

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

**From:** Scott Mathers MPA, P.Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** Innovation Park Phase IV – 2520-2544 Advanced Avenue,  
2475-2555 Bonder Road & Other Properties  
Public Participation Meeting

**Date:** March 28, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of the Corporation of the City of London relating to the property located at 2520-2544 Advanced Avenue, 2475-2555 Bonder Road and 2560-2580 Boyd Court:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, by **ADDING** new definitions to Section 2 (Definitions) and by **AMENDING** the Light Industrial Special Provision (LI2(23)) Zone; and
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 12, 2022 to amend the Airport Road South Business Park Urban Design Guidelines by **AMENDING** Section 5.1.1 (Guidelines for Building Design), Subsection 3. to permit increased height limits.

## Executive Summary

### Summary of Request

The Corporation of the City of London (the "City") has requested a change to the City's Zoning By-law No. Z.-1 to add new definitions to Section 2 (Definition) and amend the Light Industrial Special Provision (LI2(23)) Zone that applies to Innovation Park Phase IV to expand the range of permitted uses and to permit an increased maximum height. The existing permitted uses would continue to be permitted. Adding to the requested change, Planning and Development staff are recommending that the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth appropriate for heights over 30.0 metres (98.4 feet).

### Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit an expanded range of permitted uses that are similar in nature and intensity to the existing permitted uses and increase the maximum height to be consistent with the standard Light Industrial Zone variations, which will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020. It will contribute to the effective and efficient uses of land, and will promote economic development and competitiveness and community investment-readiness by allowing for an expanded range of permitted uses and increased heights for a more vertical form of development that will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV and reduce potential obstacles for industrial development and the need for additional planning approvals and

2. The recommended amendment conforms to the in-force policies of The London Plan, that contemplate a broad range of industrial uses that are unlikely to impose impacts as permitted uses on lands in the Light Industrial Place Type and in Innovation Parks. Permitted uses in Innovation Parks are to incorporate knowledge-based functions with industrial production. Industrial uses are encouraged to utilize land efficiently and limit the extent of their nuisance emissions; and the intensity of development is to be appropriate for individual sites.
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, that contemplate a broad range of industrial uses that are unlikely to impose impacts as permitted uses on lands in the Light Industrial designation. Industrial uses are encouraged to utilize land efficiently and limit the extent of their nuisance emissions; and the intensity of development is to be appropriate for individual sites.
4. The expanded range of permitted uses proposed include industries that involve advance or emerging activities or products in Science, Technology, Engineering or Mathematics. The expanded range of permitted uses continue to direct more traditional industrial uses to other areas intended to accommodate a wider range of industrial uses. With respect to the specific policy area, the expanded range of permitted uses and increased height is compatible with the vision of a high-quality, well-designed prestige innovation park subject to enhanced yard depths and adherence to urban design guidelines. Together with the recommended amendment to the Airport Road South Business Park Urban Design Guidelines, the increased height proposed conforms to intensity of development contemplated The London Plan and the 1989 Official Plan.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Climate Emergency**

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging sustainable and resilient development and directing intensification and growth to appropriate locations. This includes encouraging innovation and clean-tech industries, and development patterns that utilize land and resources efficiently.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

The subject lands are part of a registered Plan of Subdivision commonly referred to as Innovation Park Phase IV (39T-06506). In November 2009, a report to the former Board of Control recommended that the City develop an advanced manufacturing industrial park subject to a Joint Venture Agreement (“JVA”) with Fanshawe College and Western University. The purpose of the JVA, was to establish a high-quality, well-designed prestige innovation park to attract research and manufacturing uses which involve high-tech activities or produce high-tech products and create skilled employment opportunities. A subsequent report to the Board of Control in March 2010 recommended a number of actions to implement the JVA including a zone change application to be initiated by the City and urban design guidelines to be prepared by the City to ensure a high standard of site and building design to support the development of a high-quality, well-designed prestige innovation park

In June 2010, a City-initiated zone change application (File No. Z-7779) replaced the existing Light Industrial Special Provision (LI2(9)) Zone with a new Light Industrial Special Provision (LI2(16)) Zone to recognize “Advanced Manufacturing Industrial Uses” and “Advanced Manufacturing Educational Uses” as permitted uses. The site-specific special provision regulated minimum lot area, minimum lot frontage, minimum front yard and exterior side yard depths, minimum interior side yard and rear yard depths,

minimum landscape open space, maximum lot coverage, maximum height, maximum open storage, and for properties adjacent to Veterans Memorial Parkway regulated the location and screening of loading and open storage and the location of landscape open space. The new uses were added to the definition section in the Zoning By-law, and provide with minimum parking rates.

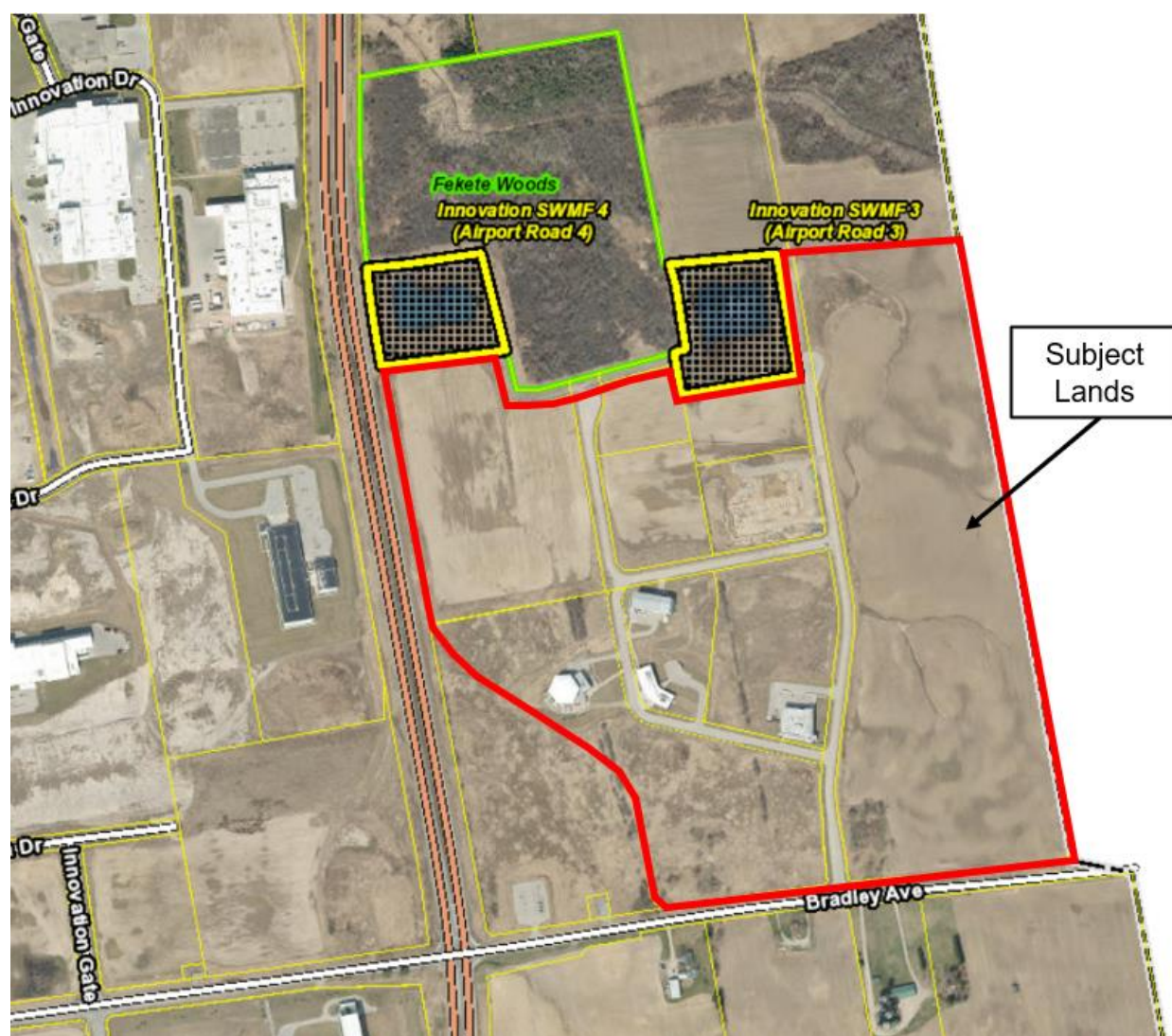
In September 2018, a City-initiated Minor Variance (File No. A.109/18) was approved for the lands located at 2475 Bonder Road within Innovation Park Phase IV that increased the maximum lot coverage from 40% to 60%. In January 2019, a City-initiated zone change application (File No. Z-8949) increased the maximum lot coverage from 40% to 60% for all of Innovation Park Phase IV to be more flexible and allow a greater portion of a property to be covered by buildings and structures. The increased maximum lot coverage of 60% is consistent with the maximum lot coverage permitted by the standard Light Industrial Zone variations.

In July 2017, a City-initiated zone change application (File. No Z-8744) unrelated to Innovation Park Phase IV, increased the maximum height permitted in all standard Light Industrial Zone variations to adapt to contemporary, innovative industrial processes that require increased height, and utilize land more efficiently.

## 1.2 Property Description

The subject lands are generally bounded by Fekete Woods and Stormwater Management Facilities to the north, the City of London/Municipality of Thames Centre boundary to the east, Bradley Avenue to the south and Veterans Memorial Parkway to the west (See Figure 1). The subject lands exclude lands located at the northeast corner of Veterans Memorial Parkway and Bradley Avenue required for a future interchange. The subject lands are approximately 55.8 hectares (137.9 acres) in size and have access to full municipal services (sanitary and stormwater sewers and watermains).

**Figure 1 – Subject Lands**



### **1.3 Current Planning Information (see more detail in Appendix E)**

- Official Plan Designation – Light Industrial
- The London Plan Place Type – Light Industrial
- Existing Zoning – Light Industrial Special Provision (LI2(23)) Zone

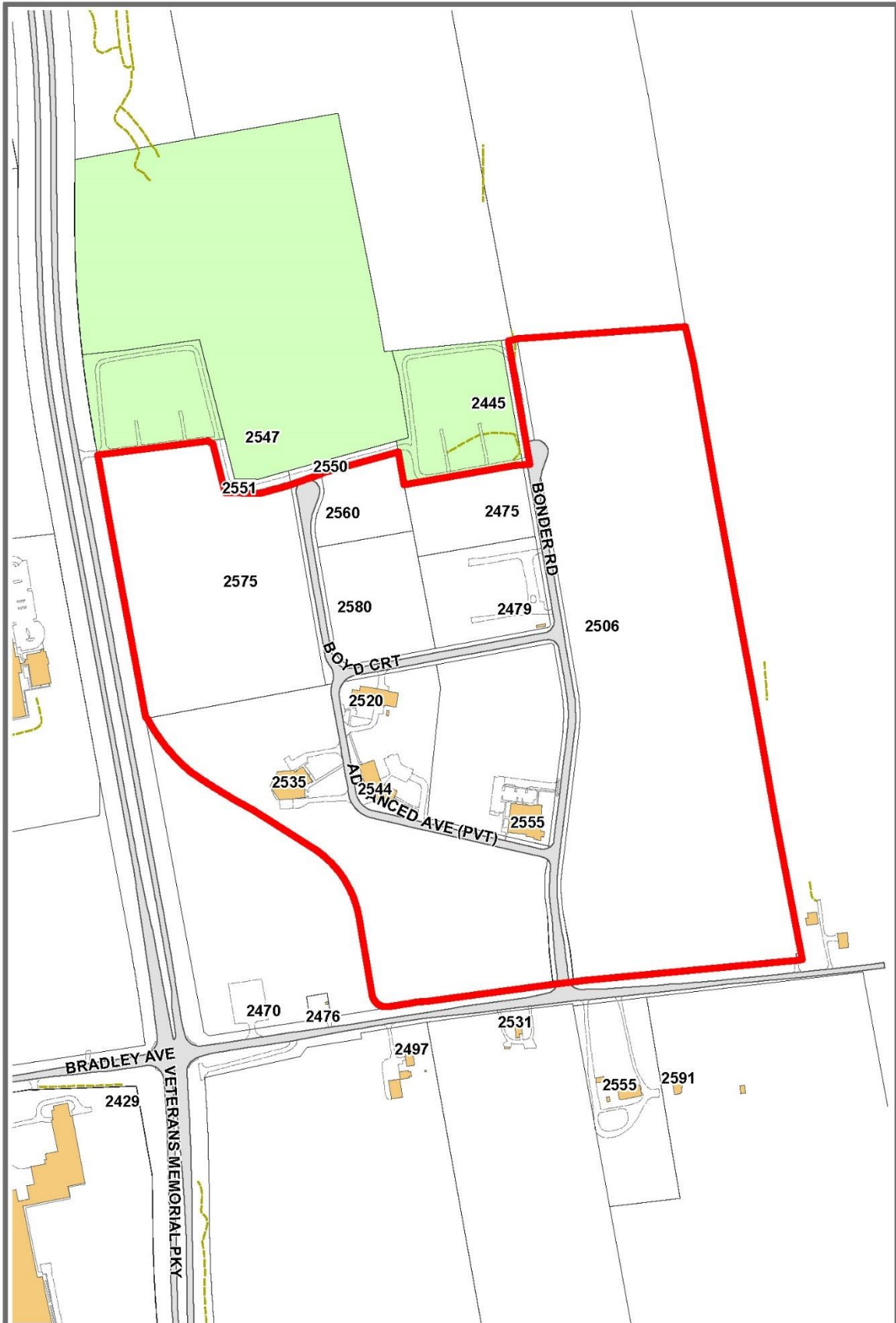
### **1.4 Site Characteristics**

- Current Land Use – Light Industrial and Vacant Land
- Area – 55.8 hectares (137.9 acres)
- Shape – Irregular

### **1.5 Surrounding Land Uses**

- North – Open Space and Stormwater Management Facilities
- East – Agricultural (Municipality of Thames Centre)
- South – Agricultural
- West – Light Industrial

## 1.6 Location Map



### LOCATION MAP

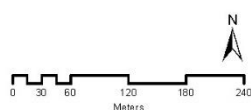
Address: 2475-2555 Bonder Rd., 2520-2544, Advanced Ave. & 2560-2580, Boyd Cr.

File Number: Z-9454

Planner: Melissa Campbell

Date: 2022/02/16

Corporation of the City of London  
Prepared By: Planning and Development



Scale 1:6000

### Legend

- Subject Site
- Buildings
- Driveways/Parking Lots
- Assessment Parcels

## **2.0 Discussion and Considerations**

### **2.1 Requested Amendment**

This is a City-initiated request to change the zoning of the subject lands by amending the Light Industrial Special Provision (LI2(23)) Zone. The recommended amendment includes new definitions be added to Section 2 (Definition) for “High-Tech Industries” and “Production Studio” and that the following uses be added to the list of permitted uses:

- “Data Processing Establishments”;
- “High-Tech Industries”;
- “Laboratories”;
- “Laboratories, Scientific or Research and Development”;
- “Pharmaceutical and Medical Products Industries”;
- “Printing, Reproduction and Data Processing Industries”;
- “Production Studio”; and
- “Research and Development Establishments”.

The existing permitted uses that include “Advance Manufacturing Industrial Uses” and “Advance Manufacturing Education Uses would continue to be permitted. The recommended amendment would also remove the maximum height of 15 metres specified in the site-specific regulation, so that the maximum height of the standard Light Industrial Zone variations will apply. That maximum height would permit up to 50 metres (164.0 feet) adjacent to non-residential zones.

Planning and Development staff are also recommending that the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits above 4-stories for Innovation Park Phase IV; and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth of 12.0 metres for heights over 30.0 metres.

### **2.2 Community Engagement (see more detail in Appendix B)**

Notice of Application was published in the Public Notices and Bidding Opportunities section of The Londoner on December 23, 2021 and sent to property owners in the surrounding area on December 22, 2021.

The notice advised of a possible zone change to amend the Light Industrial Special Provision (LI2(23)) Zone to permit an expanded range of permitted uses and an increase in maximum height. The existing permitted uses and other special provisions would continue to apply to the subject lands.

One (1) written response was received from a member of the London Advisory Committee on Heritage requesting more information on the planning application. No concerns were raised.

The subject lands are located adjacent to a listed property on the City’s Register of Cultural Heritage Resources. The listed property is known municipally as 2591 Bradley Avenue and is located on the south side of Bradley Avenue opposite the subject lands that are located on the north side of Bradley Avenue. As indicated in the comments from the City’s Heritage Planner, a Heritage Impact Assessment is not being requested at this time, but is expected to be required for future development applications on, and adjacent to, heritage designated properties and properties listed on the Register to assess any potential adverse effects on the cultural heritage resource and explore alternative development approaches and/or mitigation measures. No development proposal is associated with this planning application. As such, any potential heritage impacts will be assessed at the time when development is proposed.



## 2.3 Policy Context

### 2.3.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (“PPS”), 2020 provides policy direction on matters of provincial interest related to land use planning and development.

The PPS directs that healthy, livable and safe communities are sustained by promoting efficient land use patterns and development which supports the financial well-being of the Province and municipalities and avoiding land use patterns and development that may cause environmental or public, health and a safety concerns (PPS, Policy 1.1.1 a) and c)). The PPS directs municipalities to make sufficient land available to accommodate a mix of land uses to meet projected needs for up to a 25-year time horizon and does not limit planning for employment areas beyond the 25-year time horizon (PPS, Policy 1.1.2)

With respect to land use compatibility, the PPS directs major facilities and sensitive land uses to be planned and developed to avoid any potential adverse effects, and if avoidance is not possible, minimize and a mitigate any potential adverse effects to minimize risk to public health and safety and to ensure long-term viability of major facilities (PPS, Policy 1.2.6.1 & Policy 1.2.6.2).

The PPS directs that economic development and competitiveness are promoted by providing for an appropriate mix and range of employment, institutional and mixed uses to meet long-term needs; 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 to meet current and future needs, and facilitating conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites and seeking to address potential barriers to investment (PPS, Policy 1.3.1 a), b) & c)).

The PPS directs planning authorities to protect and preserve employment areas for current and future uses and ensure the necessary infrastructure is provided to support current and future needs (PPS, Policy 1.3.2.1). The PPS directs planning authorities to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations (PPS, Policy 1.3.2.6)

The PPS directs long-term economic prosperity is supported by promoting opportunities for economic development and community investment-readiness (PPS, Policy 1.7.1 a)).

### 2.3.2 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 Ontario Land 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 Municipal Council but are not determinative for the purposes of this zone change application.

The London Plan (and the earlier 1989 Official Plan) contain policies that guide the use and development of land within the City and are consistent with the policy direction set out in the PPS. All lands in the City are assigned a Place Type (or designation in the 1989 Official Plan) and the policies associated with a Place Type (or designation) provide for a general range of uses, form and intensity of development that may be contemplated.

The subject lands are located within the Light Industrial Place Type on Map 1 – Place Types in The London Plan. The Light Industrial Place Type contemplates a broad range of industrial uses that are unlikely to impose significant adverse effects due to nuisance outputs such as noise, odour, dust or vibration (The London Plan, Policy 1110\_ and Policy 1115\_1.). The Light Industrial Place Type may include Innovation Parks that incorporate knowledge-based functions with industrial production, and these parks need to be attractive to the knowledge-based workers and to enhance the image of the business that locate within the parks (The London Plan, Policy 1111\_). The Innovation Park policies in the London Plan contemplate the clustering of specialized research and development, and commercialized uses including laboratories, testing facilities,

industrial-related centres of excellence, and training centres (The London Plan, Policy 1116\_ 1.).

With respect to intensity, industrial uses are encouraged to use land efficiently and high building coverage ratios and high employment densities will be sought where possible (The London Plan, Policy 1124\_ 1.). Zoning regulations will moderate the intensity of industrial uses to limit the extent nuisance emissions and ensure the intensity of industrial development is appropriate for individual sites (The London Plan, Policy 1124\_ 2. and 6.).

With respect to form, urban design guidelines may be prepared to establish design goals and direction for new industrial development (The London Plan, Policy 1125\_1.). Industrial sites along Veterans Memorial Parkway (formerly Airport Road) will be developed with high-quality design and enhanced landscaping to contribute to the parkway image as monument to Canada's war veterans (The London Plan, Policy 1125\_4.).

There are specific policies for the Industrial Place Types that serve to augment the general policies for industrial lands. Where there is a conflict between the specific policies and the more general policies, the more specific policies shall prevail (The London Plan, Policy 1130\_). The subject lands are located within the Airport Road South Innovation Park Specific Policy Area on \*Map 7 – Specific Policy Areas in The London Plan (The London Plan, \*Map 7 - Specific Policy Areas).

The Airport Road South Innovation Park Specific Policy Area pertains to lands bounded by the Thames River south branch to the north, the City of London boundary to the east, the Highway 401 corridor to the south, and Old Victoria Road to the west (The London Plan, Policy 1141\_). Lands within this Specific Policy Area are intended to develop as a high-quality, well-designed prestige innovation park (The London Plan, Policy 1142\_). The park will have a high standard of site and building design and development will have regard for the Airport Road South Business Park Urban Design Guidelines (The London Plan, Policy 1142\_). Traditional light manufacturing and warehousing type uses, and heavy industrial uses that in the opinion of Municipal Council offer significant employment opportunities and can achieve compatibility and a high standard of design, are also contemplated within this Specific Policy Area subject to certain criteria (The London Plan, Policy 1144\_ and Policy 1148\_).

The policies and maps in The London Plan as they relate to the Light Industrial Place Type are in force and effect and represent Municipal Council's current vision and intent for the subject lands. This report, therefore, focuses on the policy context of the PPS and The London Plan, and does not provide a detailed analysis of the 1989 Official Plan. As it happens, the subject lands are located within the Light Industrial designation on Schedule A – Land Use in the 1989 Official Plan; and the policies for the Airport Road South Industrial Area Plan in the 1989 Official Plan were carried forward to The London Plan as the Airport Road South Innovation Park Specific Policy Area.

### **3.0 Financial Impact/Considerations**

There are no financial impacts for the City that are expected to result from this planning application.

### **4.0 Key Issues and Considerations**

In support of business attraction and retention effort and to provide for more flexible development opportunities within the prestige innovation park in the future, the City is proposing to expand the range of permitted uses to include uses that are similar in nature and intensity to the existing permitted uses and increase the maximum permitted height consistent with the standard Light Industrial Zone variations.

#### **4.1 Issue and Consideration #1: Expanded Range of Permitted Use**

As noted above, the zoning of the subject lands was changed in 2010 to support and facilitate the JVA with Fanshawe College and Western University. The 2010 zone change limited the range of permitted uses to include only "Advanced Manufacturing Educational Use" and "Advance Manufacturing Industrial Use". The zoning of the



subject lands prior to the 2010 zone change had permitted a broad range of uses, some of which were considered incompatible with the vision for a prestige innovation park.

The existing permitted uses (“Advanced Manufacturing Educational Use” and “Advance Manufacturing Industrial Use”) originated as defined terms in the JVA and were carried over into the implementing zoning as specific defined and permitted uses in the Zoning By-law. However, an unintended weakness of the zoning is that a prospective business cannot be interpreted to be one of the existing permitted uses if the prospective business is already separately defined in greater detail in the Zoning By-law. This may exclude a prospective business that meets the vision for the prestige innovation park from locating on the subject lands. Moreover, there are prospective businesses that are compatible with the vision for the prestige innovation park but do not meet the definition of the existing permitted uses and may not already separately defined in the Zoning By-law.

Proposed uses that are already defined and permitted elsewhere in the Zoning By-law and proposed to be added as permitted uses on the subject lands include: “Data Processing Establishments”; Laboratories; Laboratories, Scientific or Research and Development”; Pharmaceutical and Medical Products Industries”; “Printing, Reproduction and Data Processing Industries”; and “Research and Development Establishments”. Proposed uses to be added to the definition section of the Zoning By-law and to added as permitted uses on the subject lands include “Hight-Tech Industries” and Production Studios”.

With respect to “High-Tech Industries”, the intent is to allow for a more comprehensive range of advanced or complex activities or products than would be allowed based on the definition and interpretation of existing permitted uses, and to distinguish “High-Tech Industries” from standard “Manufacturing and Assembly Industries” that would not meet the vision for a prestige innovation park. With respect to “Production Studios”, the intent is to provide an opportunity for high-quality facilities to located in the City and accommodate the potential large, enclosed space demands that may not be able to be accommodated in other locations. Moreover, “Production Studios” are expected to be a clean industry compatible with other proposed and existing permitted uses and provide for potential synergies with Fanshawe College.

With respect to the proposed uses being similar in nature and intensity to the existing permitted advanced manufacturing uses, all proposed and existing permitted uses shall involve advance or innovative activities or products in Science, Technology, Engineering or Mathematics (“STEM”), promote the creation of skilled employment opportunities and/or relate to research or training activities carried out by Fanshawe College or Western University. Furthermore, all existing permitted and proposed uses are expected to operate predominately within enclosed buildings at a higher intensity than traditional light industrial uses such as warehousing, wholesale and service trades, while producing minimal nuisance outputs such as noise, odour, dust or vibration compared to traditional manufacturing.

Although an expanded range of permitted uses will provide for more variation in the types of facilities that could locate within the prestige innovation park, several site-specific regulations such as minimum lot area, minimum lot frontage, minimum yard depths, minimum landscaped open space, maximum height, maximum lot coverage and maximum open storage will ensure a high-quality, well-designed prestige innovation park is achieved consistent with the vision for the area.

The proposed expanded range of permitted uses is consistent with PPS policies 1.1.2, and 1.3.1 that direct sufficient land be made available for a mix and range of uses to meet long-term needs and to support a wide range of economic activities to promote economic development and competitiveness and address potential barriers to investment. The proposed expand the range of permitted uses respond to the potentially limited interpretation of existing permitted uses and will provide greater flexibility to support business attraction and retention within Innovation Park Phase IV. The proposed expanded range of permitted uses is also consistent with PPS policy 1.7.1 that directs long-term economic prosperity be supported by promoting opportunities for economic development and community investment-readiness by pre-zoning lands for an expanded range of uses rather than requiring additional planning approvals.

Consistent with PPS Policy 1.2.6 the expanded range of permitted uses do not introduce any land use conflicts with existing and/or planned surrounding land uses. The immediate surrounding land uses include other light industrial land uses and agricultural land uses. The subject lands are located outside of the area subject to the Restrictive Covenant Agreement with Dr. Oetker Canada Ltd. that would restrict land uses that in the opinion of Dr. Oetker are objectionable or causes interference with the sensitivity of the operation and intended use of land by Dr. Oetker west of the subject lands.

There are no residential zones near to the subject lands that would be within the potential influence area (up to 300 metres) for the existing permitted and proposed uses. The existing permitted and proposed uses would be classified as Class I or Class II industrial facilities with infrequent and non-intense nuisance outputs or occasionally intense nuisance outputs according to in the Provinces D-6 guidelines for compatibility between industrial facilities and sensitive land uses. Class III industrial facilities with persistent or intense nuisance outputs and a larger potential influence area (up to 1,000 metres) are not proposed to be added as permitted uses and would not meet the vision of a prestige innovation park. As such, a compatibility study with more distant residential zones is not required before permitting the expanded range of uses on the subject lands.

Notwithstanding the proximity to agricultural zones in the Municipality of Thames Centre located to the east and lands to the south that continue to be used for agricultural uses, Minimum Distance Separation (“MDS”) from livestock facilities and anerobic digesters was not designed to be used in urban settings such as the subject lands and is not required for the proposed change in zoning. Instead, it is generally understood that the long-term uses of the subject lands are intended to be for non-agricultural uses (The Minimum Distance Separation (MDS) Document Publication 853, Guideline #36). It is important to note that the proposed expanded range of permitted uses are no more sensitive to livestock facilities and anerobic digesters than the existing permitted uses, therefore no new land use conflicts are expected to result from the proposed change in zoning.

The subject lands are located in the Light Industrial Place Type in The London Plan. The primary permitted uses contemplated are broad range of industrial uses unlikely to impose impacts on surrounding land uses and may include manufacturing, assembling, fabricating, processing and/or repair activities (The London Plan, Policy 1110). The Light Industrial Place Type may include Innovation Parks that incorporate knowledge-based functions with industrial production, and the Innovation Park policies in the London Plan contemplate the clustering of specialized research and development, and commercialized uses including laboratories, testing facilities, industrial-related centres of excellence, and training centres (The London Plan, Policy 1111\_ and Policy 1116\_1.). The proposed expanded range of permitted uses are expected to be relatively “clean” industries involved in advance or innovative activities or products in Science, Technology, Engineering or Mathematics (“STEM”) and therefore conform to the permitted uses contemplated for the Light Industrial Place Type (or designation) and Innovation Parks in The London Plan. The proposed expanded range of permitted uses continue to direct more traditional industrial uses to other areas intended to accommodate a wider range of light industrial uses.

The site-specific regulations that apply to the Light Industrial Special Provision (LI2(23)) Zone are important because they require enhanced yard depths able to accommodate landscaping as well as reduced open storage compared to the standard Light Industrial Zone variations. The Light Industrial Special Provision (LI2(23)) Zone also prohibits loading and open storage areas adjacent to Veterans Memorial Parkway. Veterans Memorial Parkway is as an important economic gateway to the City and the site-specific regulations ensure that there is an enhanced buffer along the street such that the existing permitted and proposed uses can be suitably landscaped and screened conforming to the Airport Road South Innovation Park specific policies and the vision of a prestige innovation park.

#### **4.1 Issue and Consideration #2: Increased Height**

With respect to height, the 2017 zone change application that increased the maximum height permitted in all standard Light Industrial Zone variations to adapt to

contemporary, innovative industrial processes did not take into consideration, nor change site-specific special provision that regulates maximum height for the subject lands.

The current zone change application proposes to maintain a maximum height of 15.0 metres (49.2 feet) abutting residential zones and allow an increased maximum height of 50.0 metres (164.0 feet) abutting non-residential zones consist with the 2017 zone change application and the current maximum height for all standard Light Industrial Zone variations.

For the 2017 zone change application planning staff reviewed and considered height permissions in industrial zones in neighbouring municipalities, noting that some neighbouring municipalities had amended their Zoning By-laws to permit heights in excess of 15.0 metres (49.2 feet) and others had done away with maximum heights altogether, allowing yard depths relative to height and land availability to limit the heights that can be achieved rather than specify a maximum height. The 2017 PEC report found that London's height permissions in industrial zones fell somewhere in the middle of the height permissions in neighbouring municipalities where some height permissions were more permissive, and others were more restrictive.

Consistent with the PPS that supports land use planning that contributes to more effective and efficient use of land and resources, the proposed increase in maximum height would allow for more vertical forms of development that build-up rather than build-out (2020 PPS, Policy 1.1.3.2 (a)). Also consistent with the PPS that directs long-term economic prosperity be supported, the proposed increase in maximum height is more flexible and permissive and reduces potential obstacles for industrial development and the need for additional planning approvals (2020 PPS, and Policy 1.7.1).

The London Plan does not contemplate minimum or maximum height permissions for Light Industrial lands. It is acknowledged that the Zoning By-law may regulate the intensity or scale of development, including height (The London Plan, Policy 1124\_ 6.).

Specific policies for the Airport Road South Innovation Park expect that these lands will develop as a high-quality, well-designed prestige innovation park and direct that development will have regard for the Airport Road South Business Park Urban Design Guidelines (The London Plan, Policy 1142\_). Adopted by Municipal Council in 2004, the Airport Road South Business Park Urban Design Guidelines provide design preferences and expectations for public works and site development in Innovation Park (formerly the Airport Road South Business Park). With respect to building design, these urban design guidelines identify in a maximum building height of 4-stories (approximately 12.0 metres (39.4 feet)) and an increased maximum building height of 6-stories (approximately 18.0 metres (59.1 feet)) at gateway locations (Airport Road South Business Park Urban Design Guidelines, Section 5.1.1, Subsection 3.). As guidelines there is meant to be some flexibility, and the guidelines should be used in conjunction with the Official Plan and Zoning By-law.

As such, based on emerging trends it may be beneficial and/or necessary to build-up, rather than build-out to provide for more vertical forms of development. Planning and Development staff are recommending the guidelines be amended to permit increased height limits above 4-stories for the subject lands. Urban Design staff in their review and comment on the zone change application have indicated that the urban design guidelines are sufficient to ensure strong articulation and façade treatment compatible for heights above 6 [sic]-stories. The Airport Road South Business Park Urban Design Guidelines are listed among the design guidelines that Municipal Council has adopted to guide development in specific areas, and with the recommended amendment to the guidelines, the proposed increase in height conforms to The London Plan and the 1989 Official Plan.

By maintaining the status quo that would permit a maximum height of 15.0 metres (49.2 feet) abutting residential zones, the existing enhanced regulations for front, rear and exterior and interior side yard depths intended to achieve the vision for a prestige innovation park already provide an appropriate and sizable buffer to minimize and mitigate the impacts of permitted height on sensitive residential land uses (although no residential zones exist near the subject lands).

With respect to the proposed increase in maximum height that would permit 50 metres (164.0 feet) abutting non-residential zones, staff are recommending a minimum interior

side and rear yard depth of not less than 12.0 metres ((39.4 feet) for heights above 30 metres (98.4 feet) to minimize and mitigate the impacts of permitted height consistent with regulations for the standard Light Industrial Zone variations. It being note that no change is recommended to the site-specific special provision that regulates minimum front and exterior side yard depth for the subject lands, (which is expressed as a rate relative to height) because the site-specific yard depth requirement already well-exceeds the minimum front and exterior side yard depth required for the standard Light Industrial Zone variations.

## **Conclusion**

In support of business attraction and retention effort and to provide for more flexible development opportunities within Innovation Park Phase IV in the future, the City is proposing to expand the range of permitted uses to include uses that are similar in nature and intensity to the existing permitted uses and increase the maximum permitted height consistent with the standard Light Industrial Zone variations.

The recommended amendment is consistent with the Provincial Policy Statement, 2020. It will utilize land effectively and efficiently and will promote economic development and competitiveness and community investment-readiness by reducing potential obstacles for industrial development and the need for additional planning approvals.

The recommended amendment conforms to the permitted uses and intensity of development contemplated for the Light Industrial Place Type (or designation) in The London Plan and the 1989 Official Plan. Permitted uses in Innovation Parks are to incorporate knowledge-based functions with industrial production. With respect to the specific policy area, the recommended amendment is consistent with the vision of a high-quality, well-designed prestige innovation park subject to enhanced yard depth and adherence to urban design guidelines. Together with the recommended amendment to urban design guidelines, the recommended amendment conforms to intensity of development contemplated for the Light Industrial Place Type (or designation) and Innovation Parks in The London Plan and the 1989 Official Plan.

**Prepared by:** **Melissa Campbell, MCIP, RPP**  
**Senior Planner, Long Range Planning and Research**

**Reviewed by:** **Justin Adema, MCIP, RPP**  
**Manager, Long Range Planning and Research**

**Recommended by:** **Gregg Barrett, AICP**  
**Director, Planning and Development**

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

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. Z.-1-22\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court.

WHEREAS the Corporation of the City of London has applied to rezone an area of land located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 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) Section 2 (Definitions) is amended by adding the following new definitions:

“HIGH-TECH INDUSTRY” means Manufacturing and Assembly Industries that involve a high concentration of activities in Science, Technology, Engineering and Mathematics and may include aerospace products or parts, artificial intelligence, autonomous technology, computer hardware, electronics, information and communication technology, nanotechnology, nanobots, or robotics.

“PRODUCTION STUDIO” means premises for producing live broadcasts, motion pictures, or audio or video recordings or transmissions. The mass reproduction of film or recordings is not a production studio.

2) Section Number 40.4 of the Light Industrial (LI) Zone is amended by deleting and replacing the following subsection:

LI2(23) 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court.

a) Permitted Uses:

- i) Advanced Manufacturing Industrial Uses
- ii) Advanced Manufacturing Educational Uses
- iii) Data Processing Establishments
- iv) High-Tech Industries
- v) Laboratories
- vi) Laboratories, Scientific or Research and Development
- vii) Production Studios
- viii) Pharmaceutical and Medical Products Industries
- ix) Printing, Reproduction and Data Processing Industries
- x) Research and Development Establishments

b) Regulations:

- i) Lot Area (Minimum): 2,000 sq. m (21,528 sq. ft.)
- ii) Lot Frontage (Minimum): 30.0 metres (98.4 feet)
- iii) Front and Exterior Side Yard Depth 6.0 metres (19.7 feet) plus 1.0 metre (3.3 feet) per 3.0

- |     |  |   |
|-----|--|---|
|     | (Minimum):                                   | metres (9.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)   |
| iv) | Interior Side and Rear Yard Depth (Minimum): | 1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet) for buildings less than 30.0 metres (98.4 feet) in height.<br><br>12.0 metres (39.4 feet) for buildings more than 30.1 metres (98.8 feet) in height. |
| v)  | Landscaped Open Space (%) (Minimum):         | 20.0  |
| vi) | Open Storage (%) (Maximum):                  | 5.0; all open storage areas shall be screened by fencing and/or landscaped berms.   |
- c) 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 3.0 metres (9.8 feet) 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 5.0 metre (16.4 feet) wide landscape strip shall be located on the portions of any yard adjacent to the Veterans Memorial Parkway corridor.

3) 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.

4) 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. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on April 12, 2022.

Ed Holder  
Mayor



Michael Schulthess  
City Clerk

First Reading – April 12, 2022  
Second Reading – April 12, 2022  
Third Reading – April 12, 2022

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



File Number: Z-9454  
Planner: MC  
Date Prepared: 2022/02/16  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:5,750

0 25 50 100 150 200 Meters



## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. (number to be inserted by Clerk's Office)

A by-law to amend the Airport Road South  
Business Park Urban Design Guidelines.

WHEREAS the London Plan for the City of London Planning Area – 2016 includes policies for design guidelines for specific areas, or for the city as a whole, to provide further detailed guidance for the implementation of the City Design policies and for setting out design standards and performance criteria that may be imposed upon the approval of development;

AND WHEREAS the Airport Road South Business Park Urban Design Guidelines are design guidelines pursuant to Policy 195\_ of the London Plan for the City of London Planning Area - 2016;

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

- 1) The amendment to the Airport Road South Business Park Urban Design Guidelines, as attached hereto and forming part of this by-law, is adopted.

PASSED in Open Council on April 12, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 12, 2022  
Second Reading – April 12, 2022  
Third Reading – April 12, 2022

**AMENDMENT NO. 1**  
**to the**  
**AIRPORT ROAD SOUTH BUSINESS PARK URBAN DESIGN GUIDELINES**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add a policy in Section 5.1.1 – Guidelines for Building Design, Subsection 3. of the Airport Road South Business Park Urban Design Guidelines to increase the height limits.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 2520-2544 Advanced Avenue, 2475-255 Bonder Road and 2560-2580 Boyd Court in the City of London.

C. BASIS OF THE AMENDMENT

Based on emerging trends where it may be beneficial and/or necessary to build-up, rather than build-out, height limits are to be increased to permit heights above 4-stories to provide greater flexibility to support business attraction and retention and reduce potential obstacles for industrial development and the need for additional planning approvals

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Section 5.1.1 – Guidelines for Building Design, Subsection 3. of the Airport Road South Business Park Urban Design Guidelines is amended by adding the following:

For lands bounded by Fekete Woods and Stormwater Management Facilities to the north, the City of London/Municipality of Thames Centre boundary to the east, Bradley Avenue to the south, and Veterans Memorial Parkway to the west, increased height limits above 4-stories are permitted.

## Appendix C – Community Engagement

### Community Engagement

#### Public Liaison:

- On December 23<sup>rd</sup>, 2021, Notice of Application was sent to **10** property owners in the surrounding area. Notice of Application was also published in the “Public Notices and Bidding Opportunities” section of “The Londoner” on December 22<sup>nd</sup>, 2021. A “Planning Application” sign was also posted on the site.

The were no telephone replies, and **one (1)** written replies received.

- On March 10<sup>th</sup>, 2022, Notice of Public Meeting was sent to **10** property owners in the surrounding area. Notice of Public Meeting was also published in the “Public Notices and Bidding Opportunities” section of “The Londoner” on March 9<sup>th</sup>, 2022 and advised of modifications to the application.

#### Nature of Liaison:

The notice advised of a possible zone change to amend the Light Industrial Special Provision (LI2(23)) Zone to permit an expanded range of permitted uses and an increase in maximum height.

Permitted uses requested included: Aerospace Products and Parts Manufacturing; Data Processing Establishment; High-Tech Industry; Laboratory; Laboratory, Scientific or Research and Development; Motion Picture Studio; Pharmaceutical and Medical Products Industry; Printing, Reproduction and Data Processing Industry; and Research and Development Establishment in addition to the current permitted uses. A maximum height of 50.0 metres (164.0 feet) was requested; whereas, 15.0 metres (49.2 feet) is permitted. The City may also consider the Airport Road South Business Park Urban Design Guidelines be amended to permit increased height limits and that the Light Industrial Special Provision (LI2 (23)) Zone be amended to permit a minimum interior side yard and rear yard depth of 12.0 metres (39.4 feet) for heights over 30.0 metres (98.4 feet).

One (1) written response was received from a member of the London Advisory Committee on Heritage requesting more information on the planning application. No concerns were raised.

#### Agency/Departmental Responses:

##### February 28, 2022: Upper Thames River Conservation Authority

**From:** Stefanie Pratt <pratts@thamesriver.on.ca>

**Sent:** February 28, 2022 4:33 PM

**To:** Campbell, Melissa <mecampbe@london.ca>

**Subject:** [EXTERNAL] Re: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Hi Melissa,

Please find attached the UTRCA's regulation limit mapping as it pertains to the lands at Bonder Road, Advanced Avenue and Boyd Court. It is recognized that these lands were approved for development through an industrial draft plan of subdivision process.

Overall, the UTRCA has **no objections** to the proposed Zoning By-law Amendment application, however we would like to note that development within a regulated area may still require a Section 28 permit application. We encourage applicants to reach out to our staff prior to initiating any works within a regulated area.

Kind Regards,

**Stefanie Pratt**

Planning Coordinator

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## February 11, 2022: Heritage Planning

**From:** Gonyou, Kyle <kgonyou@london.ca>  
**Sent:** February 11, 2022 2:27 PM  
**To:** Campbell, Melissa <mecampbe@london.ca>  
**Cc:** Dent, Laura <ldent@london.ca>  
**Subject:** RE: Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct

Good afternoon Melissa,

I asked Laura to refer this to me, as I recalled a discussion about archaeology here with Adam Ostrowski about two years ago.

Archaeological issues were addressed when the subdivision, 39T-06506, was approved (Innovation Park Phases 3-4, related to Airport Road South Area Plan). I did not have all of the archaeological assessment reports, but Adam Ostrowski was able to help locate the missing Stage 4 archaeological assessment report for AfHg-140. My information about AfHg-140 locates it within the area of 39T-06506 (and Z-9454). No further archaeological assessment is required for AfHg-140. See attached clearance letter from the Ministry of Culture (May 1, 2008). The archaeological reports appear to have been accepted by the City at the time of subdivision.

With this, no further archaeological assessment should be required for Z-9454 (as it appears to be contained within the limits of 39T-06506).

I don't feel a meeting is necessary if everyone is in agreement with this conclusion. But always happy to talk about archaeology.

Best,

**Kyle Gonyou**  
Heritage Planner  
Community Planning, Urban Design, and Heritage  
City of London

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## February 11, 2022: Heritage Planning

**From:** Dent, Laura <ldent@london.ca>  
**Sent:** February 11, 2022 12:50 PM  
**To:** Campbell, Melissa <mecampbe@london.ca>  
**Cc:** Gonyou, Kyle <kgonyou@london.ca>  
**Subject:** Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct

Good Afternoon Melissa,

**Z-9454 – 2475-2555 Bonder Rd, 2520-2544, Advanced Ave & 2560-2580, Boyd Ct**  
(subject lands)

expand range of uses

Major issues identified

The subject lands are adjacent (across the road) from 2591 Bradley Avenue, a LISTED property on the City's *Register of Cultural Heritage Resources*. A heritage impact assessment (HIA) is required for new development on, and adjacent to, heritage designated properties and properties listed on the *Register* to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes (*The London Plan*, 565\_, Glossary).

Archaeological potential on the subject lands is also identified on the City's Archaeological Mapping.

The description of work in the application is to expand the current range of uses, and no new construction is being proposed at this time.

Heritage planning – complete application requirements

- Archaeological assessment – archaeological assessment stages and locations on the subject lands, to be determined by heritage staff



## Notes

A heritage impact assessment (HIA) is not being required at this time, but may be required as part of future development applications on the subject lands.

### Archaeological Assessment

- A consultant archaeologist should be retained, licensed by the Ministry of Heritage, Sport, Tourism, and Culture Industries under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out archaeological assessment(s) and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found.
- The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.
- All archaeological assessment reports will to be submitted to the City of London once the Ministry of Heritage, Sport, Tourism and Culture Industries has accepted them into the Public Registry; both a hard copy and PDF format of archaeological reports should be submitted to Current Development.
- No soil disturbance arising from demolition, construction, or any other activity shall take place on the property prior to Current Development receiving the Ministry of Heritage, Sport, Tourism, and Culture Industries compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied.
- It is an offence under Section 48 and 69 of the *Ontario Heritage Act* for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The *Funerals, Burials and Cremation Services Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

Please let me know if you have any further questions or concerns.

Best,

**Laura E. Dent, M.Arch, PhD, MCIP, RPP**

Heritage Planner  
Community Planning, Urban Design and Heritage  
Planning & Development  
City of London

### Notes to Planner:

Standard practice has been to address archaeological issues at the OP/ZBA planning phase. For consistency in commenting and requirements, archaeological assessment(s) are being required for this file as a condition of a complete ZBA application.

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## **February 4, 2022: Urban Design**

**From:** Langlois, Yuri <ylanglois@london.ca>  
**Sent:** February 4, 2022 3:57 PM  
**To:** Campbell, Melissa <mecampbe@london.ca>  
**Cc:** Kelemen, Jana <jkelemen@london.ca>  
**Subject:** Z-9454 Innovation Park Phase IV - Background Documents UD Review

Hi Melissa,

It was a pleasure chatting with you more in the breakout session today!

Regarding the Airport Road South Business Park UDG and documents and after reviewing, there is only one policy noted within the UDG that is pretty clear about height limits (Subsection 5.1.1, part (3)) stating:

*“The maximum building height is 4 stories. Increased height limits to a maximum 6 stories are permitted at gateway locations...”*

With the ZBA to permit 50 metres, and zoning height provisions as such superseding the UDG, there shouldn't be an issue as we see it with the height limit currently stated in the UDG. We could add an additional sentence in the UDG under the height limit policy to acknowledge heights above 6 stories for the defined area under the ZBA.

Other than this, the guidelines seem to be quite sufficient in ensuring strong articulation and façade treatment compatible for heights above 6 stories. So overall we are comfortable with what exists currently.

Let Jana and myself know what you think and we can discuss more in a future meeting.

Many thanks,

**Yuri G. Langlois, MSc Urban Design, BES**

Urban Designer  
Community Planning, Urban Design & Heritage  
Planning & Development  
City of London

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## **January 17, 2022: Development Engineering**

**From:** Lambert, Brent <blambert@london.ca>  
**Sent:** January 17, 2022 3:53 PM  
**To:** Campbell, Melissa <mecampbe@london.ca>  
**Subject:** FW: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Hi Melissa,

No concerns from Engineering on this one.

**Brent Lambert, C.E.T.**

Senior Technologist, Development Engineering  
Planning and Development  
City of London

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## **January 10, 2022: Transportation Planning and Design**

**From:** Chamorro, Juan <jchamorr@london.ca>  
**Sent:** January 10, 2022 11:58 AM  
**To:** Di Losa, Paul <pdilosa@london.ca>; Lambert, Brent <blambert@london.ca>  
**Cc:** Grady, Sarah <sgrady@london.ca>; Harpal, Dhaval <dharpal@london.ca>; Campbell, Melissa <mecampbe@london.ca>  
**Subject:** RE: Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Good morning

Transportation has no comments to offer currently regarding the ZBA.

Rgs,

**Juan C. Chamorro, CET**

Senior Transportation Technologist  
Transportation Planning & Design  
City of London

---

**January 6, 2022: Water Engineering**

**From:** Vanjecek, Maaike <mvanjecek@london.ca>

**Sent:** January 6, 2022 3:20 PM

**To:** Lambert, Brent <blambert@london.ca>

**Cc:** Campbell, Melissa <mecampbe@london.ca>

**Subject:** Z-9454 - Notice of Planning Application for Zoning By-law Amendment – 2475-2555 Bonder Road., 2520-2544, Advanced Avenue. & 2560-2580, Boyd Court. – The Corporation of the City of London. (WARD 14) - Planner: Melissa Campbell

Good afternoon Brent,

Water Engineering has no comment on this zoning by-law amendment noted above as there will be no changes to the current water servicing within the area.

All the best,

**Maaike Vanjecek (she/her)**

Technologist II  
Water Engineering  
City of London

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**January 4, 2022: London Hydro Engineering**

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.

**Hans Schreff**

Manager- Developer & Operations Support,  
Engineering & Operations Administration Dept.

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**Appendix D – 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, 2020 (PPS)***

Policy 1.1.1 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.2 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.2.6.1 Coordination, Land Use Compatibility

Policy 1.2.6.2 Coordination, Land Use Compatibility

Policy 1.3.1 Employment

Policy 1.3.2.1 Employment, Employment Areas

Policy 1.3.2.6 Employment, Employment Areas

Policy 1.7.1 Building Strong Health Communities, Long Term Economic Prosperity

***The London Plan***

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

Policy 1115\_ Place Type Policies, Urban Place Types – Industrial, Permitted Uses, Permitted Uses in Light Industrial Place Type

Policy 1124\_ Place Type Policies, Urban Place Types – Industrial, Intensity Policies for all Industrial Place Types

Policy 1125\_ Place Type Policies, Urban Place Types – Industrial, Form Policies for all Industrial Place Types

Policy 1130\_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types

Policy 1141\_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1142\_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1144\_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

Policy 1148\_ Place Type Policies, Urban Place Types – Industrial, Specific Policies for the Industrial Place Types, Light Industrial – Innovation Park Specific Policies, Airport Road South Innovation Park

\*Map 1 – Place Types

\*Map 7 – Specific Policy Areas

### **1989 Official Plan**

Section 7.1.3 Industrial Land Use Designation, Light Industrial Objectives

Section 7.3 Industrial Land Use Designation, Light Industrial

Section 7.3.1 Industrial Land Use Designation, Light Industrial, Main Permitted Uses

Section 7.3.3 Industrial Land Use Designation, Light Industrial, Operational Criteria

Section 7.3.5 Industrial Land Use Designation, Light Industrial, Area and Site Design Criteria

Section 7.3.6 Industrial Land Use Designation, Light Industrial, Scale of Development

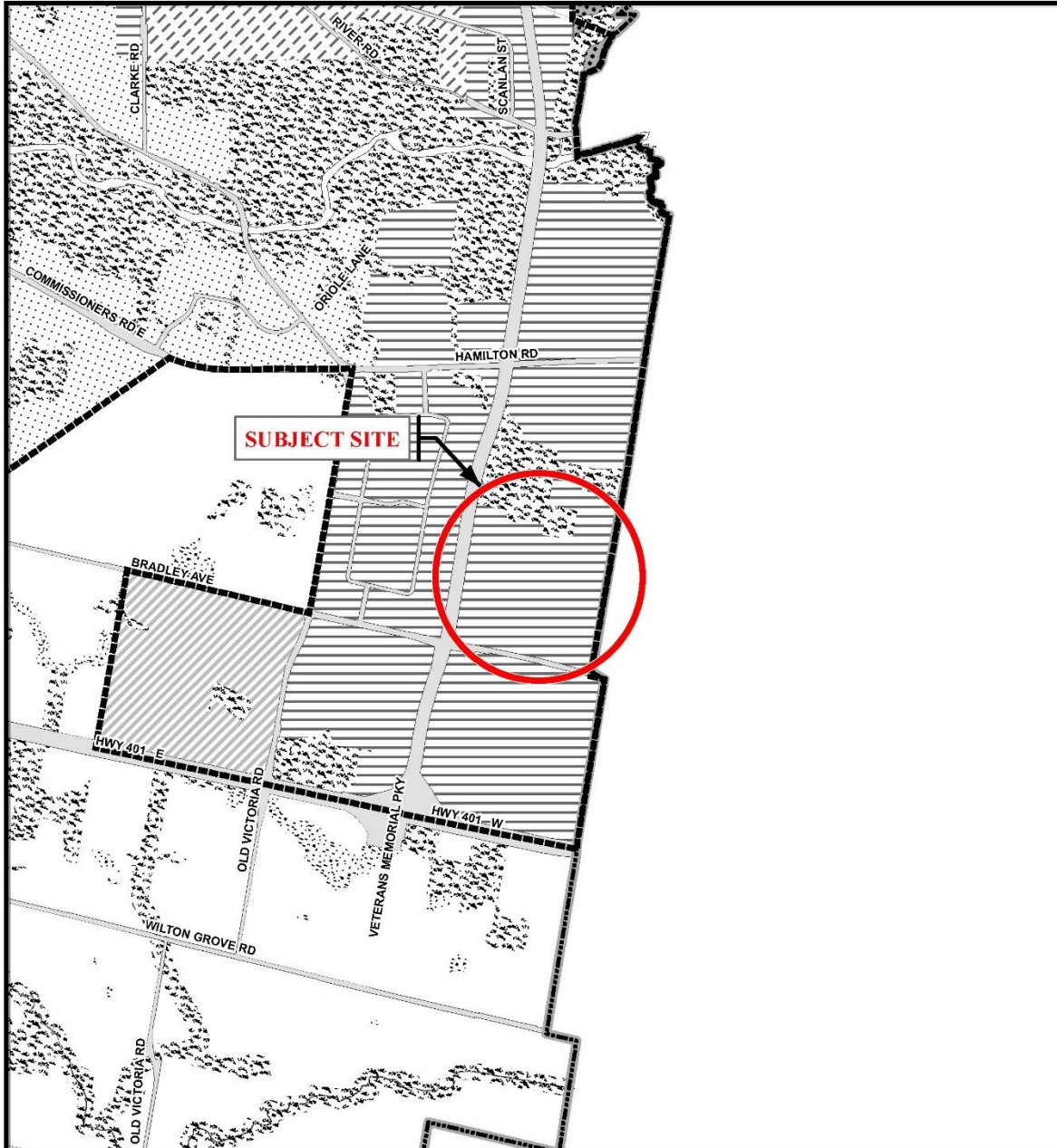
Section 10.1.1. Policies for Specific Areas, Purpose, Criteria

Section 10.1.3 Policies for Specific Areas, Purpose, Specific Areas

Schedule A – Land Use

# Appendix E – Relevant Background

## Additional Maps



### 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.*

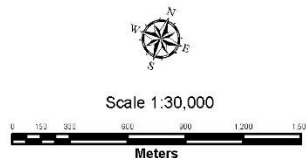
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

### CITY OF LONDON

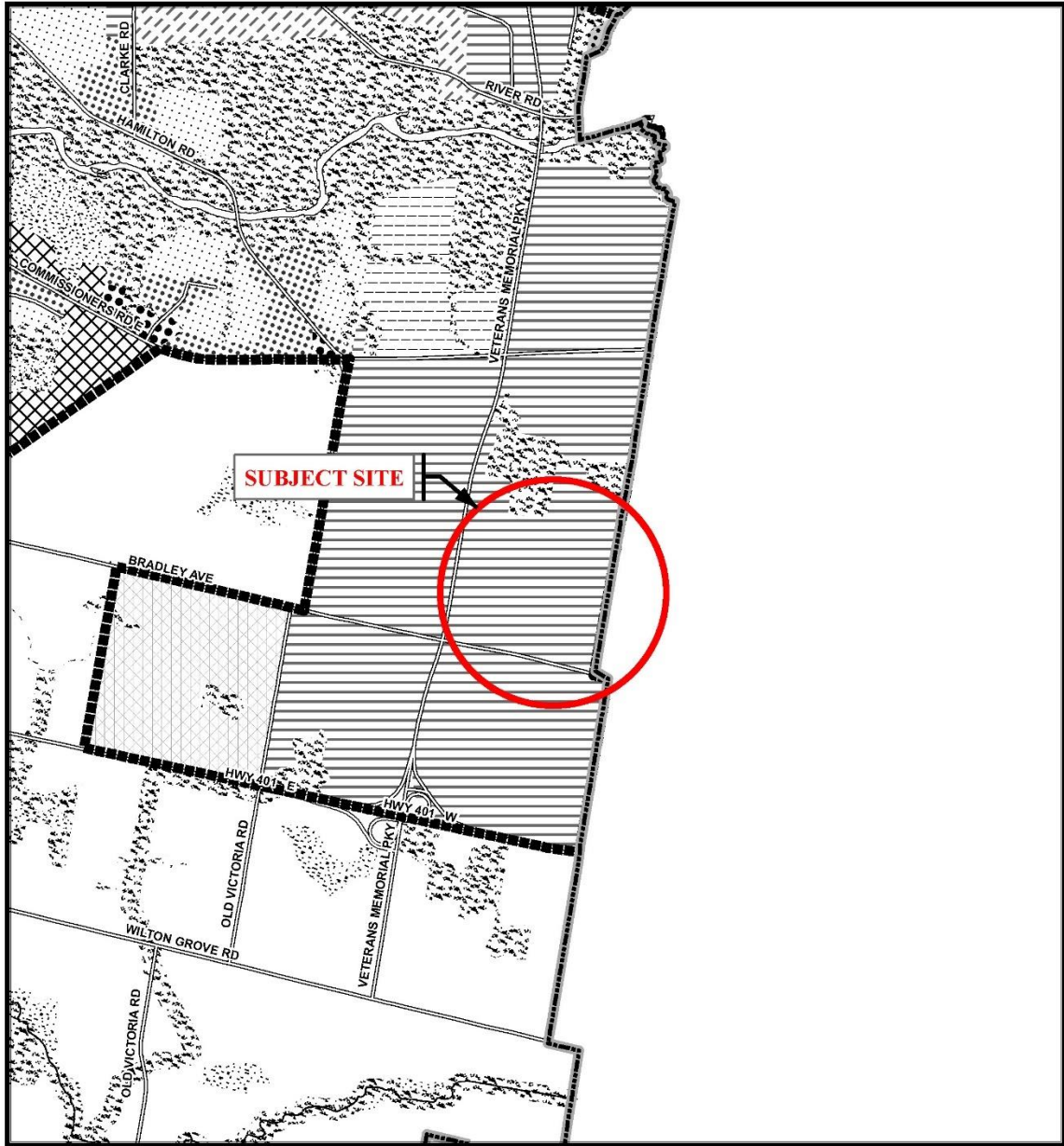
Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



**File Number:** Z-9454  
**Planner:** MC  
**Technician:** RC  
**Date:** February 16, 2022



**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  
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000



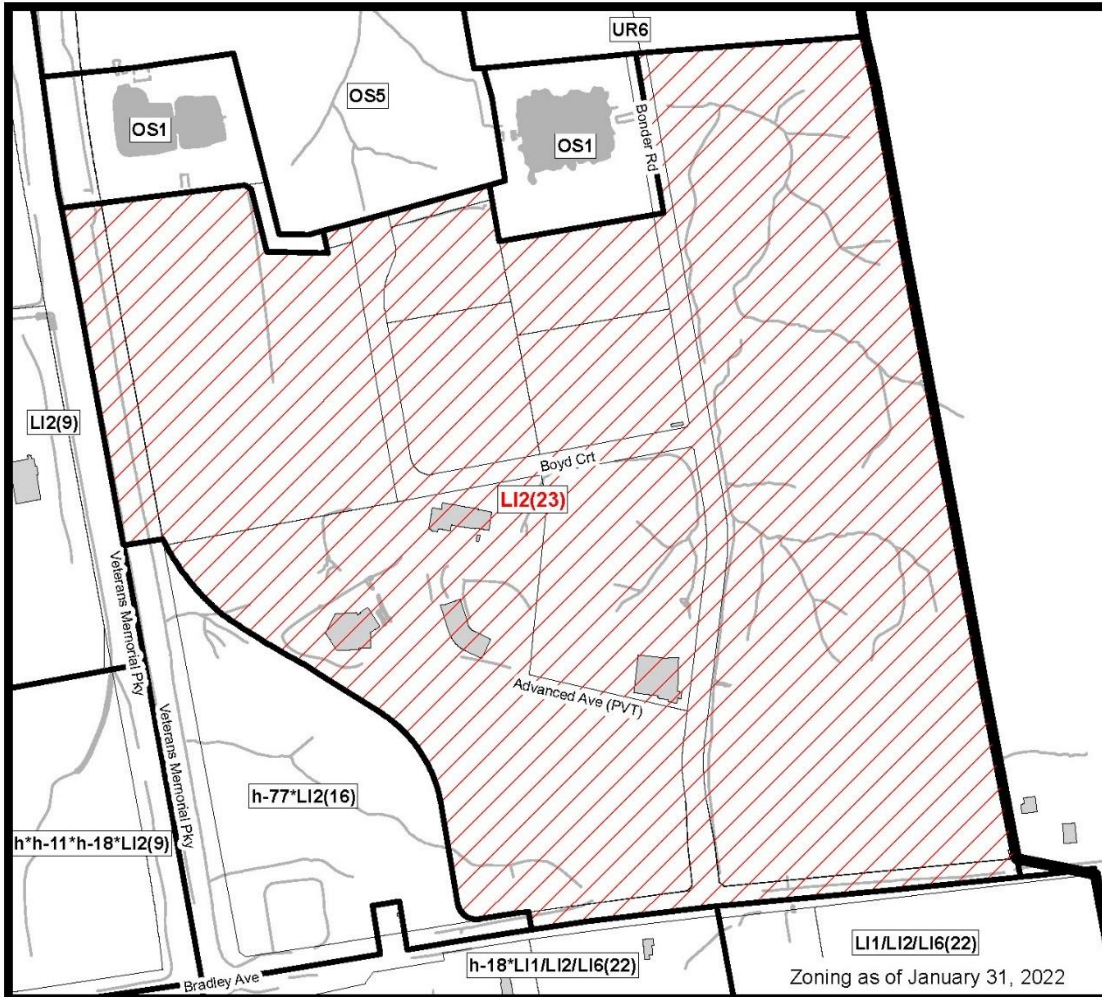
FILE NUMBER: Z-9454

PLANNER: MC

TECHNICIAN: RC

DATE: 2022/02/16





Zoning as of January 31, 2022



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
|   | LI - LIGHT INDUSTRIAL             |
| DA - DOWNTOWN AREA                        | GI - GENERAL INDUSTRIAL           |
| RSA - REGIONAL SHOPPING AREA              | HI - HEAVY INDUSTRIAL             |
| CSA - COMMUNITY SHOPPING AREA             | EX - RESOURCE EXTRACTIVE          |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | UR - URBAN RESERVE                |
| BDC - BUSINESS DISTRICT COMMERCIAL        |                                   |
| AC - ARTERIAL COMMERCIAL                  | AG - AGRICULTURAL                 |
| HS - HIGHWAY SERVICE COMMERCIAL           | AGC - AGRICULTURAL COMMERCIAL     |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL               | TGS - TEMPORARY GARDEN SUITE      |
| SS - AUTOMOBILE SERVICE STATION           | RT - RAIL TRANSPORTATION          |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL |                                   |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "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-9454

MC

MAP PREPARED:

2022/02/16

RC

1:6,000

0 30 60 120 180 240 Meters