

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Almehdi Almontathar Union
79 Meg Drive

Public Participation Meeting on: August 12, 2019

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Almehdi Almontathar Union relating to a portion of the property located at 79 Meg Drive, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting August 27, 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 (LI6/LI7) Zone **TO** a Light Industrial Special Provision (LI3/LI6/LI7(15)) Zone.

Executive Summary

Summary of Request

The requested amendment will permit the use of the subject lands as a Place of Worship.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to facilitate a severance of the subject site and to permit the use of the subject lands as a Place of Worship to facilitate a future expansion of the existing Place of Worship at 85-91 Meg Drive.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2014;
2. The recommended amendment is in conformity with the policies of the Southwest Area Secondary Plan (SWAP);
3. The recommended amendment is in conformity with the in-force policies of The London Plan;
4. The recommended amendment is in conformity with the policies of the 1989 Official Plan.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject property is located on the west side of Meg Drive. On May 21, 2019, the City of London Consent Authority granted provisional consent of application B.011/19, subject to conditions which must be satisfied before any certificates of consent are issued. The effect of this consent was to sever 1,420 square metres of land from 79 Meg Drive to be conveyed to the property to the south, municipally addressed as 85-91 Meg Drive, for the purpose of facilitating a future expansion of the existing Place of Worship. The retained 507 square metres of land contains a small parking area and is to be merged with the property to the north, municipally addressed as 73 Meg Drive. The portion of the subject lands proposed to be rezoned and conveyed to 85-91 Meg Drive is currently undeveloped. Light industrial uses exist to the north and east of the

subject lands. A Future Community Growth area exists on the undeveloped portion of the lands to the west, which contain industrial uses along the Exeter Road frontage.



Figure 1: 79 Meg Drive (view from Meg Drive)



Figure 2: Existing Place of Worship at 85-91 Meg Drive (view from 79 Meg Drive)

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

- Official Plan Designation – Commercial Industrial
- Southwest Area Secondary Plan (SWAP) Designation – Commercial Industrial
- The London Plan Place Type – Commercial Industrial Place Type
- Existing Zoning – Light Industrial (LI6/LI7) Zone

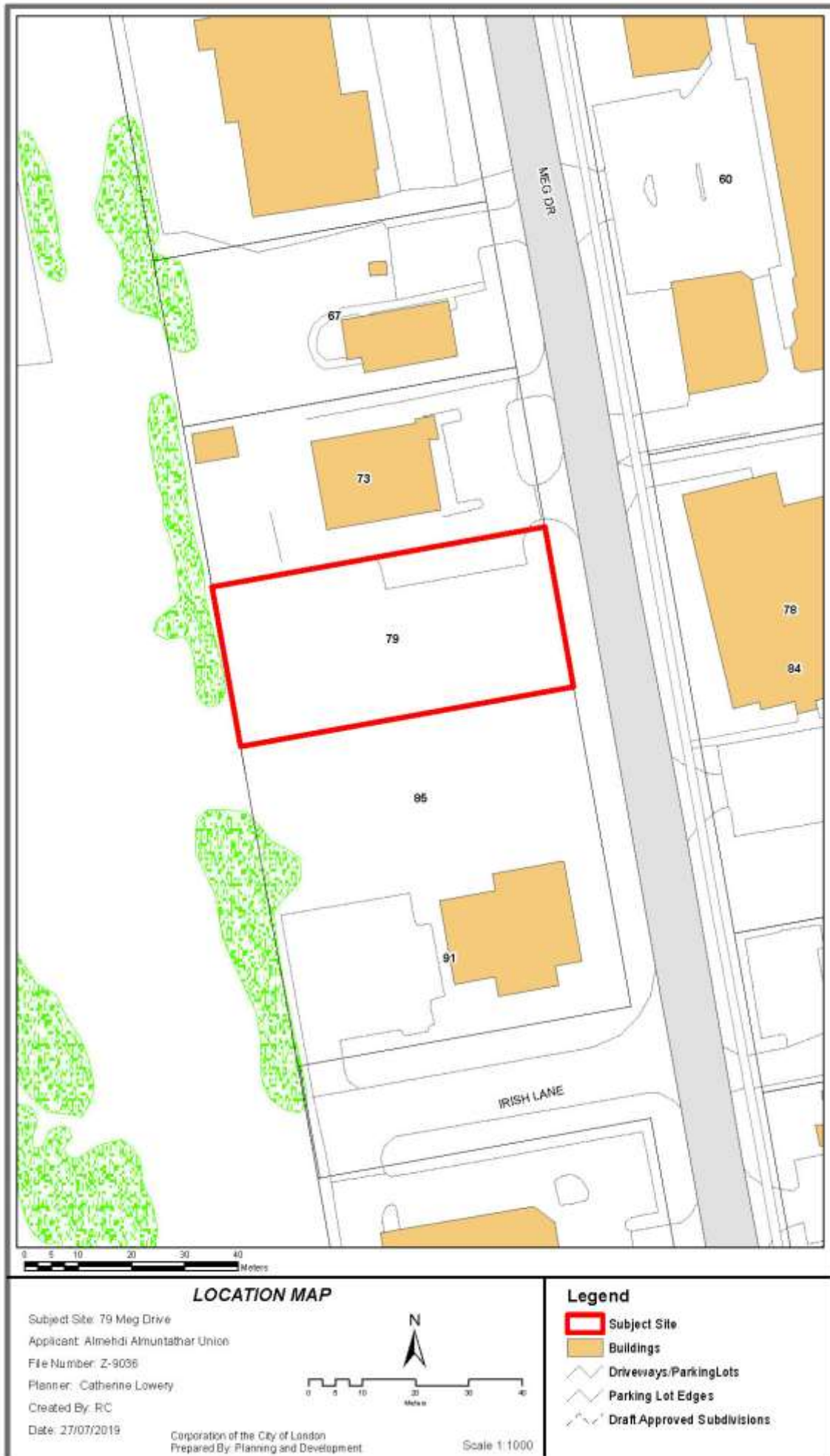
1.3 Site Characteristics

- Current Land Use – Undeveloped
- Frontage – 22.391 metres (73.46 feet))
- Depth – 63.4 metres (208 feet))
- Area – 1,419.6 square metres (15,280.4 square feet))
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Light Industrial
- East – Light Industrial
- South – Place of Worship
- West – Undeveloped/Industrial

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The applicant has requested to rezone a portion of the subject property, proposed to be severed and conveyed, to match the existing zoning of the recipient parcel as depicted in Figure 3 below. No specific development is proposed at this time, however the intent of the requested amendment is to permit a future expansion to the existing Place of Worship at 85-91 Meg Drive.

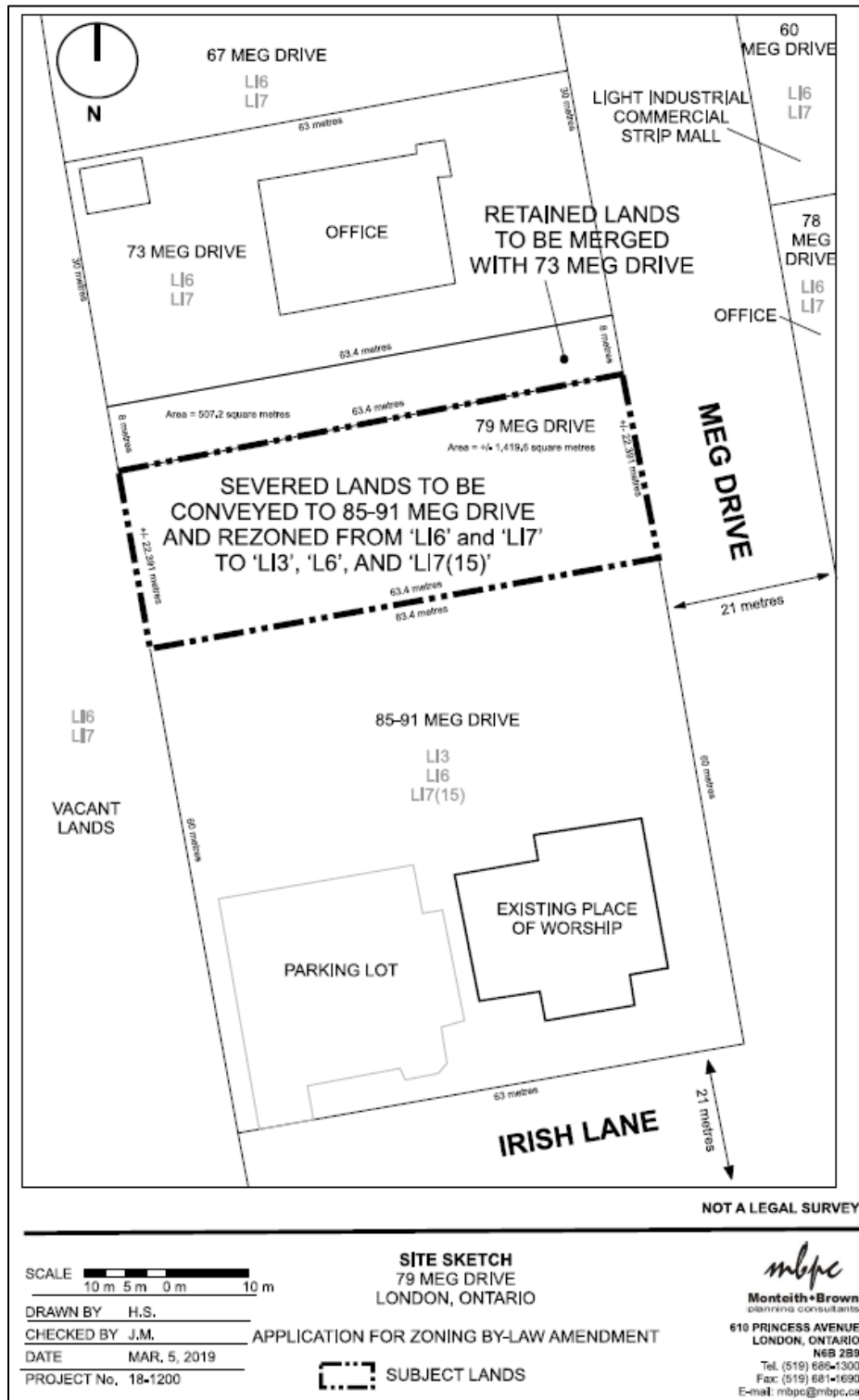


Figure 3: Severance Sketch

3.0 Relevant Background

3.1 Planning History

In 2003, Council approved a Zoning By-law Amendment to rezone 91 Meg Drive to add a Light Industrial (LI3) Zone, and in 2005 the site was developed as a Place of Worship. The use was previously permitted as an "Assembly Hall", which at that time was interpreted to include a "Place of Worship". On April 1, 2014, Council amended Zoning By-law Z.-1, in conformity with the Official Plan, to protect industrial areas from non-

industrial uses by requiring sensitive non-industrial uses to be located farther than 300 metres from lands zoned for General Industrial or Heavy Industrial uses. This amendment also created a separate definition for “Place of Worship”, thereby distinguishing it from “Assembly Hall” for interpretation and implementation. The Council resolution also exempted 85 and 91 Meg Drive from the relevant Official Plan policies implemented through this Zoning By-law Amendment, stating:

“the Civic Administration BE DIRECTED to consider the properties located at 85 and 91 Meg Drive exempted from the policies noted in a), above, should an application come forward.”

On March 31, 2015, Municipal Council passed Official Plan Amendments No. 606 and 607. These amendments to both the 1989 Official Plan and the Southwest Area Secondary Plan (SWAP), respectively, re-designated a large area of the block located south of Exeter Road, north of Dingman Drive, east of White Oak Road, and west of the Marr Drain from Light Industrial and General Industrial designations to Transitional Industrial, Commercial Industrial, Urban Reserve Community Growth, Open Space, and Environmental Review. New policies were also added to both the 1989 Official Plan and SWAP for the Commercial Industrial and Transitional Industrial designations. The amendments were appealed and subsequently approved by the Ontario Municipal Board on August 2, 2016. The subject property at 79 Meg Drive and the adjacent property at 85-91 Meg Drive were captured in OPA’s 606 and 607 and accordingly, were re-designated to Commercial Industrial in both the 1989 Official Plan and SWAP.

On April 28, 2015, Council approved a Zoning By-law Amendment for 85-91 Meg Drive to add “Place of Worship” to the list of permitted uses in order to recognize the existing use at 91 Meg Drive and to facilitate a future expansion of the existing use onto 85 Meg Drive. Additionally, Council passed a by-law to deem the subject lands not to be in a registered plan of subdivision, allowing the lots to be merged on title to facilitate a future comprehensive development of the site. It should be noted that at that time, OPA’s 606 and 607 were not in force and effect. However, consistent with the April 1, 2014 Council resolution, Council interpreted the recommended Zoning By-law Amendment to be in conformity with the Light Industrial policies of the Official Plan.

3.2 Requested Amendment

The applicant is requesting to rezone a portion of 79 Meg Drive from a Light Industrial (LI6/LI7) Zone to a Light Industrial Special Provision (LI3/LI6/LI7(15)) Zone. An additional special provision to recognize Meg Drive as front lot line is also requested.

3.3 Community Engagement (see more detail in Appendix B)

One written response requesting clarification was received from a neighbouring property owner, which is addressed in Appendix B of this report.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for

the purposes of this planning application.

The subject site is in the Commercial Industrial Place Type of The London Plan in accordance with *Map 1. The Commercial Industrial Place Type is where commercial uses will be directed that do not fit well within our commercial and mixed-use place types, due to the planning impacts that they may generate (1112_).

1989 Official Plan

The subject site is designated Commercial Industrial in the 1989 Official Plan in accordance with Schedule A. The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that do not integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context (20.5.13.3i).

Southwest Area Secondary Plan

Both The London Plan and the 1989 Official Plan recognize the need and role of a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556_ and *1558_). The subject site is within the Dingman Industrial Neighbourhood and designated Commercial Industrial. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Use

Provincial Policy Statement, 2014 (PPS)

The PPS encourages planning authorities to promote efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, and to accommodate an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), 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 (1.1.1.a. and 1.1.1.b.). Planning authorities shall also promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs (1.3.1.a.).

Major facilities are defined as “facilities which may require separation from *sensitive land uses*, including but not limited to airports, transportation infrastructure and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities” while sensitive land uses are defined as “buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.”

Section 1.2.6.1 of the PPS states that *major facilities* and *sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate *adverse effects* from odour, noise and other

contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*.

As part of the complete Zoning By-law Amendment application, the applicant provided an analysis of the Province's D-6 Guidelines, which is a guideline used by land use planning authorities to determine appropriate land uses near industrial areas. The subject site is located in proximity to an existing commercial printing establishment (a Class I Industrial Use), as well as a contractor's yard and a truck depot (Class II Industrial Uses). The site is not in proximity to any Class III Industrial Uses. The recommended setback for sensitive land uses from Class I and Class II Industrial Uses is 20 metres and 70 metres respectively. The site is located further than 20 metres from the Class I Industrial Use, but is closer than 70 metres to a Class II Industrial Use. However, given that the existing Place of Worship is located within this setback, no new impacts beyond those that already exist are anticipated.

Southwest Area Secondary Plan, The London Plan, and 1989 Official Plan

The relevant policies for the Commercial Industrial designation established through OPA's 606 and 607 to the 1989 Official Plan and SWAP are effectively verbatim and have been perpetuated through the policies for the Commercial Industrial Place Type of The London Plan.

The Commercial Industrial designation of the Dingman Industrial Area of SWAP accommodates commercial uses that do not fit well within the context of the commercial land use designations. These commercial uses tend to be quasi-industrial in nature, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods (20.5.13.3.i)). Permitted uses include commercial recreation, places of assembly, and places of worship where appropriate (20.5.13.3.ii)b).

The purpose of the requested Zoning By-law Amendment is to facilitate a future expansion of the existing place of worship at 85-91 Meg Drive. The existing place of worship has demonstrated a level of compatibility since its initial development in 2005 and is an appropriate use for this site. As such, the requested amendment is in conformity with SWAP, The London Plan, and the 1989 Official Plan.

4.2 Issue and Consideration # 2: Lot Frontage

Zoning By-law Z.-1 defines the front lot line as "the lot line that abuts the street, but, a) in the case of a corner lot or through lot, the shorter lot line that abuts a street shall be deemed to be the front lot line and the longer lot line that abuts a street shall be deemed to be the side lot line or the rear lot line, as the case may be." Upon conveyance of the subject lands to 85-91 Meg Drive, the shortest lot line will become the Irish Lane frontage rather than the Meg Drive frontage, as shown on the severance sketch in Figure 3. This change in location of the lot frontage will cumulatively reclassify the Meg Drive flankage as the exterior side yard and skew the current zoning regulations. As such, an additional special provision to continue to recognize Meg Drive as the property frontage is recommended for the purpose of front and exterior side yard setbacks.

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

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the in-force policies of SWAP, The London Plan, and the 1989 Official Plan. The recommended amendment will facilitate a future expansion to the existing Place of Worship at 85-91 Meg Drive.

Prepared by:	Catherine Lowery, MCIP, RPP Planner II, Development Services
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.	

July 9, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

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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 79
Meg Drive.

WHEREAS Almehdi Almontathar Union has applied to rezone a portion of an area of land located at 79 Meg Drive, 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 a portion of lands located at 79 Meg Drive, as shown on the attached map comprising part of Key Map No. A111, from a Light Industrial (LI6/LI7) Zone to a Light Industrial Special Provision (LI3/LI6/LI7(15)) Zone.
- 2) Section Number 40.4g) of the Light Industrial (LI7) Zone is amended by repealing and replacing the following Special Provision:

LI7(15)

- a) Additional Permitted Use:
 - i) Place of Worship
- b) Regulations:
 - i) Exterior Side Yard (minimum) 7 metres (23 feet)
 - ii) Front Yard Setback (minimum) 8 metres (26.2 feet)
 - iii) Parking spaces 1 per each 4.7 persons
Place of Worship capacity
 - iv) The lot line abutting Meg Drive shall be interpreted as the front lot line regardless of whether or not it is the longer lot line.

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 August 27, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – August 27, 2019
Second Reading – August 27, 2019
Third Reading – August 27, 2019

Appendix B – Public Engagement

Community Engagement

Public liaison: On March 27, 2019, Notice of Application was sent to 23 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 30, 2019. A “Planning Application” sign was also posted on the site.

One reply was received.

Nature of Liaison: The purpose and effect of this zoning change is to rezone a portion of the land which is proposed to be severed and conveyed to the adjacent property at 85-91 Meg Drive. Possible change to Zoning By-law Z.-1 **FROM** a Light Industrial (LI6/LI7) Zone **TO** a Light Industrial Special Provision (LI3/LI6/LI7(15)) Zone to permit a place of worship on the portion of the lands proposed to be severed and conveyed. A new special provision would recognize Meg Drive as the front lot line. The existing special provisions related to front and exterior side yard depth and parking would continue to apply to the site. The existing range of permitted uses would continue to apply to the site. Cross-referenced with Consent application B.011/19.

Responses: A summary of the various comments received include the following:

Concern for:

No concerns were identified by the public.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
	Susie Somers 96 Meg Drive London, ON N6E 3T7

From: Susie Somers
Sent: Thursday, April 4, 2019 10:45 AM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] File Z-9036

On this proposed application , are they intending on putting in parking , or is this just a structure ?

Susie

Susie Somers
Somers Environmental Products

Agency/Departmental Comments

April 3, 2019: Upper Thames River Conservation Authority (UTRCA)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION

Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are not** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has no objections to this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned at extension 430.

April 9, 2019: 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.

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:

Provincial Policy Statement, 2014

Major facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, transportation infrastructure and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), 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;

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a. providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;

1.2.6.1 *Major facilities* and *sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or

mitigate *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*.

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

1112_ The Commercial Industrial Place Type is where commercial uses will be directed that do not fit well within our commercial and mixed-use place types, due to the planning impacts that they may generate. Permitted commercial uses will have a tolerance for planning impacts created by a limited range of light industrial uses which may also be located within this place type. The Commercial Industrial Place Type will be located in automobile and truck dominated environments, away from neighbourhoods and pedestrian-oriented streetscapes.

1118_ The Commercial Industrial Place Type will accommodate commercial uses that do not fit well within the context of our commercial and mixed-use place types. These commercial uses tend to have a quasi-industrial character, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial or mixed-use context.

1119_ The following uses may be permitted in the Commercial Industrial Place Type:

2. Commercial recreation, places of assembly and places of worship may be permitted where appropriate.

1556_ Where there is a need to elaborate on the parent policies of The London Plan, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London. Secondary plans will allow for a comprehensive study of a secondary planning area, considering all of the City Building and Environmental Policies of this Plan. It will also allow for a coordinated planning approach for the secondary planning area and the opportunity to provide more detailed policy guidance for the area that goes beyond the general policies of The London Plan.

*1558_ Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail. Otherwise, the parent policies and maps of The London Plan will be read together and in conjunction with the secondary plan.

Southwest Area Secondary Plan (SWAP)

20.5.13.3 Commercial Industrial

i) Intent

The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context. The Commercial Industrial designation will be located in automobile and truck dominated environments along arterial roads. These lands will not constitute employment areas for the purposes of the Provincial Policy Statement, and are not included in the City's inventory of industrial lands.

ii) Permitted Uses

- b) Commercial recreation, places of assembly and places of worship may be permitted where appropriate.

iii) Built Form and Intensity

The following policies shall apply to industrial development:

- the Urban Design Policies of Section 20.5.3.9 of this Plan shall apply; and,
- setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply.

1989 Official Plan

7.6 Commercial Industrial

The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context. The Commercial Industrial designation will be located in automobile and truck dominated environments along arterial roads. These lands will not constitute employment areas for the purposes of the Provincial Policy Statement, and are not included in the City's inventory of industrial lands.

7.6.1 Permitted Uses

Within the designation, the following uses will be permitted:

- 2. Commercial recreation, places of assembly and places of worship may be permitted where appropriate.

7.6.2 Operation Criteria

Permitted uses in the Commercial Industrial designation shall include those uses which are likely to have no, or minimal, adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in close proximity to sensitive land uses. Setback and mitigation measures as per the Ministry of the Environment's Compatibility Between Industrial Facilities and Sensitive Land Uses (D Series Guidelines) shall apply for new light industrial uses.

7.6.3. Area and Site Design Criteria The development of Transitional Industrial areas will be subject to the following area and site design considerations:

Buffering

- i) The Zoning and Site Plan Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the City and adjacent to residential areas.

Traffic

- ii) Industrial traffic should be directed away from, and not through, residential areas.

Compatibility

- iii) Separation, buffering, and landscaping may be required to provide visual compatibility among adjacent land uses.

Limited Access

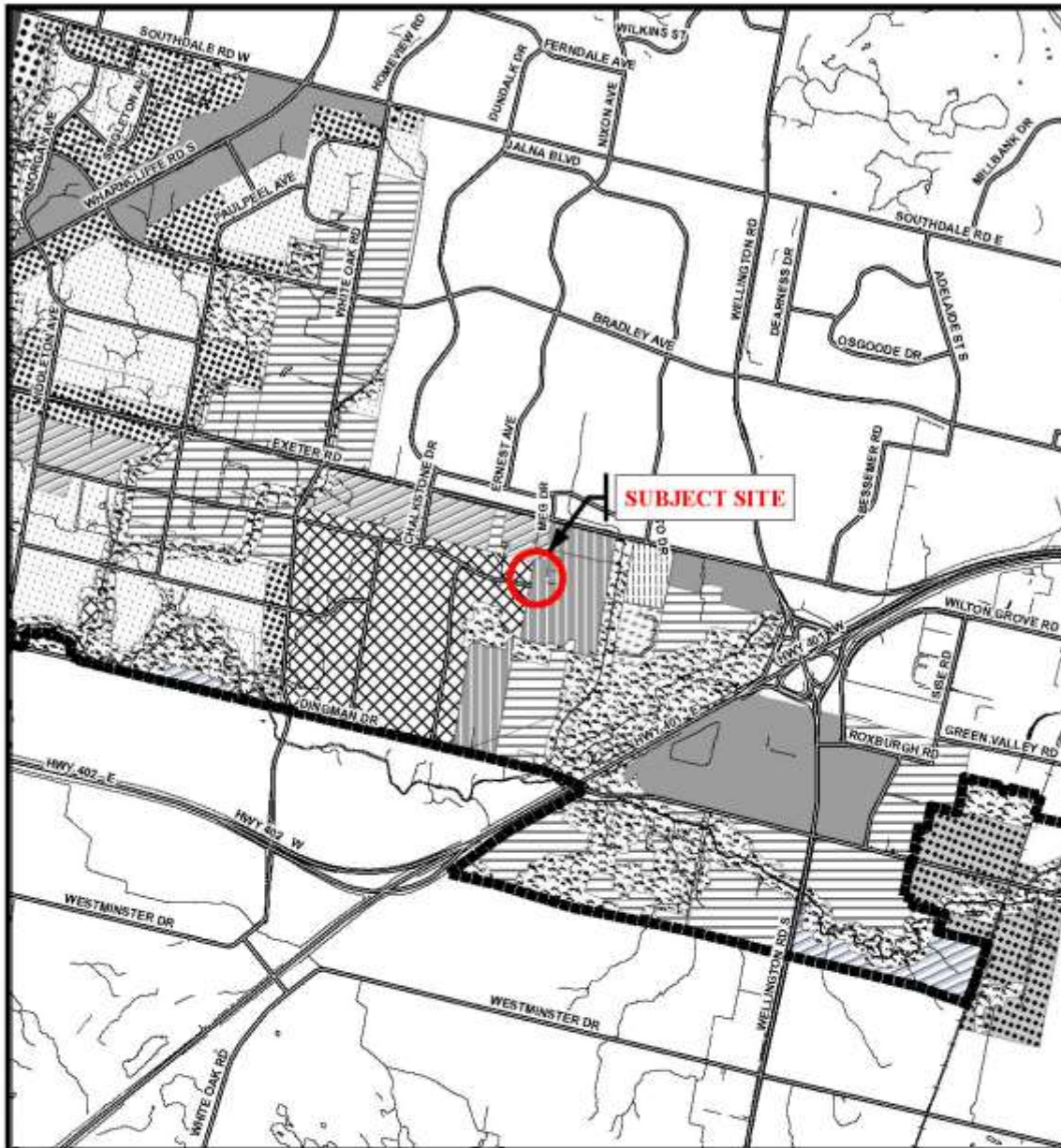
- iv) The number of access points from Transitional Industrial sites to arterial or primary collector roads should be limited to minimize disruption to traffic flows.

7.6.4. Scale of Development

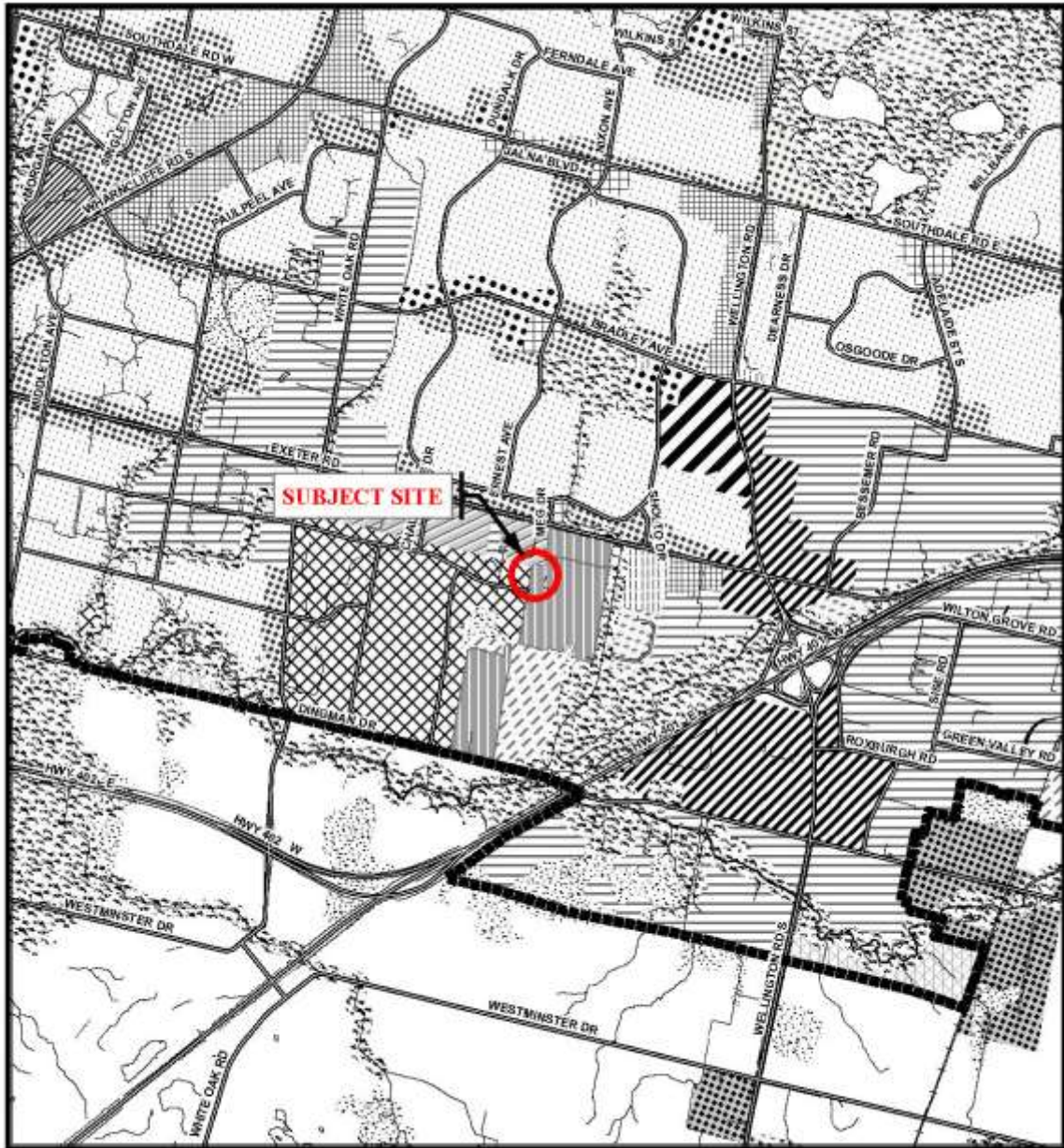
The Zoning By-law may specify maximum building heights and site coverage so that the scale of new commercial industrial development will have a minimal impact on any non-industrial uses in the surrounding area

Appendix D – Relevant Background

Additional Maps

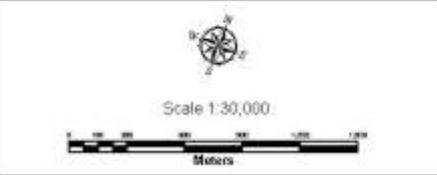


<p>Legend</p> <ul style="list-style-type: none"> High Density Residential Medium Density Residential Low Density Residential Commercial Office Wonderland Road Community Enterprise Corridor Main Street Lambeth North Main Street Lambeth South Open Space Institutional Industrial Commercial Industrial Transitional Industrial Urban Reserve Community Growth Urban Reserve Industrial Growth Rural Settlement Urban Growth Boundary 		
<p>CITY OF LONDON Planning Services / Development Services SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE - PREPARED BY: Graphics and Information Services</p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: Z-9036 PLANNER: CL TECHNICIAN: RC DATE: 2019/07/04</p>

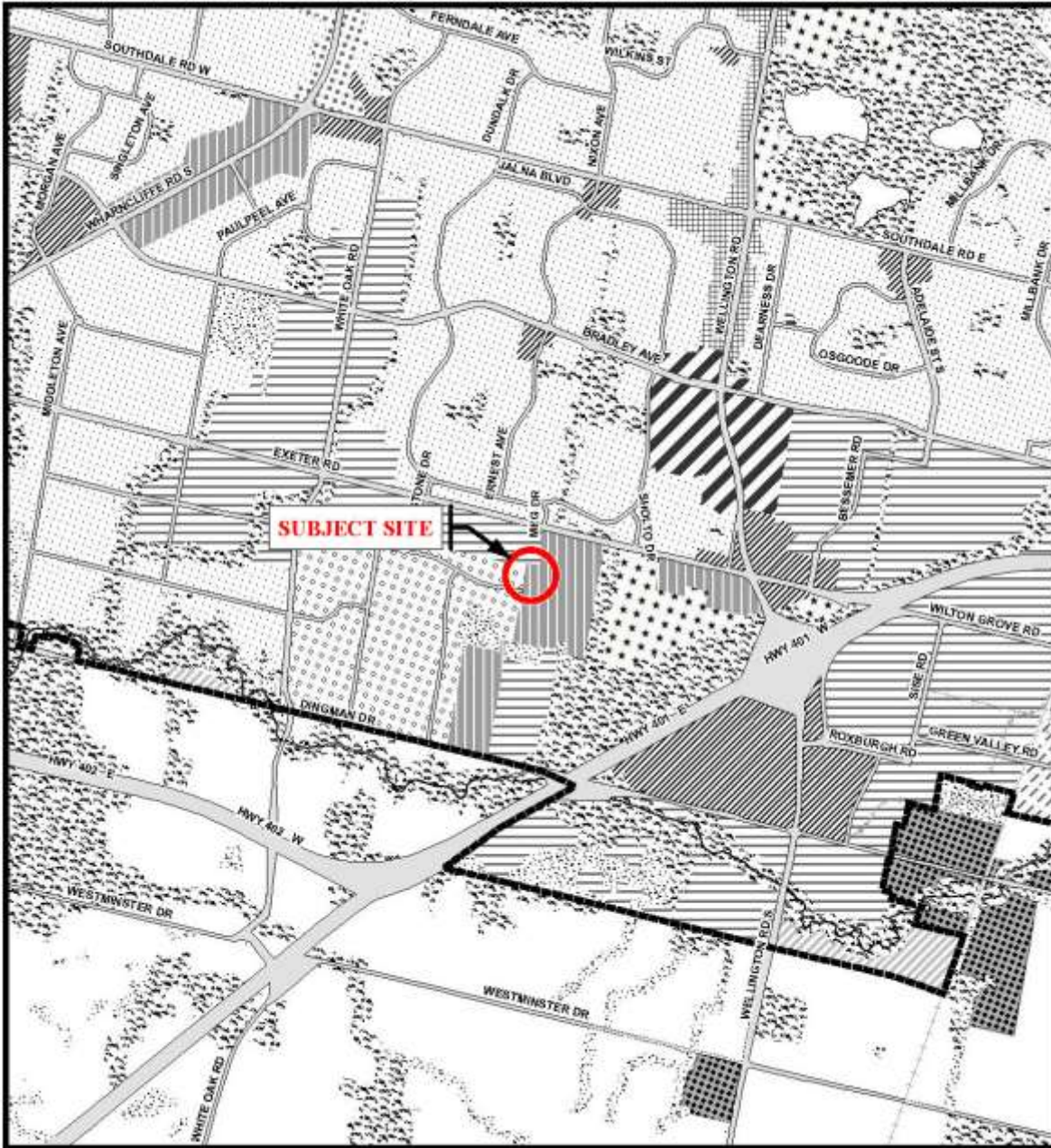


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
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

CITY OF LONDON
 Planning Services /
 Development Services
 OFFICIAL PLAN SCHEDULE A
 LAND USE
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9036
 PLANNER: CL
 TECHNICIAN: RC
 DATE: 2019/07/02



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-9036

Planner: CL

Technician: RC

Date: July 2, 2019



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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
 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

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-9036

CL

MAP PREPARED:

2019/07/02

rc

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 Meters

Additional Reports

March 31, 2003 – Report to Planning Committee: request for a Zoning By-law Amendment for 91 Meg Drive

November 10, 2008 – Report to Planning Committee: Environmental Review Lands Study Final Report

March 5, 2012 – Report to Strategic Priorities and Policy Committee: Status of the 2011 Industrial Land Development Strategy Update

O-8014: December 4, 2012 – Report to Strategic Priorities and Policy Committee: Industrial Lands Review”

O-8014: April 23, 2013 – Report to Planning and Environment Committee: Industrial Lands Review Public Participation Meeting

March 17, 2014 Strategic Priorities and Policy Committee: “Industrial Land Development Strategy”

June 17, 2014 – Report to Planning and Environment Committee: Industrial Land Review: Urban Growth Boundary for Future Industrial Growth

O-8362: September 9, 2014 – Report to Planning and Environment Committee: City of London lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain Public Participation Meeting

O-8014: September 23, 2014 – Report to Planning and Environment Committee: Industrial Lands Review

O-8362: March 23, 2015 – Report to Planning and Environment Committee: City of London lands south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain - Introduction of the proposed Official Plan Amendment by-law.

Z-8451: April 20, 2015 – Report to Planning and Environment Committee: request for a Zoning By-law Amendment for 85-91 Meg Drive

O-8362: September 19, 2016 – Report to Planning and Environment Committee: City of London Lands South of Exeter Road, North of Dingman Drive, East of White Oak Road and West of the of the Marr Drain Official Plan Amendment No. 606 & 607 Information Report