

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development and Compliance Services
and Civic Building Official

Subject: The Corporation of the City of London, Fanshawe College,
Western University
2475, 2506, 2555 Bonder Road, 2535 Advanced Avenue, 2575
Boyd Court

Public Participation Meeting on: January 7, 2019

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application of The Corporation of the City of London, Fanshawe College, Western University relating to the properties located at 2475, 2506, 2555 Bonder Road, 2535 Advanced Avenue, 2575 Boyd Court, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting January 15, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Light Industrial Special Provision (LI2(16)) Zone, **TO** a Light Industrial Special Provision (LI2(_)) Zone;

Executive Summary

Summary of Request

The requested amendment would permit a maximum lot coverage of 60% on each of the subject sites.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to allow for a lot coverage of 60% while maintaining all special provisions are that currently permitted on the sites.

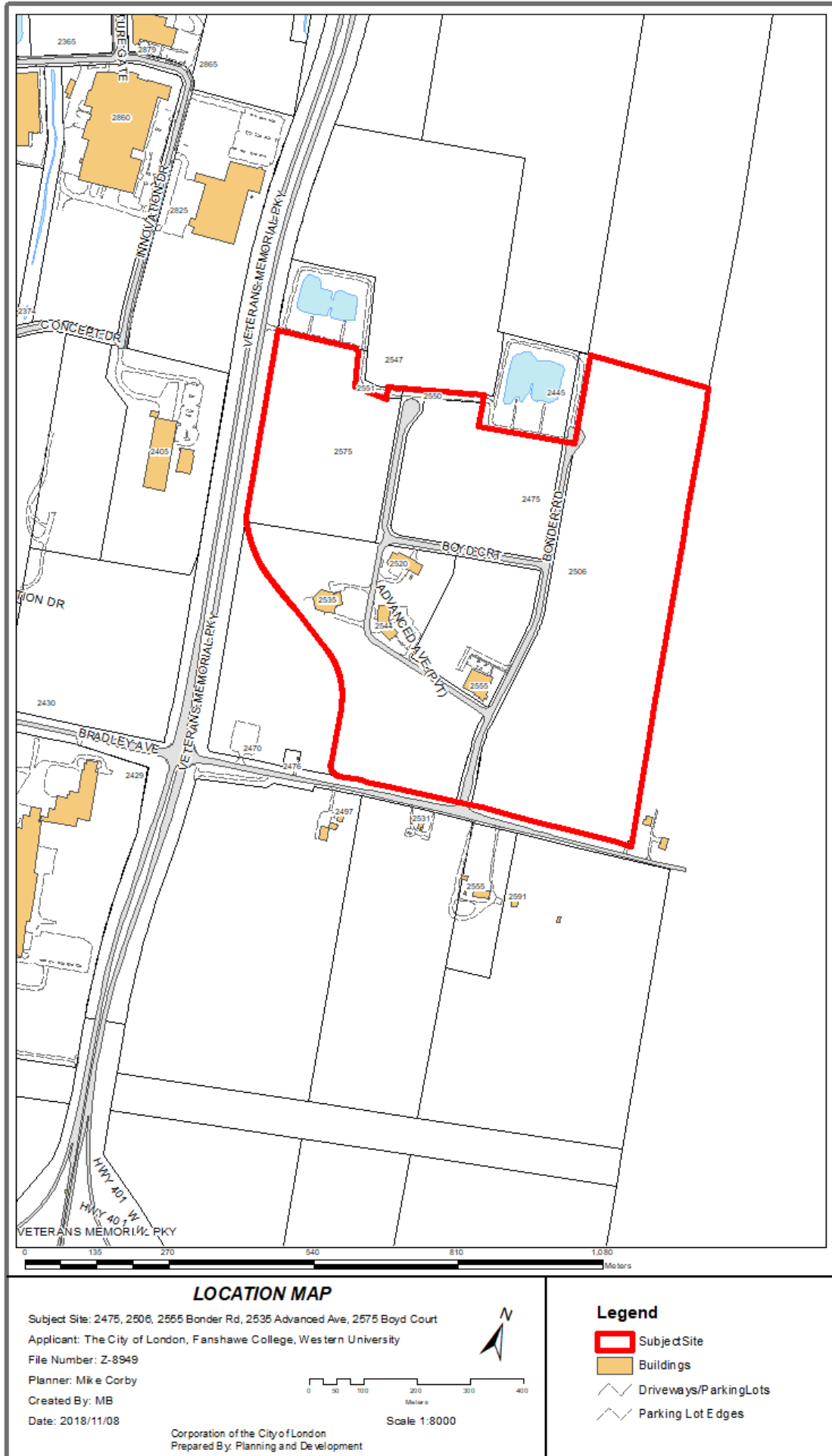
Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment conforms to the City of London Official Plan policies and Light Industrial Place Type policies of the London Plan.
3. The proposed amendment will allow for greater flexibility on the size and form of developments that are implemented on the subject sites.
4. The recommended Zoning will continue to result in compatible uses with a high standard of building and site design which support the development of an advanced manufacturing park, in accordance with the terms of the agreement reached by the City of London, the University of Western Ontario and Fanshawe College.

Analysis

1.0 Site at a Glance

1.1 Location Map



1.2 Property Description

The subject sites are located in the southeast corner of the City on the northeast intersection of Veterans Memorial Parkway and Bradley Ave in close proximity to the Highway 401 corridor. The properties are large blocks of land created through an industrial plan of subdivision with the intent that this area would result in a unique light industrial subdivision specific to advanced industrial manufacturing and education uses.

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

- The London Plan Place Type – Light Industrial
- Official Plan Designation – Light Industrial
- Existing Zoning – LI2(16) Zone

1.4 Surrounding Land Uses

- North – Woodlot/Undeveloped Light Industrial
- East – Agricultural (City Boundary)
- South – Light Industrial/Undeveloped Light Industrial
- West – Light Industrial

2.0 Description of Proposal

2.1 Development Proposal

No specific development is proposed as a result of the recommended amendment. The amendment is a change in the existing zoning regulations to allow for an increase in lot coverage from 40% to 60%.

3.0 Relevant Background

3.1 Planning History

The subject sites were initially created through Phase IV of the Innovation Park Plan of Subdivision. The Phase IV subdivision was the subject of a report to Board of Control on November 18, 2009, recommending that the City develop an advanced manufacturing industrial park under a Joint Venture Agreement with the University of Western Ontario (UWO) and Fanshawe College.

A report was presented to the Board of Control on March 3, 2010, recommending a number of actions to implement the joint venture agreement between the City, UWO and Fanshawe College for lands in the Phase IV subdivision. The relevant actions included a zoning change application be initiated by the City of London to restrict uses in Phase IV of Innovation Park with uses that are compatible with the definition of advanced manufacturing as set out in the Joint Venture Agreement and that site specific design guidelines be developed by the City of London along with its joint venturers, the University of Western Ontario and Fanshawe College, which reflect the needs of the joint ventures and private industry to allow flexibility in site development and provide for good urban design.

On March 8, 2010 Council provided a resolution to direct staff to initiate a Zoning By-law amendment application for the lands in Phase IV of the Innovation Park industrial subdivision to fulfill the direction provided. The Zoning amendment (Z-7779) was presented on June 21, 2010 to Planning Committee which provided for uses that are compatible with the definition of advanced manufacturing along with multiple regulations to ensure that a high standard of building and site design which support the development of an advanced manufacturing park, in accordance with the terms of the agreement reached by the City of London, the University of Western Ontario and Fanshawe College. The Staff recommendation was approved resulting in the existing zoning on the lands today.

Minor variance A.109 was recently approved on September 12, 2018 for the lands located at 2475 Bonder Road which saw an increase in lot coverage from 40% to 60%.

3.2 Requested Amendment

The requested amendment is for a Zoning By-law amendment to change in the existing

zoning regulations on the site to allow for an increase in lot coverage from 40% to 60%.

3.3 Community Engagement (see more detail in Appendix B)

Through the community engagement process no public concern was raised. City Staff and commenting agencies also expressed no concerns with the proposed regulation change.

3.4 Policy Context (see more detail in Appendix C)

The subject site is currently located in a Light Industrial designation and subject to the site specific urban design guidelines as outlined in the Joint Venture Agreement. The London Plan also identifies the subject site as a Light Industrial Place Type and is subject to Innovation Park Specific Policies.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development of healthy, liveable and safe communities. The PPS encourages cities to accommodate an appropriate range and mix of residential, employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. It directs cities to make sufficient land available to accommodate this range and mix of land uses to meet projected needs for a time horizon of up to 20 years. The PPS also directs planning authorities to promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (1.1.2, 1.3.1).

The long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7.1).

The London Plan

The subject site is located in a Light Industrial Place Type which permits 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 (1115_).

The Light Industrial Place Type may also contain Innovation Parks that focus on such things as light manufacturing, research and development, and the integration of knowledge based functions with industrial production. These Innovation Parks need to provide a context that is attractive to the knowledge-based workers that these businesses recruit, and also to provide an environment that can support and enhance the image of the businesses that locate within them (1111_).

The subject lands are subject to the Innovation Parks Specific Policies which help ensure that developments achieve a high level of design and landscaping. The lands are located in the Airport Road South Innovation Park.

It is expected that these lands will develop as a high-quality, well-designed prestige innovation park, including an appropriate mix of light industrial, research and development, and high-tech uses. The park will have a high standard of building and site design that is sensitive to the natural environment and promotes economic growth and energy efficiency for the city. The review of planning and development applications will have regard for the Airport Road South Business Park Urban Design Guidelines (1142_).

Areas adjacent to Highway 401 and Veterans Memorial Parkway (formerly Airport Road) have convenient access as well as a high degree of visibility from the major entryways to the City. These areas are intended for a high standard of light industrial development, and will be promoted and designed to also attract research and development and high-tech industries. This gateway corridor will develop in accordance

with subdivision and site design guidelines and function as a prestige business park (1143_).

Lands in the Light Industrial Place Type will also accommodate the traditional light manufacturing and warehousing types of uses; however, consideration will be given to how these uses can be clustered within the overall development scheme to ensure that they are functionally and visually compatible with the desired character of the innovation park and do not undermine the ability of this park to attract prestige industrial and technology-related uses over the long term. The park will be designed to offer a high level of amenity for employees, including comfortable walking environments for physical activity and for easy access to amenity areas incorporated into development of individual sites and the overall park (1144_).

The Official Plan (1989)

The lands are currently designated as Light Industrial which seeks 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. Light Industrial Objectives).

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 (7.3 Light Industrial).

4.0 Key Issues and Considerations

The requested amendment has resulted in no issues or concerns from the public, external agencies or internal departments.

4.1 Issue and Consideration # 1 – Lot Coverage

The proposed amendment is in keeping with the goals of the PPS 2014 as it helps ensure that sufficient land is available to accommodate an appropriate range and mix of land uses to meet projected needs of future industrial uses. It increases opportunities for a diversified economic base by contributing to the range and choice of suitable sites for employment uses and promotes opportunities for economic development and community investment-readiness.

The original regulations implemented on the property in 2010 were done in an effort to fulfill the requirements to the Joint Venture Agreement and achieve a high standard of design/landscaping and result in a form of development that achieves the desired research park/campus style development. The permitted uses are focused on advanced manufacturing and educational research to provide for the clustering of specialized uses and resulting business synergies that are not available in other industrial locations. Through a combination of zoning provisions, clear development parameters and enhanced site design guidelines a high level of landscaping and design is able to be achieved.

Since that time the economic demand on these industrial lands has changed requiring greater flexibility on the form of potential developments that can occur. In order to achieve this flexibility, but not disrupt the overall intention on how the subdivision should develop in the campus-like context with a high level of landscaping, the increase in lot coverage is not anticipated to compromise this intent given that the existing minimum landscaped open space regulations are not intended to change. The proposed amendment in combination with the existing provisions will allow the subject sites the ability to accommodate a wider range of forms and sizes of developments while not disrupting the goals of the Joint Venture Agreement.

The proposed 60% lot coverage is not considered a major increase in lot coverage for industrial uses. The standard Light Industrial zone currently allows for a total lot

coverage of 60% for all light industrial zone variations. The recommended special provision will maintain all the existing special provisions within the LI2(16) with the exception of the lot coverage requirement of 40%. The by-law will delete the special Lot Coverage regulation as the standard lot coverage of the LI2 zone is 60% so the base zone will implement the request.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The combination of maintaining all the existing zoning regulations, limiting uses which generally do not require a large footprint and the site specific design guidelines and direction provided through the Specific Policies for the Airport Road South Innovation Park within The London Plan, it is appropriate to allow for the lot coverage to revert back to the standard lot coverage for Light Industrial uses as the general intent of the industrial subdivision will still be achieved through the existing policy context and zoning regulations.

Prepared by:	Mike Corby, MCIP, RPP Current Planning
Reviewed by:	Michael Tomazincic, MCIP, RPP Manager, Current Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

December 14, 2018
MT/mt

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 2475,
2506, 2555 Bonder Road, 2535
Advanced Avenue, 2575 Boyd Court.

WHEREAS The Corporation of the City of London, Fanshawe College and Western University have applied to rezone an area of land located at 2475, 2506, 2555 Bonder Road, 2535 Advanced Avenue, 2575 Boyd Court, 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 2475, 2506, 2555 Bonder Road, 2535 Advanced Avenue, 2575 Boyd Court, as shown on the attached map comprising part of Key Map No. A.113, from a Light Industrial Special Provision (LI2(16)) Zone to a Light Industrial Special Provision (LI2(_)) Zone.
- 2) Section Number 40.4 of the Light Industrial (LI2) Zone is amended by adding the following Special Provision:
 -) LI2()
 - a) Permitted Uses
 - i) Advanced Manufacturing Industrial Uses
 - ii) Advanced Manufacturing Educational Uses
 - b) Prohibited Uses:
 - i) Any use not explicitly defined as permitted.
 - c) Regulations:
 - i) Lot Area (m²) Minimum: 2000 (21,528 sq.ft)
 - ii) Lot Frontage (m) Minimum: 30.0 (98.43 feet)
 - iii) Front and Exterior Side Yard Depth (m) Minimum: 6.0 metres (19.7 ft.) plus 1.0 metre (3.3 ft.) per 3.0 metres (9.8 ft.) of main building height or fraction thereof above the first 3.0 metres (9.8 ft.)
 - iv) Interior Side and Rear Yard Depth (m) Minimum: 1.2 metres (3.9 ft.) per 3.0 metres (9.8 ft.) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 ft.)
 - v) Landscaped Open Space (%) Minimum: 20.0

- vi) Height (m) Maximum: 15.0; the maximum height limitation does not apply to windmills or wind turbines accessory to a permitted use.
 - vii) Open Storage (%) Maximum: 5.0; all open storage areas shall be screened by fencing and/or landscaped berms.
- d) Regulations for properties adjacent to Veterans Memorial Parkway:
- i) No loading and open storage is permitted in the required rear yard. Where a loading space and/or open storage area is located in a yard adjacent to Veterans Memorial Parkway, lateral screening is required. Lateral screening shall be the full length of the loading space and open storage area and at least 3 metres in height above the finished grade to effectively conceal the view of these areas from Veterans Memorial Parkway. The lateral screening shall be compatible with the colour and materials of the main buildings.
 - ii) Landscaped Open Space – a minimum 5 metre wide landscape strip shall be located on the portions of any yard adjacent to the Veterans Memorial Parkway corridor.

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.

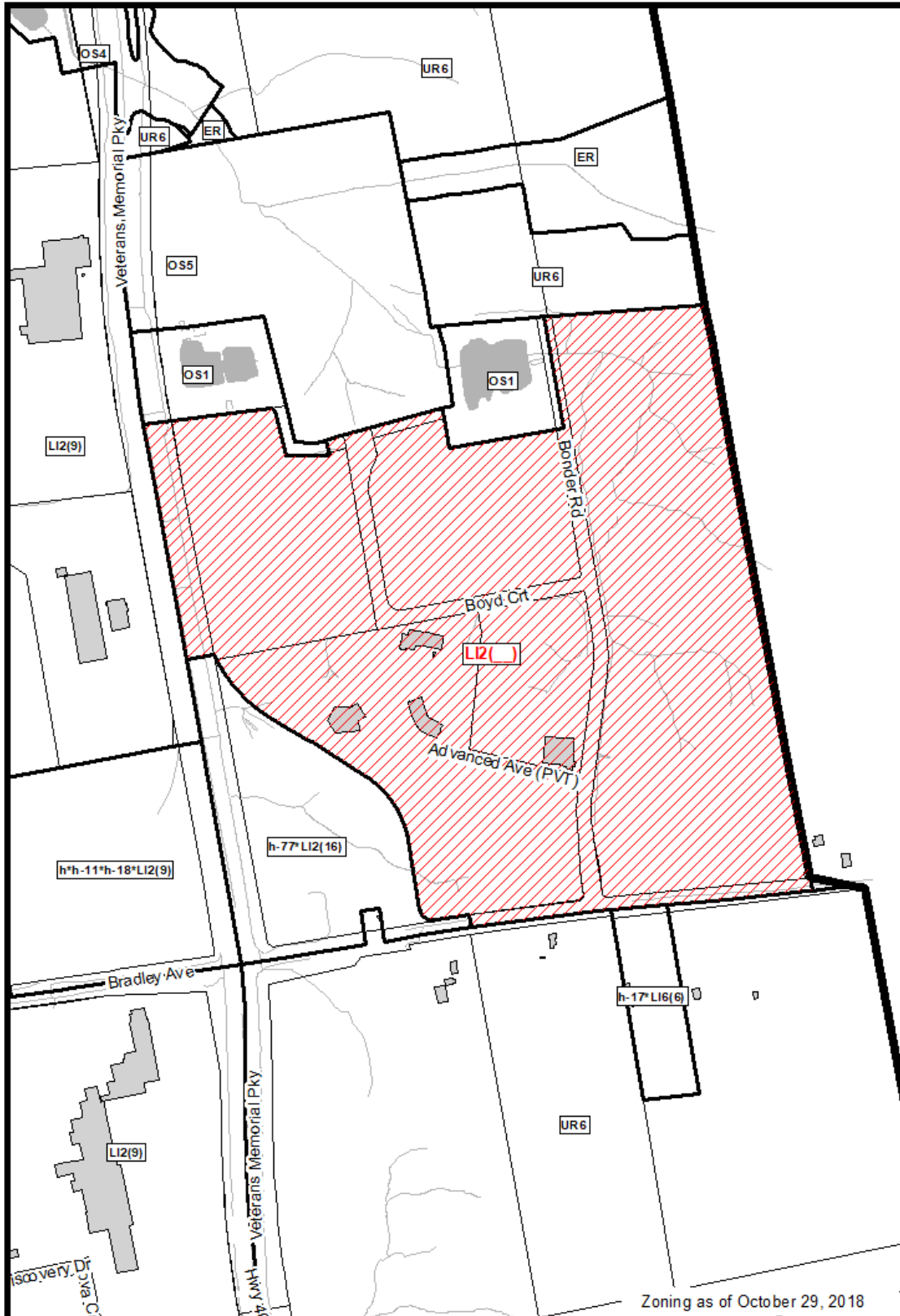
PASSED in Open Council on January 15, 2019.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – January 15, 2019
Second Reading – January 15, 2019
Third Reading – January 15, 2019

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



File Number: Z-8949
Planner: MC
Date Prepared: 2018/11/08
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:7,000

0 35 70 140 210 280
Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On August 29, 2018, Notice of Application was sent to 13 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 30, 2018. A “Planning Application” sign was also posted on the site.

No replies were received

Nature of Liaison: The purpose and effect of this zoning change is to allow for an increase in lot coverage from 40% to 60%.

Possible change to Zoning By-law Z.-1 FROM a Light Industrial Special Provision (LI2(16)) TO a Light Industrial Special Provision (LI2(_)) Zone.

Agency/Departmental Comments

UTRCA – September 7, 2018

As indicated, the subject lands are regulated and a Section 28 permit may be required. We recommend that the applicant to contact a UTRCA Lands Use Regulations Officer regarding the Section 28 permit requirements for the proposed development. Further, an EIS may be required for the northern portion of the lands and will be confirmed through Site Plan Consultation.

Development Services – October 1, 2018

Stormwater:

The following SWM issues/requirements shall be considered/addressed during the development application stage:

Specific comment for this site

- The site is divided into two different SWM minor catchment areas; the west portion of the site is tributary to the innovation SWM facility 4 (Airport Road 4) while the east portion of the site is tributary to the Innovation SWM facility 3 (Airport Road 3). The impact on these facilities and the associated storm sewers by the changes in lot coverage from 40% to 60% shall be quantified and mitigated by the use of appropriated on-site SWM control and/or LID solutions.
- The site is within the UTRCA Regulated Area and therefore approval/permits should be obtained.
- The subject lands has a “LI2” designation and therefore any proposed development design shall comply with the approved City Standard Design Requirements for Permanent Private Stormwater System (PPS), including LIDs.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- Water quality to the standards of the Ministry of the Environment, Conservation and Parks (MECP) should be addressed to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required inspection/sampling maintenance hole.

- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within South Thames Subwatershed

- The subject lands are located in the South Thames Subwatershed. The owner shall be required to provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the South Thames Subwatershed Study that may include but not be limited to, quantity/quality control, 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 and ensure that stormwater flows are self-contained on site and safely conveys 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 is to be prepared and is to be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. 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.

Please note that WADE Division comments will be forwarded once received.

Wastewater and Drainage Division – October 2, 2018

WADE does not have an objection to this change as long as the density of City Plan #22306 is not exceeded.

Presently the density is 100 persons per hectare.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

PPS 2014

1.1.1, 1.1.2, 1.3.1, 1.7.1

The London Plan

Light Industrial Place Type – 1115, 1111

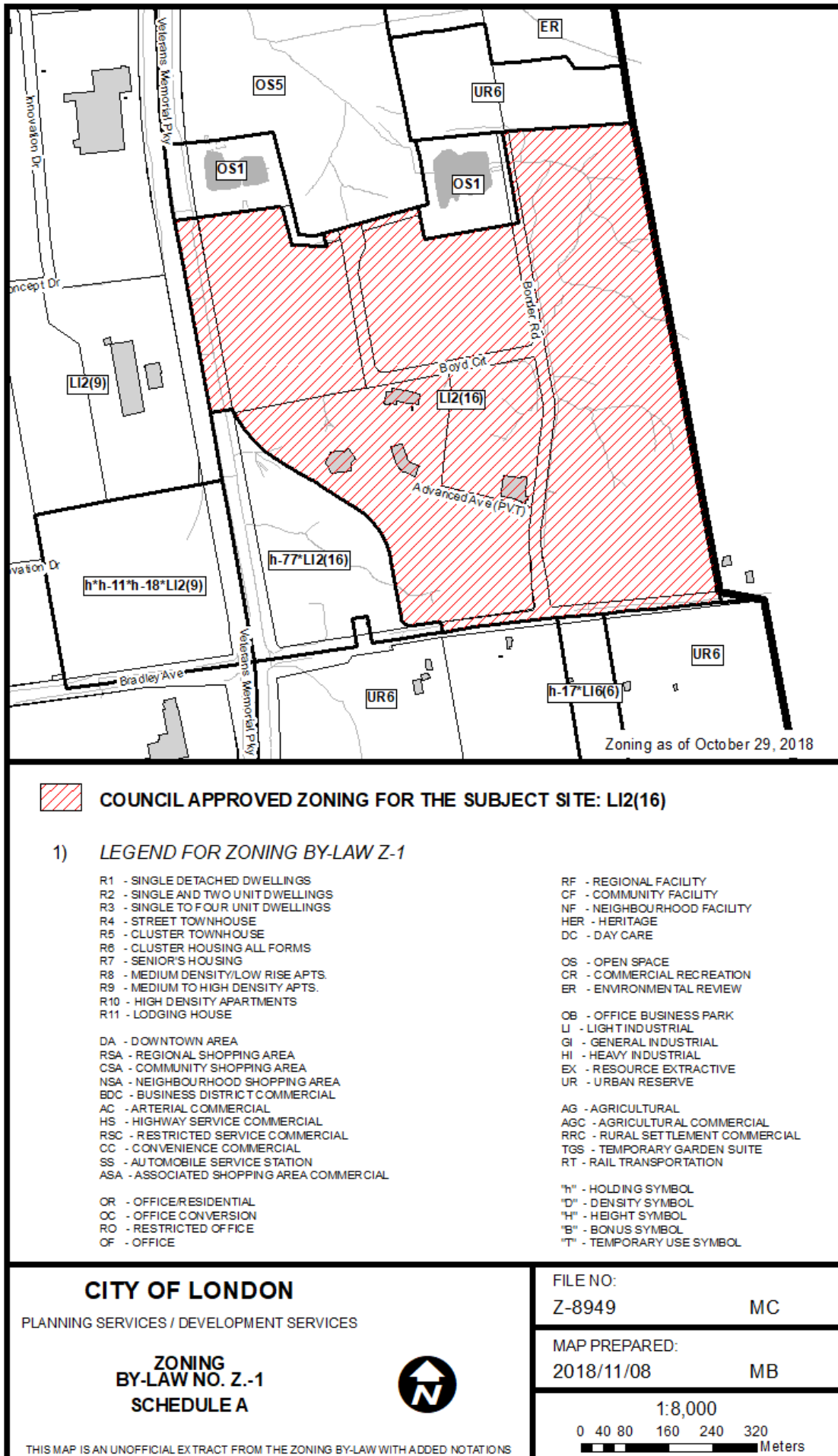
Light Industrial - Innovation Parks Specific Policies – 1142, 1143, 1144

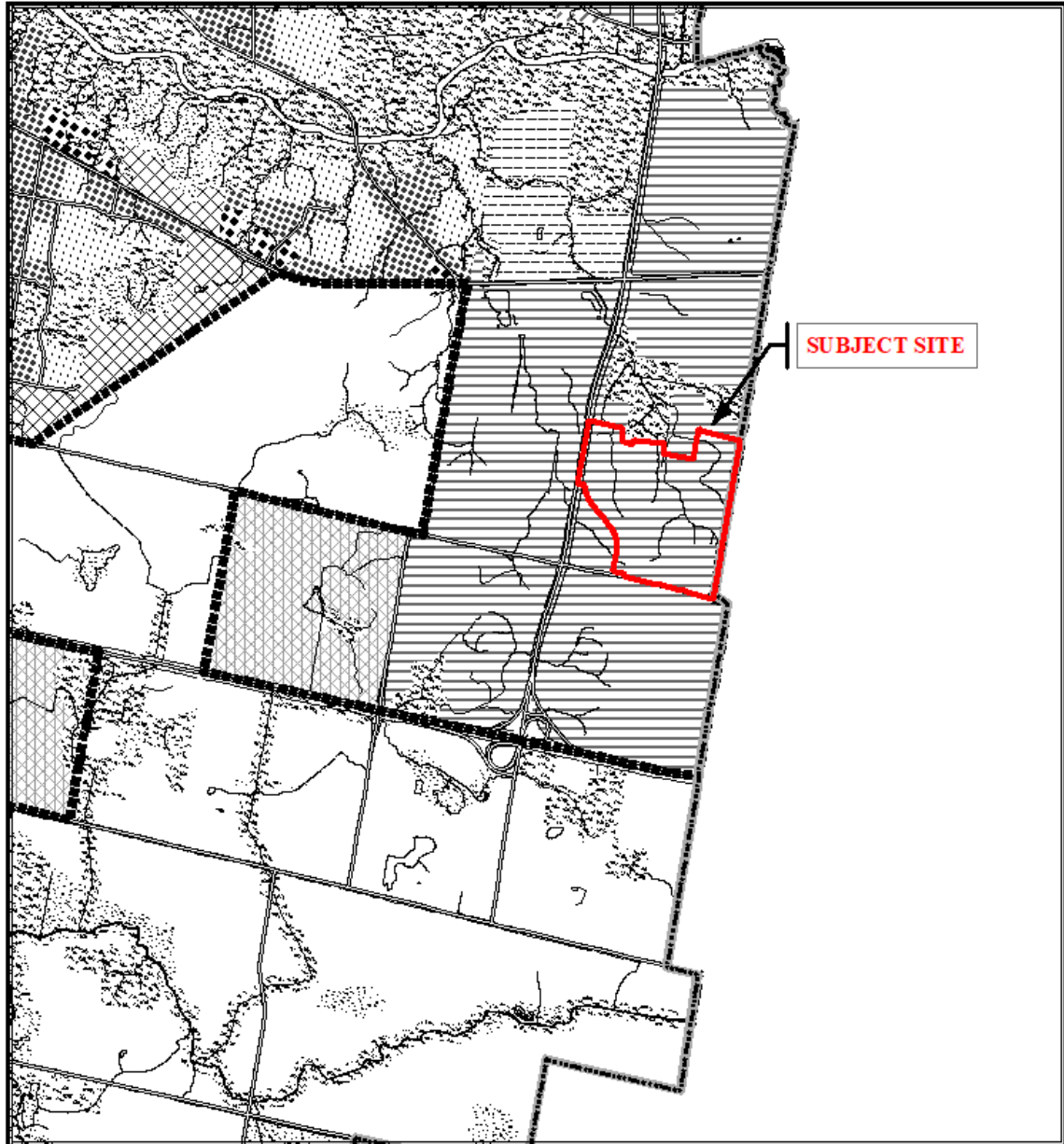
Official Plan

7.3 Light Industrial

Appendix D – Relevant Background

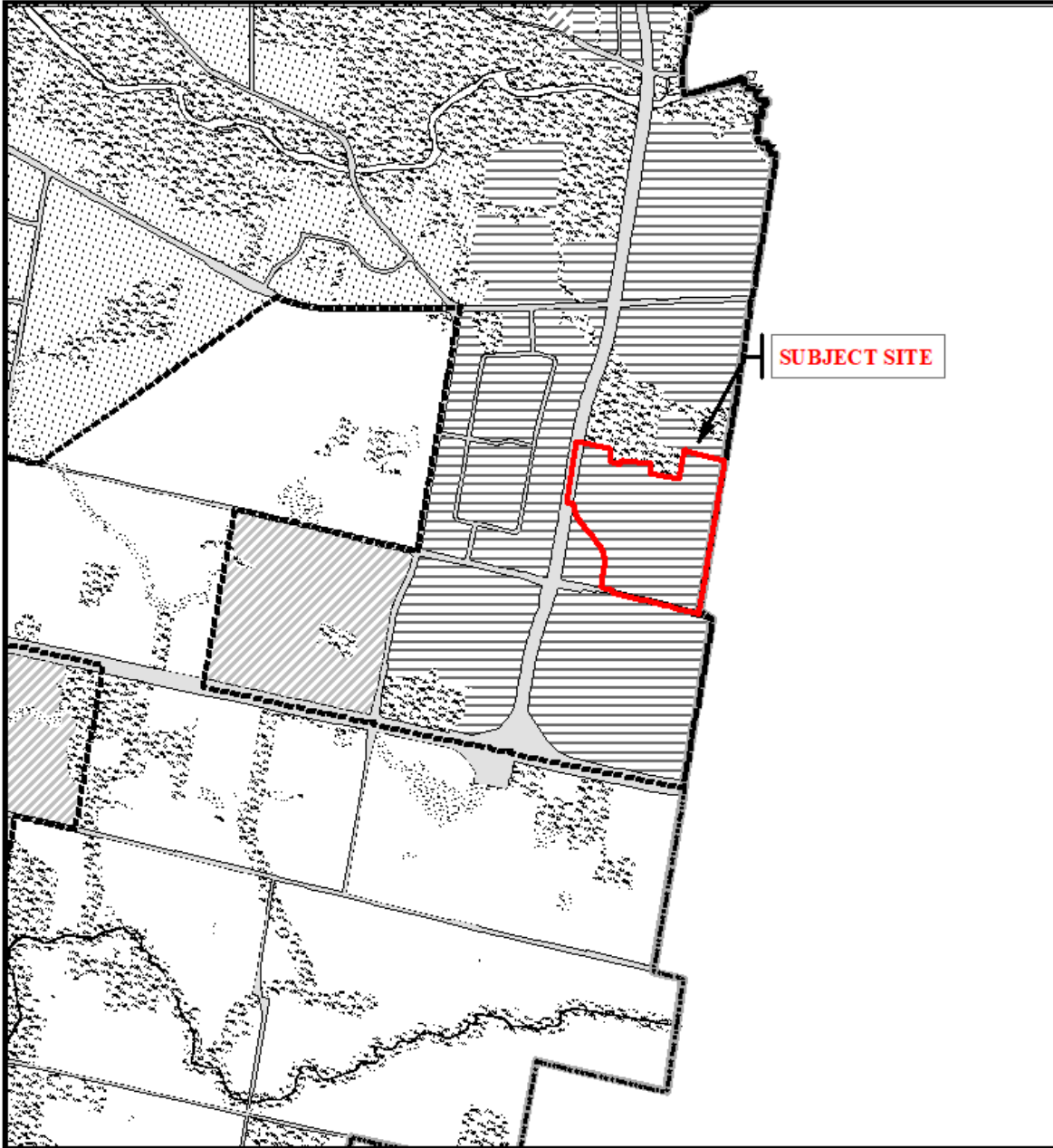
Additional Maps





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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: Z-8949 PLANNER: MC TECHNICIAN: MB DATE: 2018/11/08</p>
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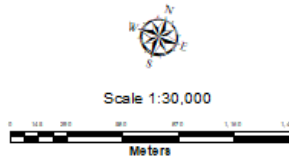
Legend

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

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

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 /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: Z-8949
Planner: MC
Technician: MB
Date: November 8, 2018