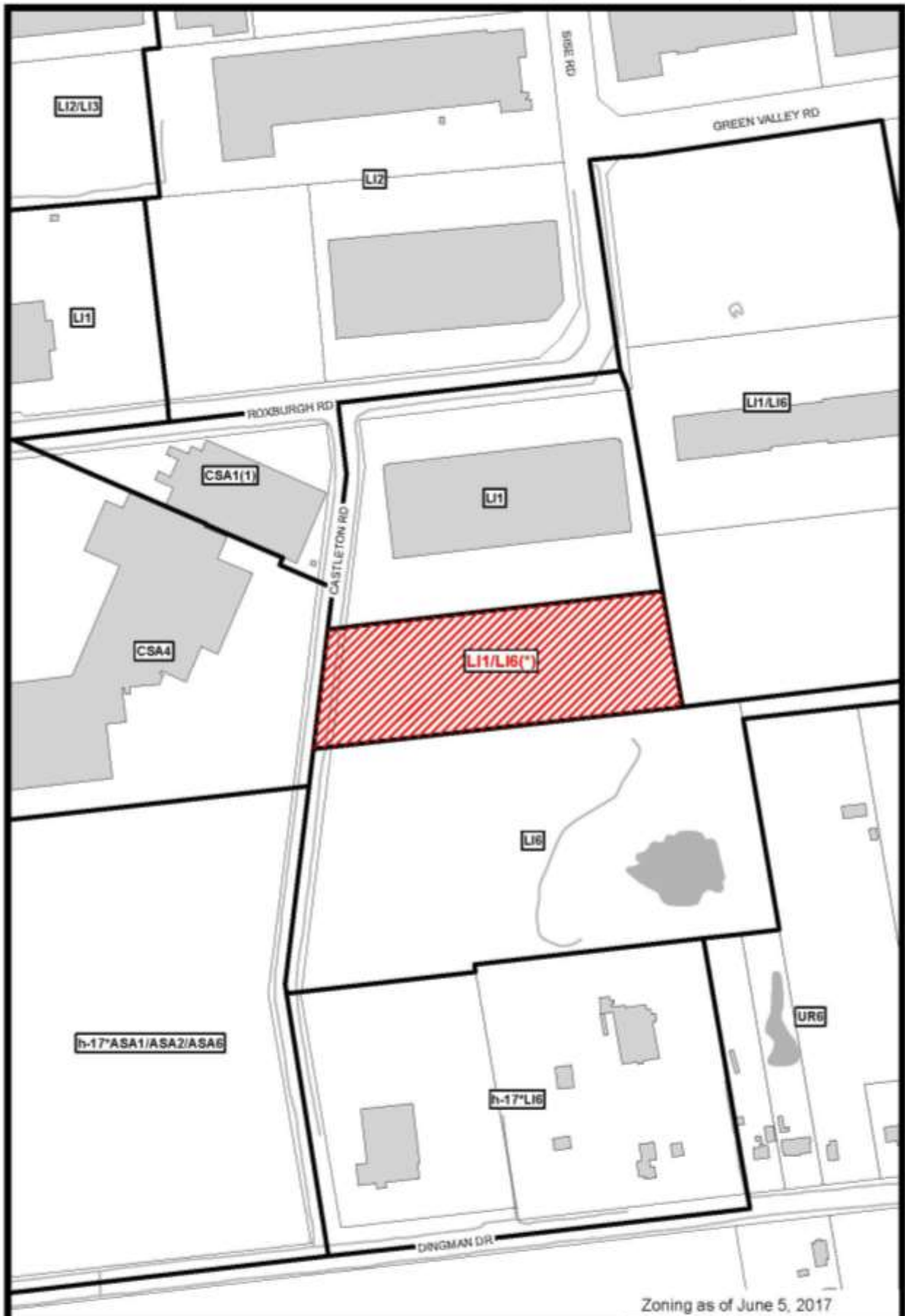
Catharine Saunders
City Clerk




First Reading – October 17, 2017
Second Reading – October 17, 2017
Third Reading – October 17, 2017

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Z-8769
B. Turcotte/M. Tomazincic

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



<p>File Number: Z-8769 Planner: BT Date Prepared: 2017/07/17 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p>0 15 30 60 90 120 Meters </p> <p></p>
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