

Proposed Site Specific Modifications to the Airport Related Business (M8) Zone

| Regulation | Required | Modification | Analysis |
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| <p>Interpretation – Lot Lines</p> | <p>Lot Line Shall mean the boundary of a lot including the vertical projection thereof. Lot Shall mean a parcel of land which can be legally conveyed pursuant to the provisions of the <i>Planning Act</i> (i.e. a Block within a registered plan of subdivision).</p> | <p>The lands zoned Airport Related Business (M8, 919) Zone shall be deemed to be one lot for the purposes of applying the provisions of the By-law, Zoning provisions shall apply only to the external lot lines of the overall lands, not internal lot lines resulting from any future severance or Part Lot Control.</p> | <p>Establishing the zone boundary as one lot, as shown on Appendix “C” attached to Report PED24195, is to ensure that Airport Road West continues to be deemed the front lot line for the purposes of loading facility location requirements, amongst other matters, and to maintain these boundaries for the purposes of Zoning By-law conformity if Blocks 1 and 2 are further divided by plan of condominium or Part Lot Control.</p> <p>Therefore, staff supports the proposed modification.</p> |

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| Section 9.8.1 Permitted Uses | Catering Service, Commercial Motor Vehicle Sales, Rental and Service Establishment, Commercial Parking Facility, Conference or Convention Centre, Equipment and Machinery Sales, Rental and Service Establishment, Financial Establishment, Hotel, Labour Association Hall, Motor Vehicle Rental Establishment, Motor Vehicle Service Station, Motor Vehicle Dealership, Motor Vehicle Washing Establishment, Personal Services, Restaurant, Retail, Transportation Depot, and Trade School. | Warehouses | <p>The proposed Zoning By-law Amendment is to add warehouses as a permitted use on the subject lands. The uses intended for the zone are airport related businesses such as auto rental establishments, hotels, and parking facilities. Many of these uses are also permitted in the District Commercial (C6) Zone, which is found along Airport Road West from Providence Way to Upper James Street. The added use permission will contribute to employment opportunity in an employment area in proximity to the airport and major highways. As further discussed in Appendix “H” attached to Report PED24195, if the subject lands are not used for the other uses permitted in the Airport Related Business (M8) Zone, there is still opportunity for these uses to locate in a number of underutilized properties that are within the District Commercial (C6) Zone along Airport Road West. In addition to the additional use, modifications have been included, as discussed below, to ensure the warehouse use is compatible with the residential subdivision to the east.</p> <p>Therefore, staff supports the proposed modification.</p> |

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| Section 9.8.3 c) Minimum Yard Abutting a Residential Zone | 6.0 metres from any portion of a property lot line abutting a property lot line within a Residential Zone. | <p>A) 20 metres from any portion of a property lot line abutting a property lot line within a Residential Zone.</p> <p>B) In addition to Section 5.5.1 and notwithstanding A) above, a loading space, loading doors or loading facilities shall be a minimum of 70 metres from any portion of a property lot line abutting a property lot line within a Residential Zone.</p> | <p>The proposed warehouses represent a Class II industry as indicated by the Ministry of Environment, Conservation and Parks guidelines. These are considered places of business for medium scale processing and manufacturing with periodic outputs of noise, dust, and vibration. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.</p> <p>A 20 metre setback from the property line has been included to implement the mitigation measures recommended by the Noise Study, by HGC Engineers, dated March, 2021 and Noise Impact Feasibility Study by J.E. Coulter and Associates Ltd., dated July 2022 to mitigate potential noise impacts onto residential properties. Further, an additional setback of 70 metres from the property line for loading facilities is also included to specifically limit the trucking and loading internal to the site. Through the Site Plan Control stage further mitigation and implementation will be considered to reduce noise impacts.</p> <p>Therefore, staff supports this modification.</p> |

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| <p>Section 9.8.3 d) Maximum Building Height</p> | <p>i) In accordance with the regulations of Section 4.17 of this By-law.</p> <p>ii) 11.0 metres; but shall not exceed the maximum building height established by i) above.</p> <p>iii) The maximum building height may be equivalently increased as yard increases beyond minimum yard requirement established in 9.8.3 c) above but shall not exceed the maximum building height established by i) above.</p> | <p>15.6 metres and in accordance with regulations of Section 4.17 of this By-law.</p> | <p>The maximum building height has been revised to a maximum of 15.6 metres. The increase in height, in combination with the increased minimum yard setback from a residential zone as discussed above, provides an appropriate transition from the adjacent residential lands to the east. The modification also ensures that the Airport Zoning Regulations are adhered to. Through the Site Plan Control stage and through the building permit stage, conformity with the Airport Zoning Regulations will be required.</p> <p>Therefore, staff support this modification.</p> |

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| <p>Section 9.8.3 g) Landscaped Area</p> | <p>Minimum 6.0 metre width shall be provided and maintained abutting a street, except for points of ingress and egress and shall not include outdoor display;</p> <p>Where a lot line abuts a property lot line within a Residential Zone or an Institutional Zone, a minimum 3.0 metre wide Planning Strip shall be provided and maintained.</p> | <p>Abutting Highway No.6 – Minimum of width of 1.0 metre.</p> <p>Abutting Street 'A' – Minimum width of 3.0 metres.</p> | <p>The intent of the minimum landscaped area widths is to accommodate additional landscape features and to provide some buffering between land uses.</p> <p>With respect to the 1.0 metre setback from Highway No. 6, there are sections of the proposed development that are pinch points where only a minimum width for landscaped area for 1.0 metre may be accommodated and in other areas there is 5.8 metres to greater than 10 metres of landscaped area. Staff note that this 1.0 metre landscaped area is in addition to a 10 metre vegetation protection buffer, retained wetland and 14 metre MTO setback.</p> <p>Street A is a cul-de-sac street where the reduction of the 6.0 metre width to 3.0 metres will have the least impact.</p> <p>Therefore, staff support this modification.</p> |