

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: 455 Highbury Avenue North
City File: Z-9564 Ward 4
Public Participation Meeting

Date: March 20, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Highbury Self Storage Equities Limited relating to the property located at 455 Highbury Avenue North, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 4, 2023, to amend Zoning By-law No. Z.-1, in conformity with the The London Plan to change the zoning of the subject property **FROM** a General Industrial (GI1) Zone **TO** a Light Industrial Special Provision (LI1(_)) Zone.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject site from a General Industrial (GI1) Zone to a Light Industrial Special Provision (LI1(_)) Zone to permit a self-storage establishment use within the existing building.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to rezone the lands to a Light Industrial Special Provision (LI1(_)) Zone to permit a self-storage establishment within the existing building. The proposed amendment will allow the existing building on site to be used for self-storage purposes and shall accommodate the new use wholly within the existing building no changes proposed regarding the site configuration or building footprint. Conceptual exterior alterations to modernize the appearance of the existing building are proposed. Special provisions are requested to permit the existing front yard setback and to permit a self-storage establishment use within the existing building.

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 industrial warehouse within an existing area that already facilitates industrial uses.
4. The proposed amendment will assist in transitioning the area to lighter industrial uses which are appropriate for the existing mixed-use landscape.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located on the southwest corner of the Highbury Avenue North and Brydges Street intersection, within the East London Planning District. The site is approximately 1.97 hectares in size, with a lot frontage of approximately 96.0 metres on Brydges Street and approximately 195.0 metres on Highbury Avenue North. The site currently contains a vacant single storey building previously used for industrial purposes. The remainder of the site is comprised of hardscaped parking and driveway along the west and central portions of the site, and a naturalized area on the southwest portion.

At present, there are two points of driveway access to the site for vehicles, one from Brydges Street and the other from Highbury Avenue North. Public sidewalks are currently available along both sides of Highbury Avenue North and Brydges Street, with dedicated bicycle lanes also available along Brydges Street. The site is also serviced by existing public transit routes.

Highbury Avenue North is a four-lane Urban Thoroughfare with an average daily traffic volume of 38,500 vehicles per day south of Brydges Street and 33,500 north of Brydges Street. Meanwhile, Brydges Street is a two-lane Neighbourhood Connector with an average daily traffic volume of 10,500 vehicles per day east of Highbury Avenue North and 9,500 west of Highbury Avenue North. The Highbury Avenue North and Brydges Street intersection has a dedicated left turning lane in all directions.

The immediate surrounding neighbourhood consists primarily of a mix of low- and medium-density residential and light to heavy industrial land uses. The subject site is also in close proximity to the Canadian National Rail corridor and stock yard located to the south.

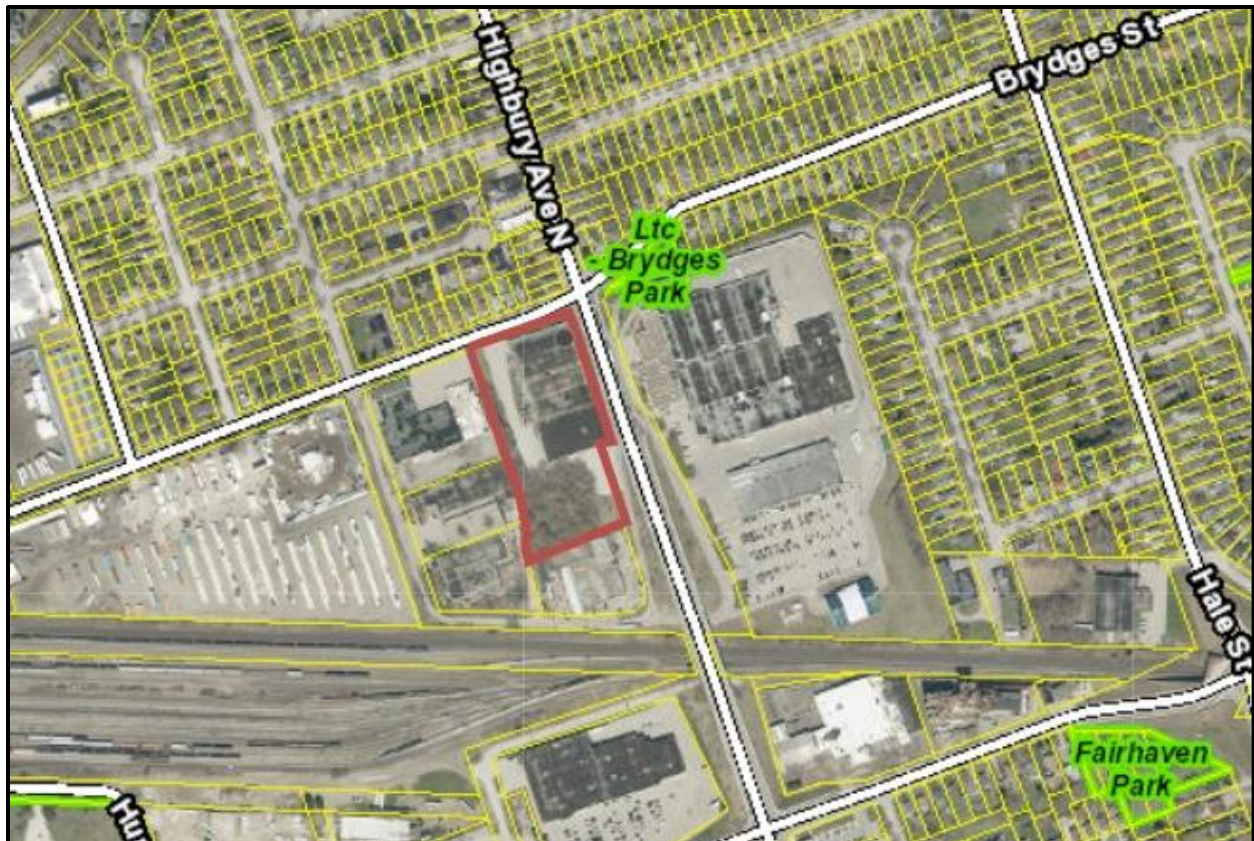


Figure 1. Aerial Photo of 455 Highbury Avenue North and surrounding lands



Figure 2. Streetview of 455 Highbury Avenue North (view from the intersection of Highbury Avenue North and Brydges Street facing southwest)



Figure 3. Streetview of 455 Highbury Avenue North (view from Brydges Street facing east)



Figure 4. Streetview of 455 Highbury Avenue North (view from Highbury Avenue North facing west)

1.2 Current Planning Information

- The London Plan Place Type – Light Industrial at the corner of an Urban Thoroughfare and Neighbourhood Connector
- Special Planning Areas – Primary Transit Area
- Existing Zoning – General Industrial (GI1)

1.3 Site Characteristics

- Current Land Use – Vacant Industrial Building
- Frontage – 115.7 metres
- Area – 17,826 metres square (1.97 hectares)
- Lot Coverage – 40.3 percent
- Shape – Irregular

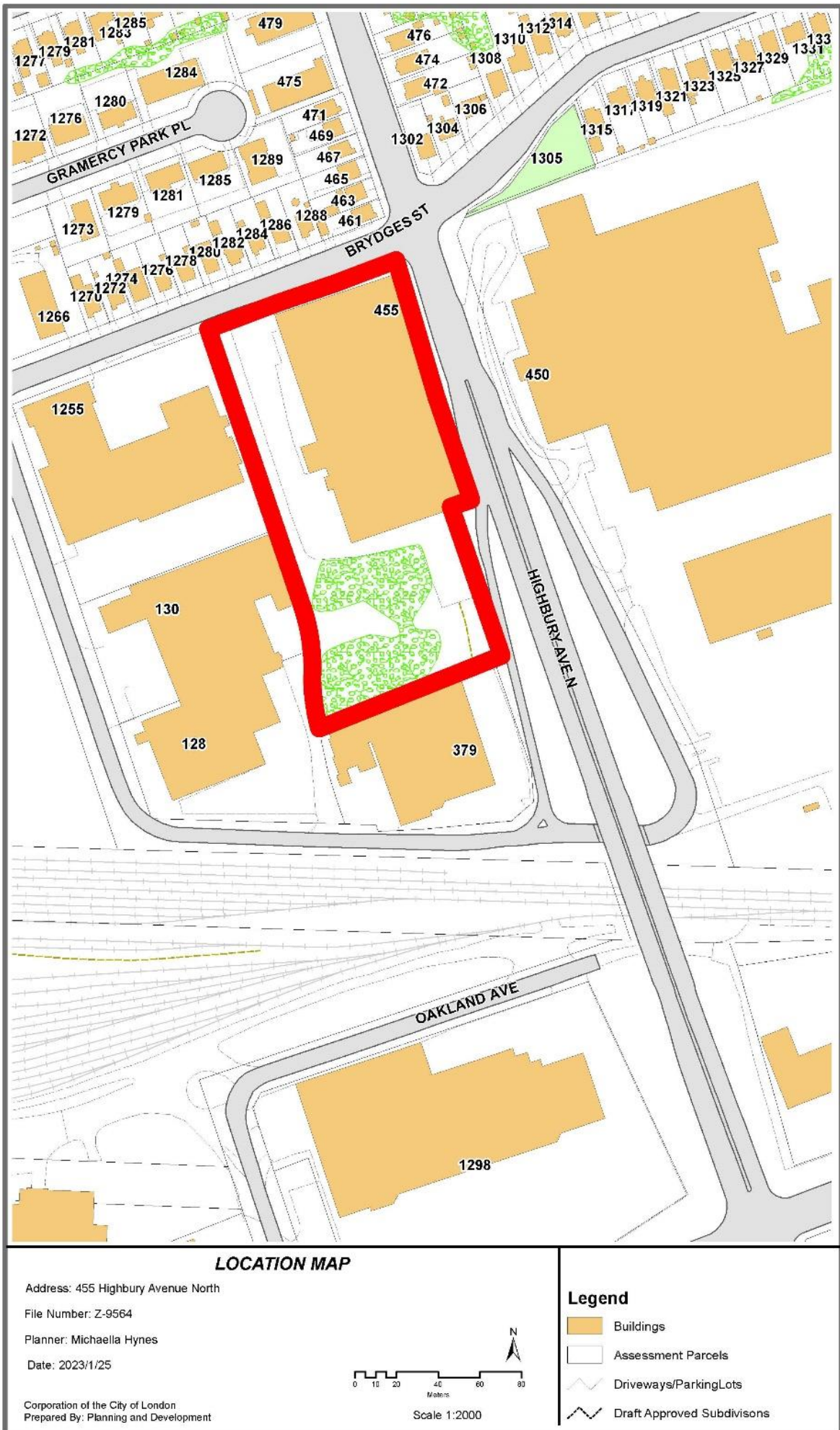
1.4 Surrounding Land Uses

- North – Residential
- East – Industrial and Residential
- South – Industrial, Commercial and CN Railway Tracks
- West – Industrial

1.5 Intensification

- The proposed development will not represent residential intensification within the Built-Area Boundary.
- The proposed development will not represent residential intensification within the Primary Transit Area.

1.6 Location Map



Description of Proposal

2.1 Development Proposal

The applicant has requested a zoning by-law amendment to rezone the subject lands to permit a self-storage establishment use within the existing building. No changes to the subject lands are proposed save and except for conceptual exterior alterations to modernize the appearance of the existing building. Building renderings were submitted for review, as shown in Figures 6 and 7.

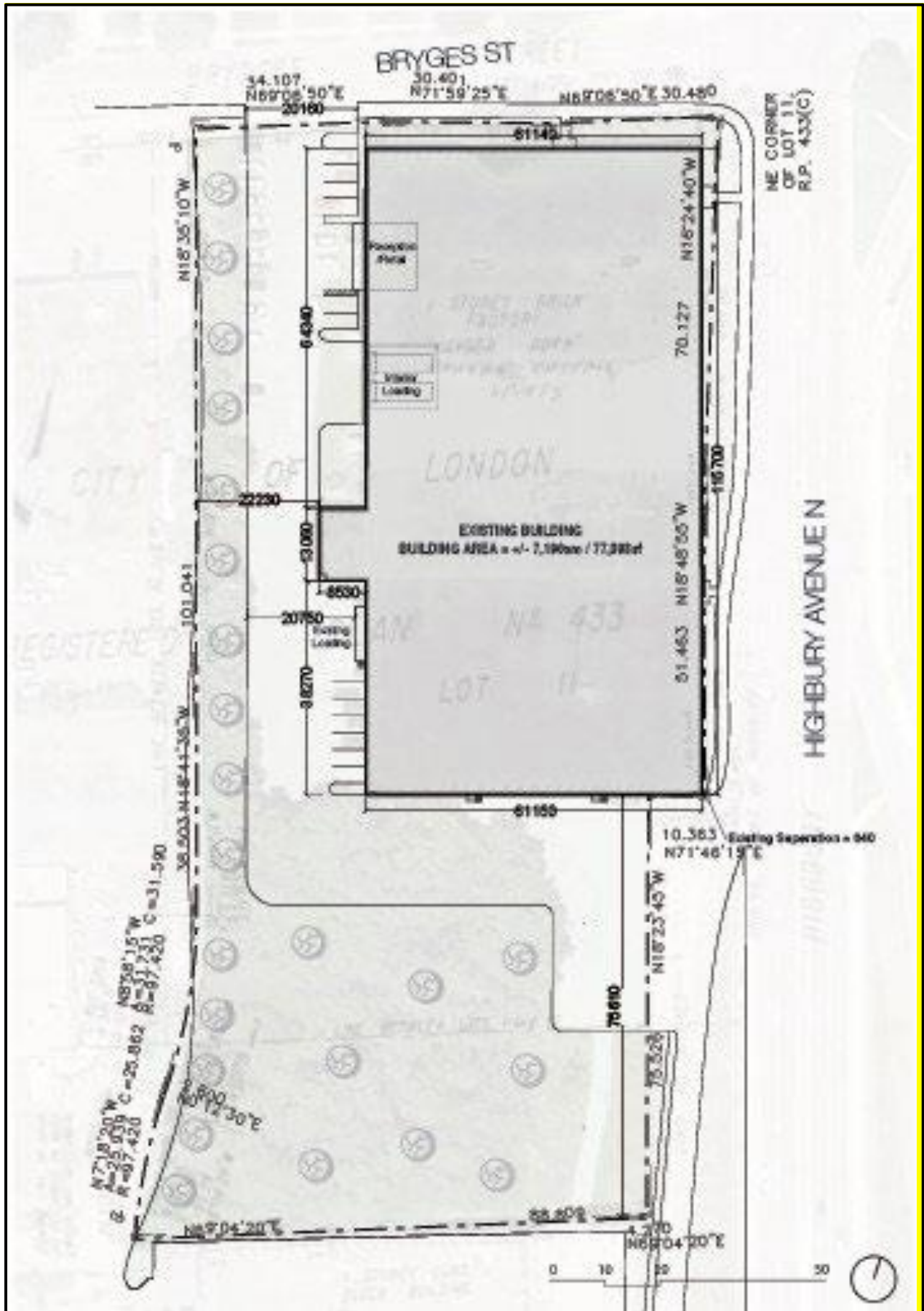


Figure 5. Conceptual Site Plan



Figure 6. Conceptual Rendering (Brydges Street looking southeast towards retail entrance and loading)



Figure 7. Conceptual Rendering (looking southwest from Brydges Street and Highbury Avenue N)

2.2 Requested Amendment

The applicant originally requested to rezone the lands to a General Industrial Special Provisions (GI1 (_)) Zone, which on City Staff's request was altered to a request to rezone the lands to a Light Industrial Special Provisions (LI1 (_)) Zone in keeping with the Light Industrial Place Type. The requested amendment would permit the existing building to be used for a self-storage establishment use. Special provisions are required to recognize the existing front yard setback and to permit a self-storage establishment within the existing building.

2.3 Community Engagement (see more detail in Appendix B)

The public was provided with opportunities to provide comments and input on the application. There was 1 public response received during the community consultation period. Concerns expressed by the public related to use and property values.

2.4 Internal and Agency Comments (see more detail in Appendix B)

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

3.0 Financial Impacts

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1 – 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 diversity, 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 the self-storage use and the range of light industrial uses are more compatible with the surrounding neighbourhood than the existing general industrial uses, and will meet the long-term needs of the community, and promote a more diverse economic base. The recommended amendment also contributes to a land use pattern that makes efficient use of existing building and resources within a settlement area and is appropriate for the available infrastructure.

4.2 Issue and Consideration #2 – The London Plan Key Directions

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 for making wise planning decisions by:

- Thinking “big picture” and long-term when making planning decisions – considering the implications of a short-term and/or site-specific planning decision within the context of this broader view. (Key Direction #8, Direction 3)
- Ensuring new development is a good fit within the context of an existing neighbourhood. (Key Direction #8, Direction 9)

The London Plan also provides direction for building a mixed-use compact city for London's future by:

- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward. (Key Direction #5, Direction 4)

The area surrounding the subject lands, primarily consists of low-rise residential and commercial-industrial uses that cater to the surrounding community. The proposed amendment supports these Key Directions by permitting a range of light industrial uses on an existing general industrial parcel that would further support the transition of the lands from general to light industrial uses to better serve the surrounding community. The commercial industrial self-storage use would also provide a more appropriate transition as opposed to the existing range of general industrial uses abutting residential uses.

The proposed amendment intends to add a self-storage establishment use to the existing building and reuse the existing vacant building and parking area to facilitate the additional use. The proposal helps provide a more appropriate range of uses for the area, whilst making use of an existing built form that has gained a level of acceptance within the community and which utilizes existing services and facilities.

4.3 Issue and Consideration #3 – Use

The site is located within the Light Industrial Place Type of The London Plan at the intersection of an Urban Thoroughfare (Highbury Avenue North) and a Neighbourhood Connector (Brydges Street) 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 emissions such as noise, odour, particulates, and vibration (The London Plan, Policy 1115_1). Industrial 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_2). In this case, a self-storage establishment is considered an appropriate commercial industrial use for the lands given the surrounding context. The proposed self-storage establishment generally has an industrial characteristic that is similar in nature to other transitional commercial industrial uses, as well as the surrounding neighbourhood context.

The self-storage establishment use is proposed to be fully contained within the existing building footprint and will not require the expansion or addition of built form on the property. The proposed self-storage establishment is also intended to support the needs of the surrounding residential area, whilst providing a more compatible use, where lands have already transitioned from general industrial uses to residential, commercial, and light industrial uses over time. Therefore, the use also supports the City's vision for parcels transitioning from industrial uses and mentions that the repurposing of such parcels will be supported for land uses that are compatible with the neighbourhood context (The London Plan, Policy 1121_).

As the lands are currently zoned General Industrial (GI1), the proposed self-storage establishment also provides opportunity to bring the existing site into conformity with the Light Industrial Place Type and the intent of The London Plan.

4.4 Issue and Consideration #4 – Intensity

Within all Industrial Place Types, industrial uses will be encouraged to utilize land efficiently with high building coverage ratios and high employment density sought wherever possible (The London Plan, Policy 1124_1). The intensity of industrial uses may also be moderated by zoning regulations, where appropriate, to limit the extent of their noise, vibration, dust, and odour emissions (The London Plan, Policy 1124_2). In this case, the proposed amendment provides an opportunity for the continued use of an

existing vacant building on an industrial property. The proposed self-storage establishment is also unlikely to impose significant impacts as it relates to noise, vibration, emissions or the visual impact of outdoor storage given that the proposed use will be contained within the existing structure and no new development will occur.

4.5 Issue and Consideration #5 – Form

In the Industrial Place Types large open storage area will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors and loading facilities will be located in areas that minimize visual impact to other industrial uses and the street (The London Place, Policies 1125_5 and 1125_6).

The self-storage establishment use is proposed to be fully contained within the existing building footprint and will not require the expansion or addition of built form on the property. The proposed use contains sufficient access and off-street parking, with the existing loading area of the building proposed to be retained to minimize visual impact on the neighbourhood. Additional enhanced landscaping could also further screen any surface parking exposed to the public street in accordance with The London Plan (The London Plan, Policy 278_).

Figures 6 and 7 show that although there are no additions to the existing building, conceptual exterior alterations to modernize the appearance of the existing building are proposed. The renderings provided indicate that the wall along Highbury Avenue North, an Urban Thoroughfare, would be a blank wall, which is not in keeping with the policies of The London Plan, which states that to support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge (The London Plan, Policy 285_). Specifically, the façade along Highbury Avenue North should be treated as an active frontage. Planning and Development staff encourage the applicant to maintain the existing façade along Highbury Avenue North to achieve the goals of The London Plan, or at a minimum, the existing window openings should be retained if new cladding is required. Staff's full comments related to urban design considerations are provided under Appendix B of this report. It is noted that the proposed use does not require site plan control given the proposal is for an adaptive reuse of an existing building.

4.6 Issue and Consideration #6: Brydges Street Area

The subject site is located within the Brydges Street Specific Policy Area of The London Plan. Within the Brydges Street Area, a limited number of commercial uses may be permitted through a site-specific zoning by-law amendment provided the following conditions can be met:

1. The commercial use is located within an existing building.
2. Additions to or enlargement of the building to accommodate commercial uses will be discouraged. Substantial additions or alterations to existing buildings to accommodate commercial uses will not be permitted.
3. The commercial use does not fit well within the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area or Main Street Place Type due to its planning impacts.
4. The commercial use may generate noise, vibration, or emission impacts.
5. The commercial use may generate large volumes of truck traffic.
6. The commercial use may require large storage and/or display space.
7. Minor variances to accommodate additional parking or minor variances that could have an impact on the industrial operations in the area will be discouraged.
8. The commercial use would not prevent the future re-use of the building for industrial uses.

9. The commercial use does not generate significant additional traffic that will interfere with the industrial uses or operations in the area.
10. The commercial use does not constitute a sensitive land use which would have an impact on or would impair or interfere with the existing or planned industrial use of the area.

The objective of the area-specific policies is to provide for a range of commercial land uses that are typically not suitable for other commercial areas within the City (The London Plan, 1140A). In 2017, following the Industrial Lands Development Strategy, it was concluded that industrial lands within the interior of the city (like the Brydges Street Area) have been seen to struggle to attract new industrial users. The criteria outlined above is intended to attempt and maintain the existing building stock within this area and to ensure that any commercial uses that do locate within the Brydges Street Area do not negatively impact existing or future industrial or residential uses. Moreover, commercial uses that meet the criteria above are generally inappropriate to be located along main streets or within commercial plazas (Policy 1140A (3)). Allowing the location of such commercial uses within the Brydges Street Area aids in decreasing the amount of underutilized and vacant industrial buildings within the city whilst maintaining the existing building stock should new industrial users be attracted to the area in the future. Commercial uses which are permitted should not outright prevent existing industrial buildings from being reconverted into industrial uses but should instead aim to aid the transition of a property from industrial to commercial (and vice versa) depending on the context of the surrounding area. Generally, commercial uses will only be permitted within the Brydges Street Area if they are located within an existing building, will not negatively impede on the operations of the industrial uses in the area, and would not prevent the re-use of the building for industrial uses in the future.

Consistent with the Brydges Steet Area Specific Policy Area under The London Plan, the recommended self-storage establishment fulfils all the criteria required under Policy 1140A and is considered an appropriate commercial-industrial use for the lands given the surrounding context. The proposed use will be fully contained within the existing building footprint and would not require the expansion or addition of built form on the property, thereby allowing the building to be re-used for potential industrial purposes in the future. The proposed self-storage establishment is also intended to support the needs of the surrounding residential area whilst providing for a more compatible use north of the CN railway tracks, where lands have already transitioned from industrial uses to residential, commercial, and commercial-industrial uses over time.

Given that no additions or exterior alterations to the existing building are proposed and given that some of the uses within the existing building are already non-industrial in nature, the proposed self-storage establishment is anticipated to have minimal impact on surrounding properties regarding intensity and form and is appropriate for the location given the existing context. As mentioned above, a special provision to recognize the front yard setback of the existing building is also required to ensure that the site configuration and existing building footprint are not altered.

4.7 Issue and Consideration #7: Zoning

The applicant has requested to rezone the lands from the existing General Industrial (G1) Zone to a Light Industrial Special Provisions (LI1(_)) Zone. The intent is to permit a self-storage establishment within the existing building on site.

The existing General Industrial (G1) Zone variation permits a broad range of industrial activities which are appropriate in large industrial areas, or areas not adjacent to sensitive land uses. The Light Industrial (LI1) Zone is intended to permit a limited range of minimal intensity industrial and complementary uses, which are unlikely to pose significant impacts on surrounding land uses.

The subject site is located at the intersection of an Urban Thoroughfare (Highbury Ave North) and Neighbourhood Connector (Brydges Street) which are both considered “major streets” within The London Plan.

The surrounding area consist mostly of residential and a mix of industrial uses, with commercial uses further south that cater to the surrounding community. For this reason, Planning and Development Staff are of the opinion that the proposed Light Industrial (LI1) Zone would permit a transitional self-storage use and range of light industrial uses that are suitable for the location and are more compatible with the context of the surrounding area than uses permitted within the General Industrial Zone. Self-Storage establishments can also be considered a commercial industrial use that that does not require a large amount of outdoor storage, but rather requires large amounts of land and interior building space for storage-related purposes.

Furthermore, the proposed special provisions aim to recognize the existing site conditions which will effectively allow for proper functionality of the proposed use without the need for significant exterior changes or expansions.

As such, Planning and Development Staff are of the opinion that the proposed Light Industrial Special Provision (LI1(_)) Zone is appropriate for the site and would permit a range of light industrial uses that are compatible with the surrounding area.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan. The amendment would facilitate the reuse of the existing building with uses that are appropriate and compatible within its surrounding context. As such, the proposed use is considered appropriate and is being recommended for approval.

Prepared by: **Michaella Hynes**
Planner I

Reviewed by: **Mike Corby, MCIP, RPP**
Manager, Planning Implementation

Recommended by: **Heather McNeely, MCIP, RPP**
Director, Planning and Development

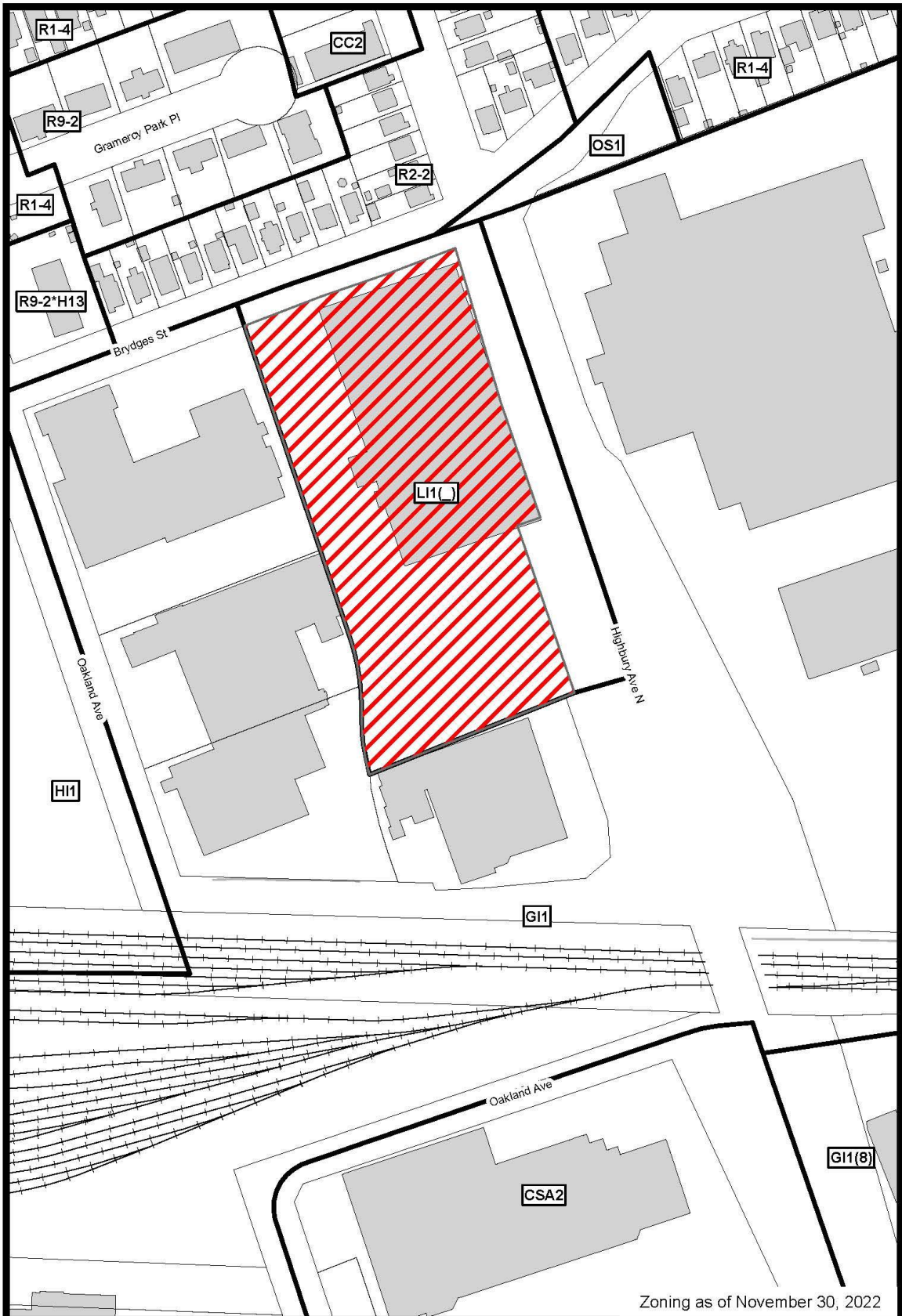
Submitted by: **Scott Mathers, MPA, P. Eng**
Deputy City Manager, Planning and Economic
Development

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 4, 2023
Second Reading – April 4, 2023
Third Reading – April 4, 2023

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



Zoning as of November 30, 2022

File Number: Z-9564

Planner: MH

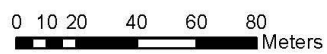
Date Prepared: 2023/1/25

Technician: JI

By-Law No: Z.-1-

SUBJECT SITE 

1:2,000



Appendix B – Public Engagement

Community Engagement

Public liaison: On Wednesday, November 23, 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 Thursday, November 24, 2022. A “Planning Application” sign was also placed on the site.

Replies were received from, or on behalf of 1 household.

Nature of Liaison: The purpose and effect of this zoning change is to permit a self-storage establishment within the existing building. Conceptual exterior changes to modernize the appearance of the existing building are proposed. Special provisions are requested to permit the proposed use and the existing front yard setback of 0.64 metres, whereas 1.5 metres is required. Possible change to Zoning By-law Z.-1 **FROM** a General Industrial (GI1) **To** a General Industrial Special Provision (GI1(_)) Zone.

Public Responses: A summary of the comment(s) received include the following:

Concerns For:

- Use
- Density

Telephone	Written
	Roger Rush [REDACTED]

Roger Rush
[REDACTED]

- Does not want to see another storage facility in the neighbourhood
- Questioned why the property cannot be used for another factory
- Concerns about reduced property values
- Interested in learning more about the plan/business
- Despite concerns, overall, generally accepting of the application

Agency/Departmental Comments

December 6, 2022: Site Plan

- No further comments from Site Plan.

December 6, 2022: Heritage

- This is to re-confirm that there are currently no heritage planning or archaeological issues related to this property and associated application.
- From Record of Pre-Application: Archaeological potential at 455 Highbury Avenue North is identified on the City’s Archaeological Mapping. The scope of work is limited to expansion of existing uses and no soil disturbance is anticipated. Archaeological potential remains on the property. Future development/new construction or paving may require an archaeological assessment(s).

December 7, 2022: Landscape Architecture

- No issues with the Zoning By-law Amendment for 455 Highbury Avenue North.

December 12, 2022: Engineering

- The application was reviewed, and engineering has no additional comments. Since there are no proposed changes to the building exterior or the site at this time, there are no UD comments related to the existing structure.

December 13, 2022: Urban Design

- The subject site is a corner site, that should be oriented towards Highbury Avenue North, the higher-order street classification. The renderings provided for 455 Highbury Avenue North indicate that the wall along Highbury Avenue North, an Urban Throughfare, would be a blank wall, which is not supported by the London Plan. Refer to the London Plan, Policies 261 & 285.
 - Ensure that the façade treatment addresses the corner through building massing, material, texture, and/or articulation. Refer to the London Plan, Policy 290.
 - The façade along Highbury Avenue North should be treated as an active frontage. Refer to the London Plan, Policy 285.
 - If programming allows, the applicant is encouraged to maintain the existing facades. At minimum, the existing window openings should be retained if new cladding is required.
- Provide a pedestrian path throughout the parking lot from the retail entrance to the city sidewalk. Refer to the London Plan, Policy 270.
- Any surface parking exposed to a public street should be screened with enhanced landscaping, including low landscape walls, shrubs, and street trees. Refer to the London Plan, Policy 278.
- Provide a full set of dimensioned elevations for all sides of the proposed built forms, floor plan, a grading plan, and a rooftop plan. Include materials and colour labels. Further urban design comments may follow upon receipt of the elevations.
 - The rooftop plan and elevations should outline the placement of rooftop mechanical equipment and the proposed mechanical equipment screening. Refer to the London Plan, Policy 296.

The applicant requested a meeting to discuss Urban Design comments, which was held on Monday, December 19. Further comments were provided by Urban Design on January 13, 2023.

Thank you for your collaboration through the ZBA process with the City of London. Urban Design would like to collaborate with the applicant to create an enhanced streetscape along Highbury Avenue North an Urban Thoroughfare. Urban Design cannot support the proposed blank wall along 455 Highbury Avenue North. Refer to the London Plan, 285.

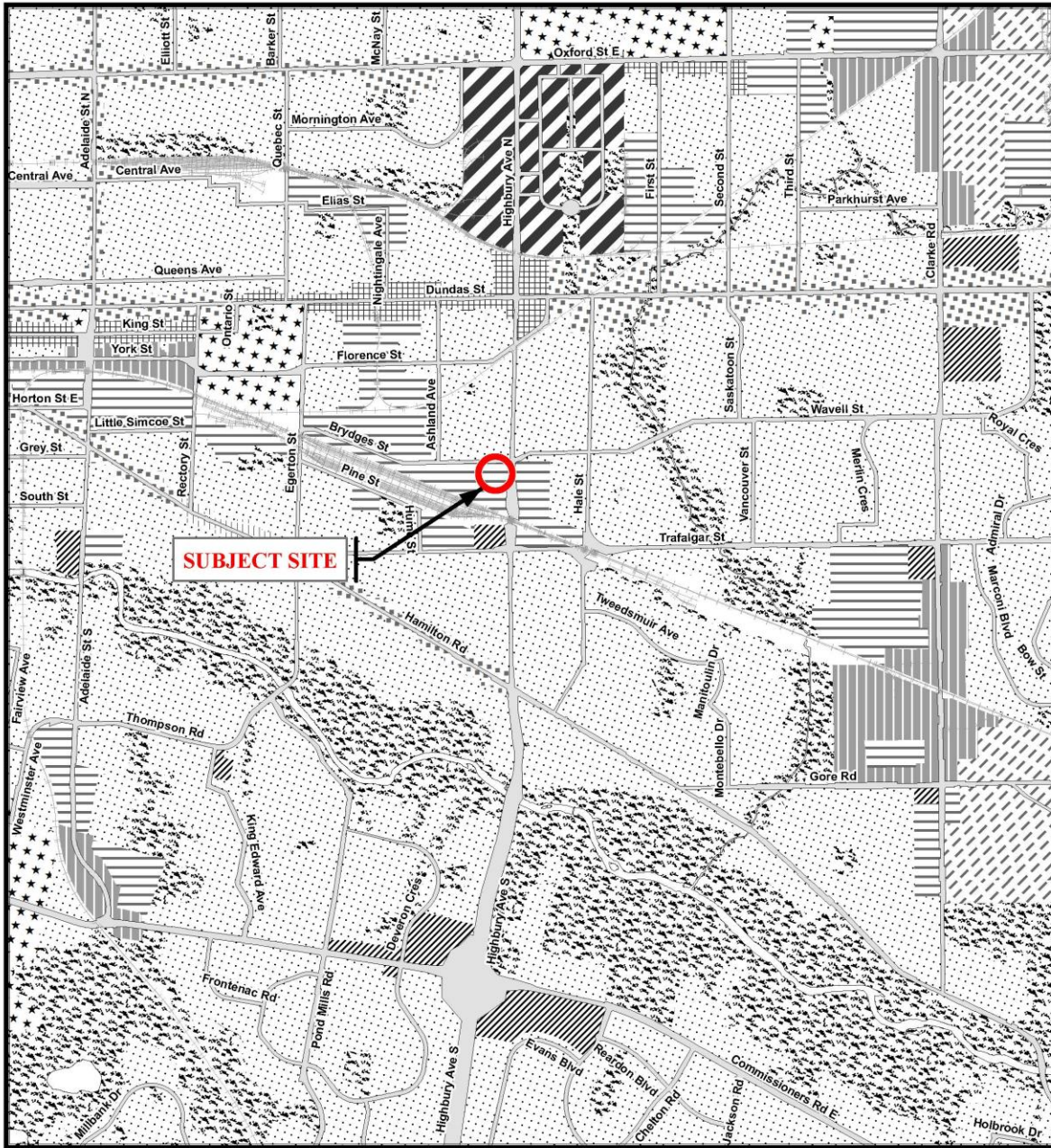
- The façade along 455 Highbury Avenue North should be treated as an active frontage. The applicant is encouraged to maintain the existing façade along Highbury Avenue North. **At a minimum, the existing window openings should be retained if new cladding is required.**
 - Consider filling the windows with reinforced materials, to mitigate any security threats that the applicant suggested. **1173 Dundas St** and **185 Ashland Ave** are examples of storage facilities in London with reinforced windows along the façade.
 - Colorful branding, signage, corrugated metal, spandrel panels, or other materials can be added into the window frames, while addressing the needs of the programming of the proposed storage facility.
- Consider retaining the corrugated metal or other materials at key points along the Highbury Avenue North façade to create rhythm and highlight the signage of the proposed storage facility.
- Provide enhanced landscaped areas for visual amenity and to assist with stormwater management and further activate the frontage along 455 Highbury Avenue North. Refer to the London Plan, Policy 240.

December 15, 2022: London Hydro

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



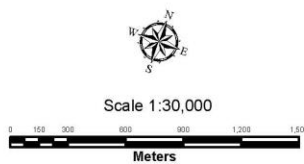
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

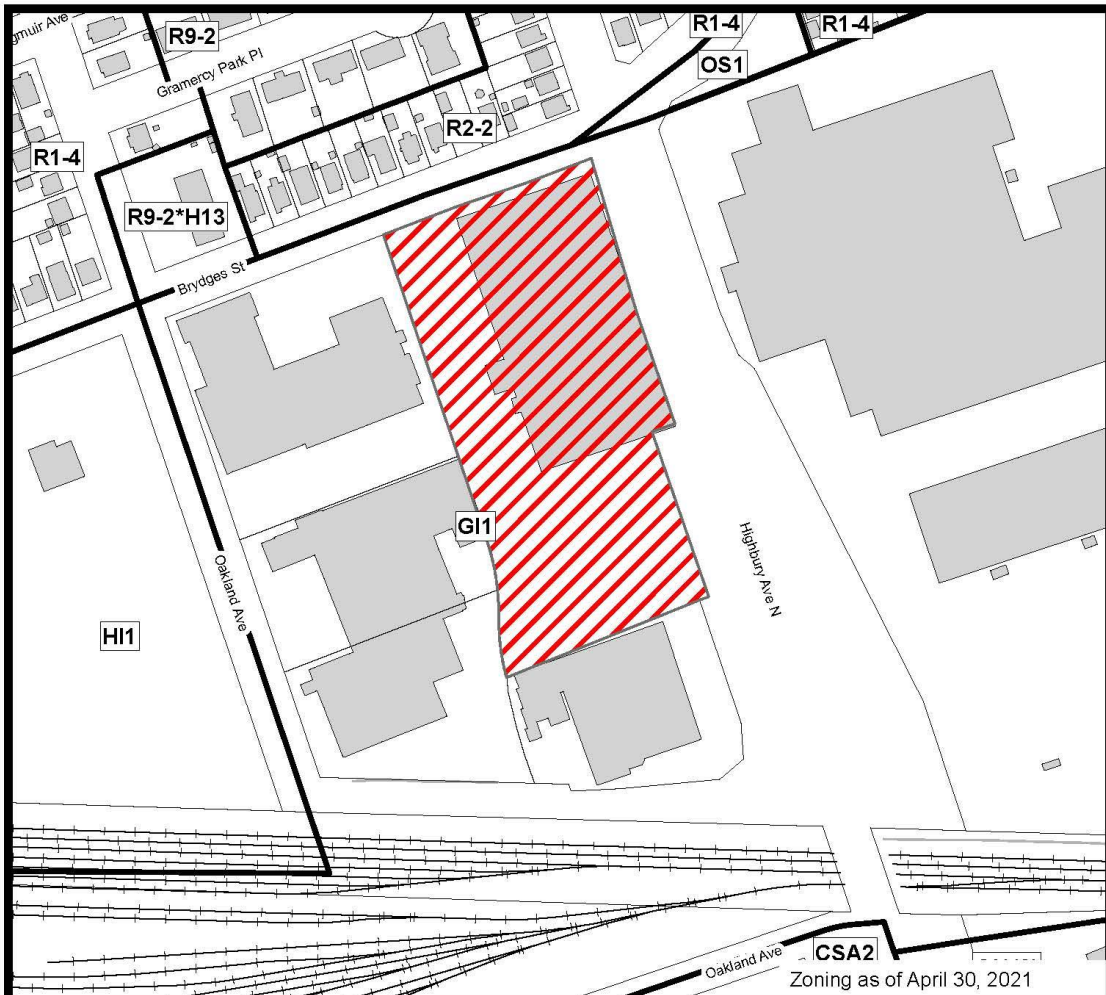
CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: Z-9564
Planner: MH
Technician: JI
Date: 2023/1/25

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: G11

1) LEGEND FOR ZONING BY-LAW Z-1

R1 - SINGLE DETACHED DWELLINGS
 R2 - SINGLE AND TWO UNIT DWELLINGS
 R3 - SINGLE TO FOUR UNIT DWELLINGS
 R4 - STREET TOWNHOUSE
 R5 - CLUSTER TOWNHOUSE
 R6 - CLUSTER HOUSING ALL FORMS
 R7 - SENIOR'S HOUSING
 R8 - MEDIUM DENSITY/LOW RISE APTS.
 R9 - MEDIUM TO HIGH DENSITY APTS.
 R10 - HIGH DENSITY APARTMENTS
 R11 - LODGING HOUSE

DA - DOWNTOWN AREA
 RSA - REGIONAL SHOPPING AREA
 CSA - COMMUNITY SHOPPING AREA
 NSA - NEIGHBOURHOOD SHOPPING AREA
 BDC - BUSINESS DISTRICT COMMERCIAL
 AC - ARTERIAL COMMERCIAL
 HS - HIGHWAY SERVICE COMMERCIAL
 RSC - RESTRICTED SERVICE COMMERCIAL
 CC - CONVENIENCE COMMERCIAL
 SS - AUTOMOBILE SERVICE STATION
 ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
 OC - OFFICE CONVERSION
 RO - RESTRICTED OFFICE
 OF - OFFICE

RF - REGIONAL FACILITY
 CF - COMMUNITY FACILITY
 NF - NEIGHBOURHOOD FACILITY
 HER - HERITAGE
 DC - DAY CARE

OS - OPEN SPACE
 CR - COMMERCIAL RECREATION
 ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
 LI - LIGHT INDUSTRIAL
 GI - GENERAL INDUSTRIAL
 HI - HEAVY INDUSTRIAL
 EX - RESOURCE EXTRACTIVE
 UR - URBAN RESERVE
 AG - AGRICULTURAL
 AGC - AGRICULTURAL COMMERCIAL
 RRC - RURAL SETTLEMENT COMMERCIAL
 TGS - TEMPORARY GARDEN SUITE
 RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
 "D" - DENSITY SYMBOL
 "H" - HEIGHT SYMBOL
 "B" - BONUS SYMBOL
 "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z-1 SCHEDULE A



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

FILE NO:

Z-9564

MH

MAP PREPARED:

2023/1/25

Jl

1:2,500

0 12.525 50 75 100 Meters