

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 2810 Roxburgh Road
Public Participation Meeting
Date: October 3, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Harpreet Singh (2309529 Ontario Inc.) relating to the property located at 2810 Roxburgh Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting October 3, 2022, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (The London Plan, 2016) to change the zoning of the subject property **FROM** a Light Industrial (LI2) Zone **TO** a Light Industrial Special Provision (LI6(_)) Zone.
- (b) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i. The applicant is to provide appropriate setbacks along the site boundaries, provide enhanced landscaping along the site borders, and use enhanced landscaping and street trees along Roxburgh Road to screen the development and meet City tree planting requirements.
 - ii. The applicant is to provide hard surfacing for the parking lot.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site to permit a Light Industrial (LI2) Zone to a Light Industrial (LI6) Zone to permit an outdoor storage depot/transport terminal.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to rezone the lands to a Light Industrial Special Provision (LI6(_)) Zone to permit a storage depot/transport terminal. The proposed Amendment will allow the property to be used for outdoor parking and storage of tractor trailers, recreational vehicles, boats, and construction equipment and industrial vehicles. No buildings or structures are proposed as part of this application.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020.
2. The recommended amendment conforms to the policies of The London Plan, including but not limited to the Key Directions and Light Industrial Place Type.
3. The recommended amendment would facilitate the reuse of an otherwise underutilized parcel of land within an existing Industrial Area.
4. The proposed use is considered appropriate for the context of the site.
5. The recommended amendment conforms to the in-force policies of the Southwest Area Secondary Plan, including but not limited to the Land Use

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located northeast of the Wellington Road South and Roxburgh Road intersection and are currently within the Westminster Planning District. The site is 13,242m² in size with a lot frontage of 101.7m along Roxburgh Road and is vacant of any natural and/or man-made features.



Figure 1: Photo of 2810 Roxburgh Road from Roxburgh Road (2021)

1.2 Current Planning Information

- The London Plan Place Type – Light Industrial
- Existing Zoning – Light Industrial (LI2)
- Street Frontage Classification- Neighbourhood Connector (Roxburgh Road)
- Southwest Area Secondary Plan (Brockley Industrial Neighbourhood) – Industrial Land Use Designation

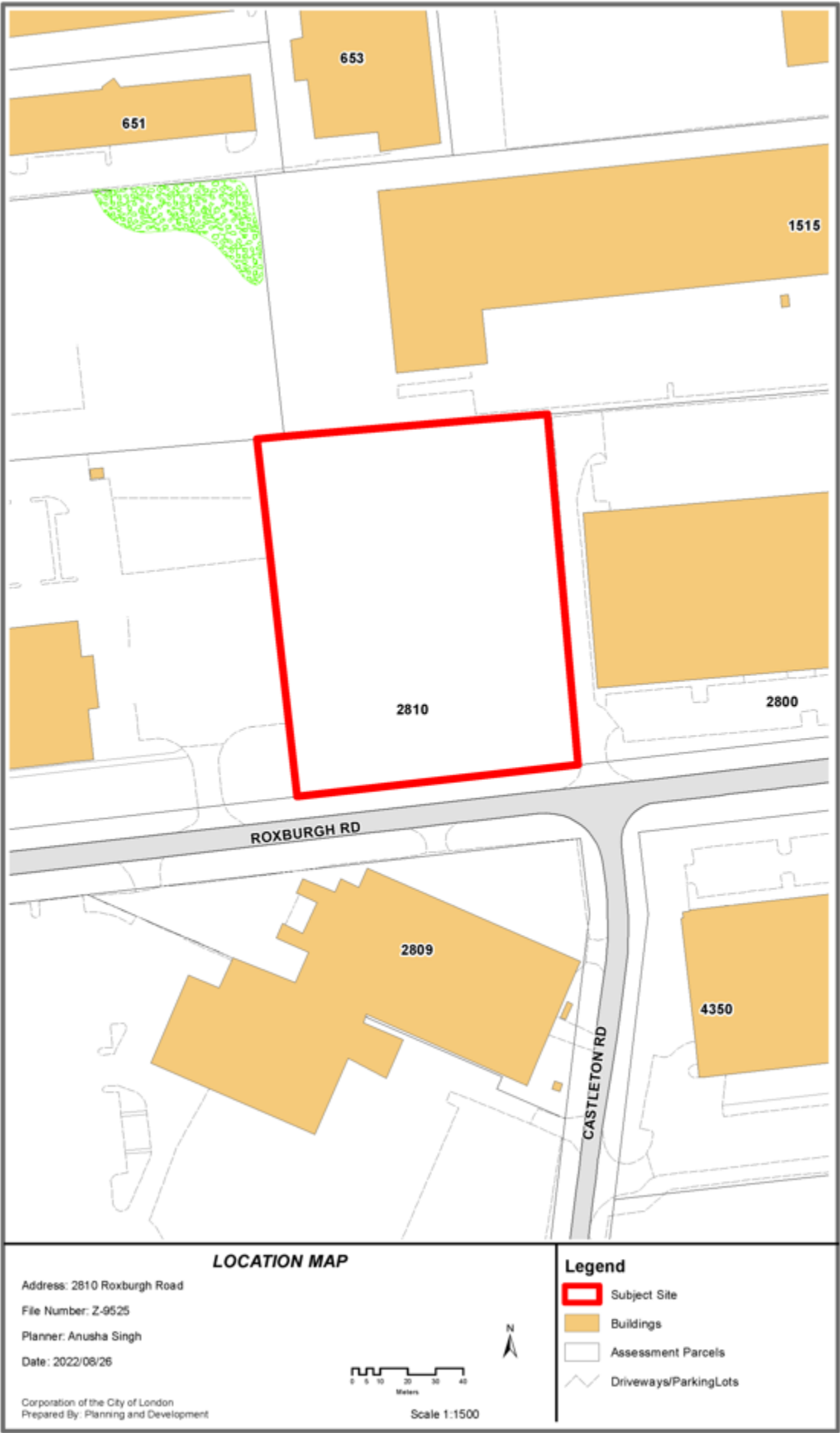
1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 101.7 metres
- Area –13,242 square metres
- Lot Coverage – 0%
- Shape – Wide and Rectangular

1.4 Surrounding Land Uses

- North – Industrial
- East – Industrial
- South – Industrial
- West – Industrial

1.5 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

First Submission – June 9, 2022

The applicant has requested to rezone the subject lands to allow the property to be used as a storage depot/ transport terminal intended to facilitate parking storage of tractor trailers, recreational vehicles, boats, and construction equipment and industrial vehicles.

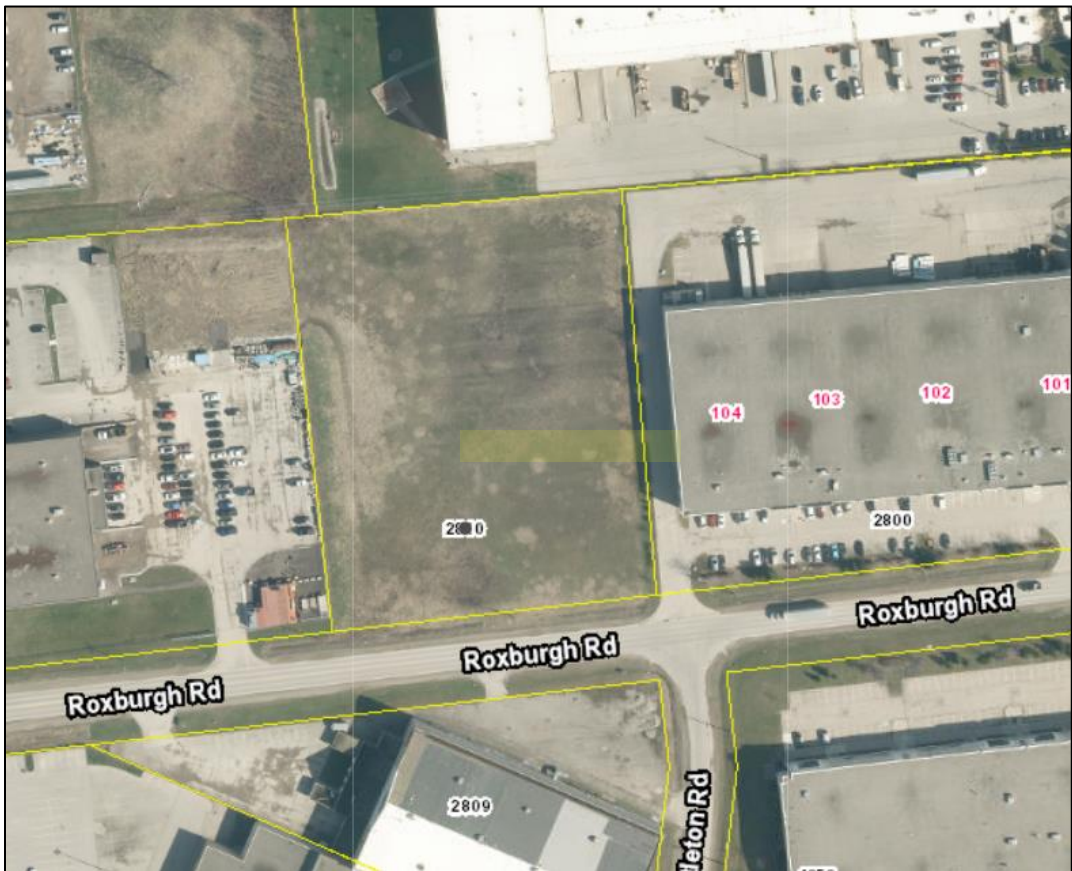


Figure 2: Existing Site Conditions (Aerial View)



Figure 3: Proposed Site Plan (First Submission)

2.4 Policy Context

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. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

The London Plan

The London Plan is the new Official Plan for the City of London. As of May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan effectively bring The London Plan into full force and effect. As of present day, the London Plan is now the one and only official plan for the City of London. However, on May 25th, 2022, the city also announced that any applications that are already in process should continue uninterrupted as per the “clergy principle”. This principle states that, in general, the policies that were in force at the time the application was received will continue to direct that application. As the application that is being considered as part of this report was received in June 2022, the London Plan policies will be considered in full, and 1989 Official Plan policies will not apply.

The London Plan provides Key Directions (54_) that must be considered to help the city effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to celebrate and support London as a culturally rich and diverse city by:

- Identify and strategically support existing and emerging industrial sectors. (Key Direction #1, Direction 9)
- Ensuring an adequate supply of employment lands (Key Direction #1, Direction 10)

The London Plan also provides direction to making wise planning decisions in existing built areas by:

- Ensuring new development is a good fit within the context of an existing neighbourhood (Key Direction #8, Direction 9)

The proposed rezoning supports these Key Directions by requesting permission to allow a Light Industrial use within an area of the city that heavily consists of Industrial buildings and services. The proposed amendment intends to continue supporting the growing and emerging industrial sector within the existing neighbourhood and will contribute to the supply of employment lands within the city.

The site is also located in the Light Industrial Place Type fronting onto a Neighbourhood Connector (Roxburgh Road) as identified on Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within the Light Industrial Place Type at this location include a broad range of industrial uses that are unlikely to impose significant impacts on surrounding industrial land uses due to their emissions such as noise, odour, particulates, and vibration. Uses with large amounts of open storage may not be permitted dependant on the character of the surrounding industrial area or any applicable guideline documents (The London Plan, Policy 1115_ (1 and 2)). The

Province's D-series Guidelines will also be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another (The London Plan, Policy 1115_ (9)). The London Plan also includes regulations for all industrial areas and specifies that large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors. (The London Plan, Policy 1125_ (5))

Southwest Area Secondary Plan

The subject site is located within the Southwest Area Secondary Plan, Brockley Industrial Neighbourhood. The Brockley Industrial Neighbourhood will promote opportunities for a limited range of compatible industrial land uses that; (1) support the city's long-term industrial strategy, (2) will promote the development of employment lands, and (3) will capitalize on the importance of the proximity of Highway 401 and the Canadian National Railway (20.4.14(i)). The Brockley Industrial Area is also intended to accommodate a range of light industrial uses that have a high standard of site design and take advantage of the location nearby major highway corridors. The focus for new development within the eastern portion of the Brockley Industrial Neighbourhood is to promote 'logistics' type of industrial uses that involve the movement and transfer of goods. (20.4.14(i)).

Generally, the objective of the Southwest Area Secondary Plan is to provide for a range of land uses including residential, open space, industrial, commercial, office and mixed-uses, and community facilities. Industrial Uses that have a high standard of site design, support the movement and transfer of goods, capitalize on the importance of the Highway 401 corridor, and introduce compatible industrial uses to an existing neighbourhood are generally permitted within the Southwest Secondary Planning Area.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use, Intensity and Form

Provincial Policy Statement, 2020

The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Employment Areas are intended to be planned for, protected, and preserved for current and future uses. These areas shall ensure that the necessary infrastructure is provided to support current and projected needs. Specifically, planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations (1.3.2.6).

Planning authorities shall also promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

The recommended amendment is in keeping with the PPS 2020 as it facilitates the introduction of uses that are suitable within the existing site context, and within the Light Industrial Place Type. The recommended Amendment contributes to the appropriate utilization of an existing vacant lot within an established industrial area and will make efficient use of the land while contributing to the supply of employment lands within the city. The proposed use also intends to benefit and capitalize on the site's close proximity to the 401 Highway and is intended to support the movement of goods in a way that would minimize the length of vehicle trips required whilst contributing the economic prosperity of the city.

The London Plan

Policy 1113_ of the London Plan identifies the City's vision for Industrial Place Types and mentions that industrial uses are intended to be located in strategically planned areas where they can capitalize upon the city's proximity to the 401 and 402 highway corridors by providing opportunities for sites that are highly accessible to these highways. Policies 1125_5 and 1125_7 also regulate that large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors, and that loading facilities will be located in areas that minimize visual impact to other industrial uses and the street. Policy 1115_2 reiterates that large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area, specific policies at the end of this chapter, or any applicable guideline documents.

The subject site is within the Light Industrial Place Type of The London Plan and is located with frontage onto a Neighbourhood Connector (Roxburgh Road). At this location, a range of low-medium impact industrial uses that are unlikely to impose significant impacts on surrounding properties in regard to noise, odour, vibration, or particulates may be permitted. The Province's D-series Guidelines will also be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.

Southwest Area Secondary Plan (SWAP)

The principles of the SWAP include providing for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities (20.5.1.4 a)). SWAP is based on a design in which one of the key goals is to provide for a competitive place to work and invest through encouraging the growth of employment land opportunities, which can be achieved through such initiatives as attracting modern manufacturing and light industrial uses to the city while protecting ample, highly accessible, land that will provide a long-term supply of strategically positioned employment lands. (20.5.1.4 iii).

The property is specifically located within an Industrial Designation as part of the Brockley Industrial Neighbourhood as illustrated in Appendix C of this report. Policies within this area are intended to accommodate a range of light industrial uses that have a high standard of site design and take advantage of the areas in proximity to Highway 401. The Brockley Industrial Neighbourhood will also accommodate a reduced range of light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods (20.5.14 i). The SWAP also mentions that, on lands east of Wellington Road South, uses that may be permitted include warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage. Uses that have outdoor storage shall not be permitted on lands east of Wellington Road South and extensive landscaping shall be required to screen hard surface parking and loading areas (20.5.14.ii).

Analysis:

Consistent with the PPS, The London Plan, and the Southwest Area Secondary Plan, the recommended storage/transport depot will contribute to the supply of existing industrial uses within the area and is intended to support the transport of goods. The location of the lands in close proximity (1 kilometre) to the Highway 401 which allows easy access for the proposed storage depot/transport terminal to efficiently function, minimize the number of trips needed for large, heavy, vehicles, and helps in reducing the need for industrial vehicles and freight to commute internally through the city to access highway corridors.

Furthermore, the proposed use directly contributes to the city's supply of employment lands while also utilizing a vacant parcel of land within an existing industrial area and providing a similar and compatible land use to the surrounding neighbourhood that consists of existing transport terminals and light industrial uses. Special provisions to include appropriate side yard setbacks shall also be implemented in order to ensure that there is sufficient room for landscaped buffers that would provide screening and minimize the visual impacts between the proposed use and the abutting properties.

Given that no buildings or structures are proposed, the proposed storage depot/transport terminal is anticipated to have minimal impact on surrounding properties in regard to the proposed intensity and form and is appropriate for the proposed location given the existing site context.

It should also be noted that the Southwest Area Secondary Plan policies for prohibiting outdoor storage within the eastern segment of the Brockley Industrial Area were created to prevent negative impacts on the rural settlement area nearby. However, since those policies came into effect, the area has been developed with a variety of industrial uses including, but not limited to, vehicle storage depots. Additionally, the subject lands are internal to the industrial subdivision and do not abut with the rural settlement area. As such, the proposed use is not out of context for the surrounding neighbourhood and instead aims to compliment and support the existing industrial uses that already exist. As mentioned above, special provisions to include increased setbacks to accommodate enhanced landscaping elements shall also be required as part of the Zoning By-Law Amendment to ensure that the property is effectively screened from the street and any abutting lands.

4.2 Issue and Consideration #2: D6 Guideline Analysis

In the City's Official Plan, sensitive land uses that are adjacent to Industrial designations may be subject to measures intended to minimize any potential adverse impacts of existing or future industrial lands on those sensitive land uses. Incompatible land uses are to be protected from each other, in land use plans, proposals, policies and programs to achieve the Ministry's environmental objectives. Various buffers on either of the incompatible land uses or on intervening lands may be required at the Site Plan Approval Process to provide adequate separation distance, based on a facility's influence area, to mitigate adverse effects.

The Ministry of the Environment developed the D-6 Compatibility Guidelines for sensitive land uses near industrial operations. The guidelines are intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. As per the guidelines, sensitive land uses may include:

1. Recreational uses which are deemed by the municipality or provincial agency to be sensitive; and/or
2. Any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. For example, the building or amenity area may be associated with residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses, or campgrounds.

The D-6 Guidelines define classes of industrial uses by their potential for “fugitive emissions” such as noise, dust, odour and vibration. A Class I Industrial Facility is “a place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.” Examples include electronics manufacturing and repair, furniture repair and refinishing, beverages bottling, auto parts supply, packaging and crafting services, distribution of dairy products, and laundry and linen supply. A Class II Industrial Facility is “a place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. Examples include magazine printing, paint spray booths, electrical production manufacturing, manufacturing of dairy products, dry cleaning services, and feed packing plants. Lastly, a Class III Industrial Facility is “a place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.” Examples include manufacturing of paint and varnish, organic chemicals manufacturing, breweries, and metal manufacturing.

A review of the existing uses on adjacent properties nearby the subject lands show that the current area occupies a range of services including; warehousing and training centers (2800 Roxburgh Road and 635 Wilton Grove), recreational complexes (2809 Roxburgh Road and 4350 Wellington Road S), industrial supply warehouses (1515 Sise Road plus multiple other properties to the north and south), and multiple open vehicle storage lots and industrial malls (properties east and southeast of the subject lands). Permitted uses in the zoning on these lands range from bakeries, business service establishments, laboratories, manufacturing and assembly industries, and warehousing establishments (LI1 Zone), to automobile uses, clinics and personal/institutional services (LI4 Zone), to storage depots, transport terminals and building/contracting establishments (LI7 Zone) and to Commercial Recreation Establishments (CSA1 Zone).

Analysis

As part of the complete application requirements, the applicant submitted a D-6 analysis evaluating the potential impact the proposed use may have on surrounding properties. Based on the above, the proposed storage depot/transport terminal at 2810 Roxburgh Road can be defined primarily as a Class I industrial category based on the following criteria:

- Noise and sound are not audible off property.
- Dust and odor are infrequent and not intense.
- No ground borne vibration would be perceived off-site

Upon further evaluation and review of the surrounding properties, no building or amenity area associated with residences, senior citizen homes, schools, day care facilities, hospitals, churches or other similar institutional uses were identified within Class I influence area of the subject site (70 metres). The properties to the south of site at 4350 Wellington Road South and 2809 Roxburgh Road currently facilitate recreational complexes; however, the subject lands currently reside further away from these uses than the recommended 20m minimum buffer for Class I uses. (Section 4.3, D-6 Compatibility between Industrial Facilities)

Based on this analysis, since storage depots and transport terminals already exist in the nearby area and as no sensitive land uses were identified based on the above D-6 guidelines, staff are supportive of the requested Amendment to rezone the lands from the existing Light Industrial (LI2) Zone to a Light Industrial (LI6) Zone to permit the

requested storage depot/transport terminal.

4.3 Issue and Consideration #2: Zoning

The applicant has requested to rezone the lands from the existing Light Industrial (LI2) Zone to a Light Industrial (LI6) Zone. The intent is to permit a storage depot/transport terminal to exist on the site.

The existing LI2 zone variation permits a range of industrial and associated secondary uses. An expanded range of industrial and complementary uses may be also permitted, at appropriate locations, through other zone variations. The subject site is approximately 13,242m² with a frontage of 101m and will effectively allow for proper functionality of the proposed storage depot/transport terminal while utilizing the large vacant lot .

For these reasons, staff are of the opinion that the proposed Light Industrial (LI6) Zone is appropriate for the future of the site and would continue to permit uses within both the LI2 and LI1 zones while also permitting additional uses that would more effectively utilize the large size of the lot and its ideal location close to the 401 Highway. The requested LI6 Zone would not only continue to allow all the existing uses permitted within the LI2 and LI1 Zones but would also allow for additional permitted uses such as Transport Terminals, Terminal Centres, and Storage Depots. The proposed use would effectively allow for vehicles that support industrial businesses to maneuver and be stored on the site at a location that is in close proximity to arterial roads and highways which are considered ideal corridors for transport of bulk goods.

Conclusion

The recommended Amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan and the Southwest Area Secondary Plan (SWAP). The recommended Amendment would facilitate the utilization of an underutilized lot within an established industrial park, would contribute to the long-term employment and economic vibrancy for the City, and is not anticipated to cause any significant impacts on surrounding properties. As such, the proposed use is considered appropriate and is being recommended for approval.

Prepared by:	Anusha Singh Planner I
Reviewed by:	Mike Corby, MCIP, RPP Manager, Planning Implementation
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-_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 2810
Roxburgh Road

WHEREAS Harpreet Singh (2309529 Ontario Inc.) has applied to rezone
an area of land located at 2810 Roxburgh Road, as shown on the map attached to this
by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable
to lands located at 2810 Roxburgh Road, as shown on the attached map
comprising part of Key Map No. A112, from a Light Industrial (LI2) Zone **TO** a
Light Industrial Special Provision (LI6(_)) Zone.
- 2) Section Number 40.4 of the Light Industrial (LI6) Zone is amended by adding the
following Special Provisions:

LI6 (_) 2810 Roxburgh Road

a) Regulations

- | | | |
|------|---|------------------------|
| i) | Interior Side Yard Depth
(Minimum) | 4.5 metres (14.8 feet) |
| ii) | Front Yard and Rear Yard Depth
(Minimum) | 6.0 metres (19.6 feet) |
| iii) | Landscaped Open Space
(%) (Minimum) | 18 |
| iv) | Screening Requirements
No open storage area shall be visible from any street or from
any adjacent lot. All open storage areas shall be screened by a
landscaped planting strip containing an opaque fence, wall or
other opaque barrier not less than 2.0 metres (6.6 ft.) in height. | |

The inclusion in this By-law of imperial measure along with metric measure is for the
purpose of convenience only and the metric measure governs in case of any
discrepancy between the two measures.

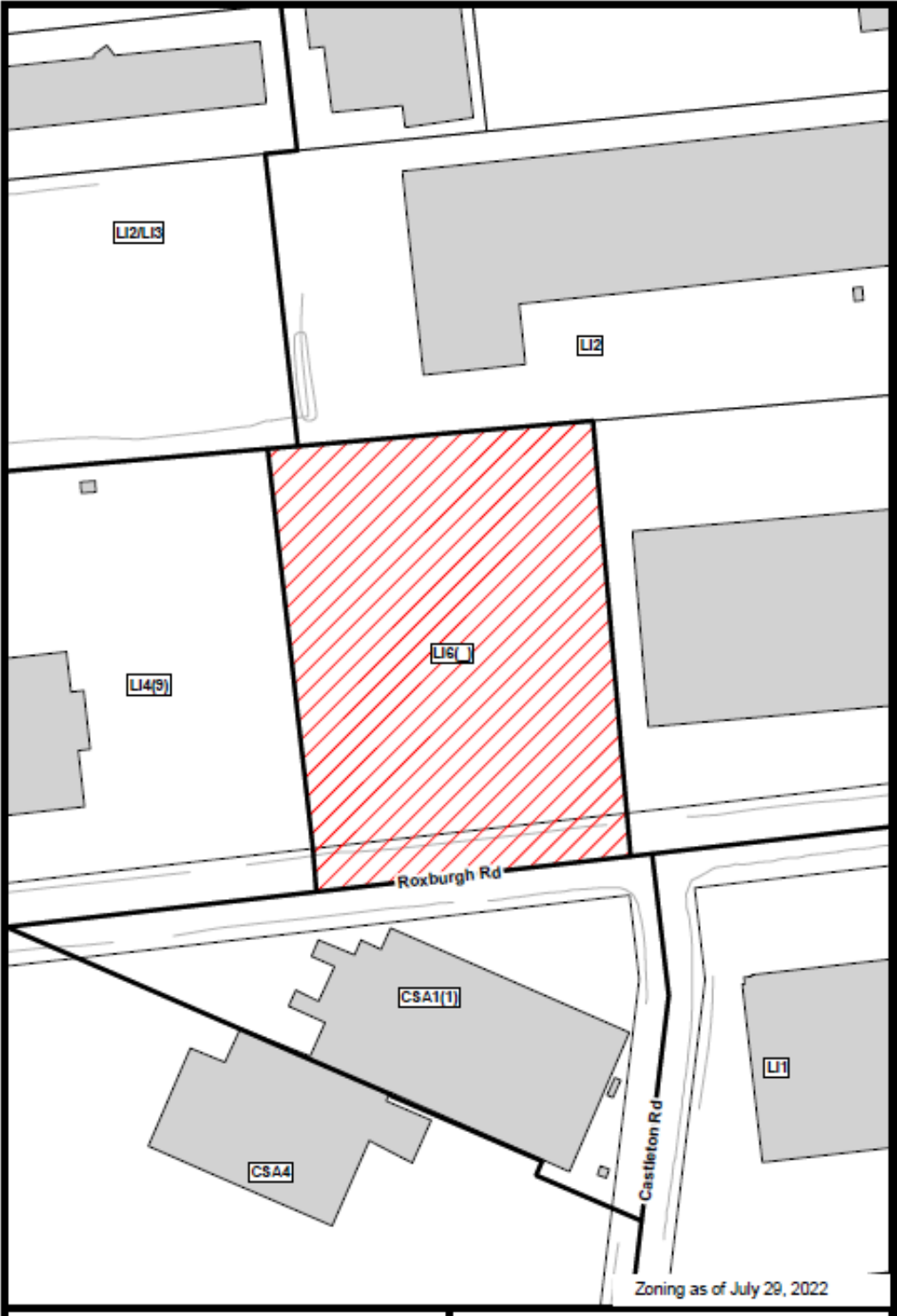
This By-law shall come into force and be deemed to come into force in accordance with
Section 34 of the *Planning Act*, R.S.O. 1990, c. P13, either upon the date of the passage
of this by-law or as otherwise provided by the said section.

PASSED in Open Council on October 17, 2022

Ed Holder
Mayor
Michael Schulthess
City Clerk

First Reading – October 17, 2022
Second Reading – October 17, 2022
Third Reading – October 17, 2022

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On June 29, 2022, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 30, 2022. A “Planning Application” sign was also posted on the site.

One public comment was received and was addressed.

Nature of Liaison: The purpose and effect of this zoning change is to permit an outdoor storage depot/ transport terminal. Possible change to Zoning By-law Z.-1 **FROM** an Industrial (LI2) Zone **TO** an Industrial (LI6) Zone. The City may also consider additional special provisions.

Public Responses: 1

The Ward Councillor, on behalf of several area residents, provided the following questions and concerns with respect to this application:

- Concern over the increase in airborne dust the proposed use would generate for an area that already has issues regarding dust from nearby transport terminals/ storage depots

Agency/Departmental Comments

August 18, 2022: Ecology

No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation. There are currently no ecological planning issues related to this property and/or associated study requirements.

July 27, 2022: Engineering

Engineering has no additional comments related to the re-zoning. All comments have been provided at the Site Plan Approval Process. Water Engineering also has no comment on the zoning by-law amendment for 2810 Roxburgh Road (Z-9525) as the proposal does not require water servicing.

August 18, 2022: Heritage

There are no heritage or ARCH issues related to this ZBA

July 20, 2022: Parks Planning

No comment, Parkland Dedication is waived for industrial uses, pursuant to By-law CP-

July 7, 2022: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

July 18, 2022: Site Plan

- Site Plan Consultation is required
- Provide appropriate setbacks along the site boundaries

- In lieu of parking lot planting, provide enhanced landscaping along the site borders
- Provide hard surfacing for the parking lot
- Use enhanced landscaping and street trees along Roxburgh Rd to screen the development and meet City tree planting requirements
- Align driveway with the driveway across the road

August 18, 2022; Urban Design

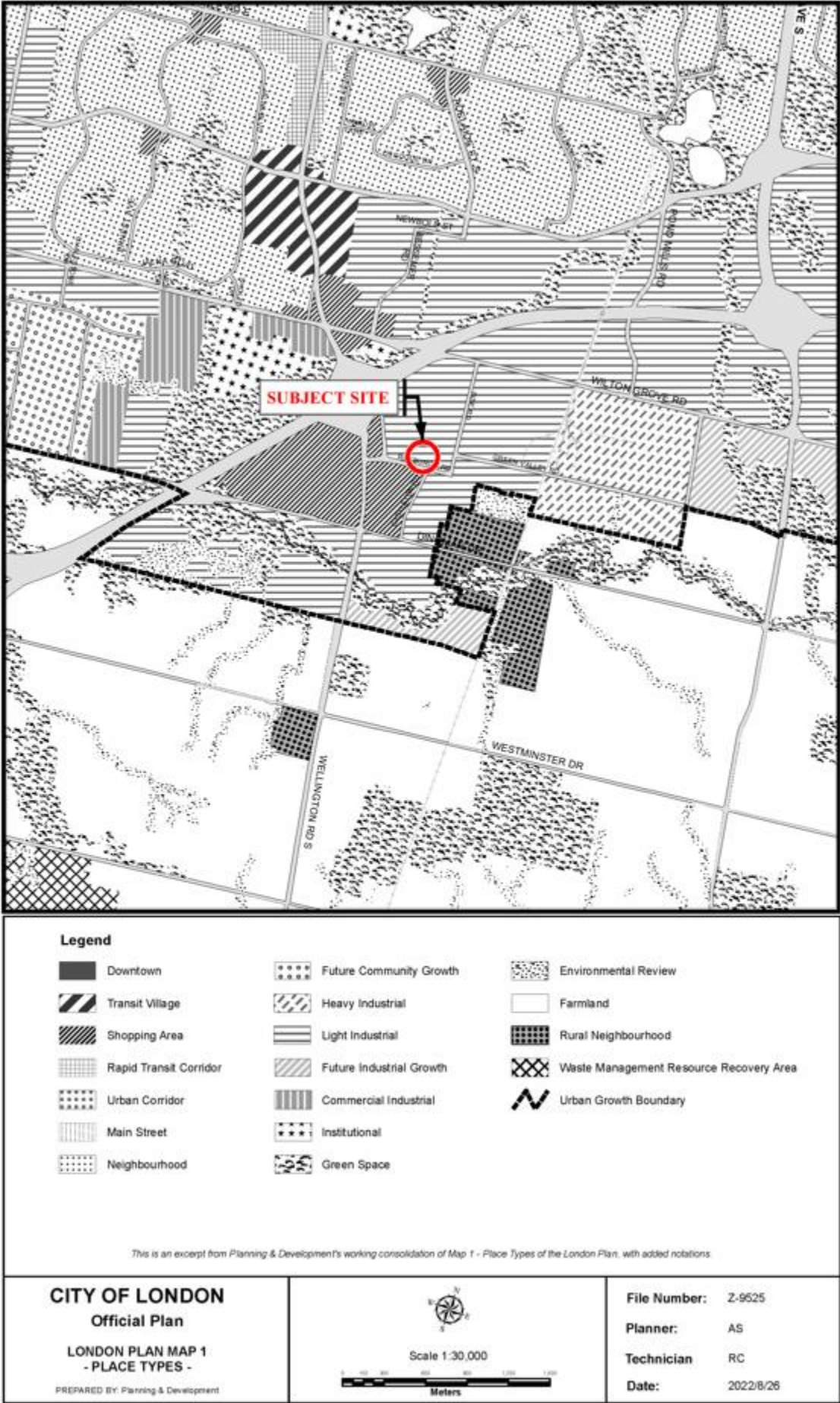
No comment regarding the ZBA itself.

Comments from SPC remain the same regarding:

- Reduce expansive asphalt and.
- Screen the site and surface asphalt from the public street with landscape screening and street trees.

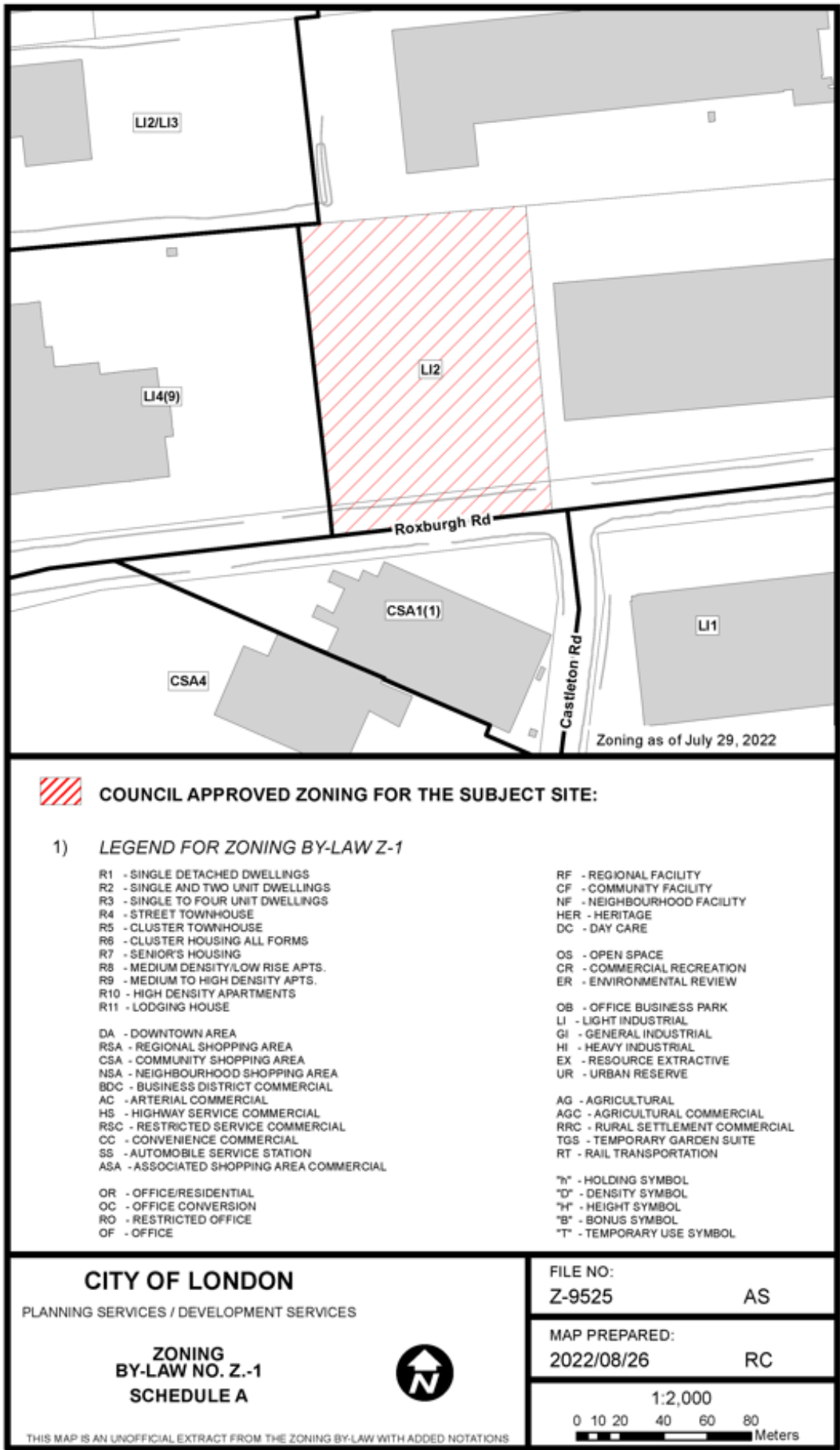
Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



Project Location: E:\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9525-EXCERPT_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING
BY-LAW NO. Z.-1
SCHEDULE A

FILE NO:
Z-9525AS

MAP PREPARED:
2022/08/26RC

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Meters

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

Southwest Area Secondary Plan – Brockley Industrial Land Use Designations

