

## 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:** 2803767 Ontario Inc. c/o MHBC Planning  
6097 Colonel Talbot Road  
File Number: Z-9698, Ward 9  
Public Participation Meeting

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2803767 Ontario Inc., c/o MHBC Planning, relating to the property located at 6097 Colonel Talbot Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Agricultural (AG2) Zone, **TO** an Agricultural Special Provision (AG2(\_)) and holding Agricultural Commercial Special Provision (h-17\*h-18\*AGC1(\_)) Zone;

**IT BEING NOTED**, that the above noted amendment is being recommended for the following reasons:

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to *The London Plan*, including, but not limited to the Key Directions, City Design and Building policies, and the Farmland Place Type & Environmental Review policies; and
3. The proposed use is considered appropriate within the adjacent land uses and considers both the long-term protection of agricultural resources and the long-term compatibility of uses.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone to an Agricultural Special Provision (AG2(\_)) and a holding Agricultural Commercial Special Provision (h-17\*h-18\*AGC1(\_)) Zone.

### Purpose and the Effect of Recommended Action

The recommended action will permit the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands. Special provisions are required for the proposed Agricultural Commercial (AGC1(\_)) Zone to reflect the MDS I setback measured to the proposed dealership, rather than the zone boundary. Special provisions are also required for the proposed Agricultural (AG2(\_)) Zone to recognize a reduced lot area and lot frontage.

Staff are recommending approval with holding provisions that will ensure development will not occur until full municipal sanitary sewer and water services are available to service the site, and until the City of London receives the MTCS compliance letter indicating that all archaeological licensing and reporting requirements have been satisfied.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

None.

#### 1.2 Planning History

There have been no previous planning applications on the subject site.

#### 1.3 Property Description and Location

The subject site is located on the west side of Colonel Talbot Road between the Highway 401 and Highway 402 interchanges, outside of the Urban Growth Boundary, and located within the Tempo Planning District. The property is rectangular in shape, measures approximately 20.68ha in area and has approximately 206m of frontage along Colonel Talbot Road. The subject lands are predominately used for agricultural purposes (cultivated farmland), with a two-storey single detached dwelling that is currently located at the south-east corner of the property, adjacent to Colonel Talbot Road. The subject lands can be characterized as having limited topographic relief and a slight slope, such that the property drains from east to west. The proposed development area is located immediately east of the Dodd Creek drainage corridor, which is situated within the Kettle Creek Conservation Authority regulated area, and a utility corridor also extends along the western limit of the subject lands.

The surrounding area mainly consists of agricultural and commercial-industrial type uses. Notably, there is a large recreational vehicle sales/service facility and automotive sales/service establishments located to the east of the subject lands. Building and contracting establishments are also located immediately south of the subject lands. The surrounding buildings are mainly in the form of multiple-unit and stand-alone buildings. Colonel Talbot Road is a two-lane road with an estimated daily traffic count of 10,000 vehicles per day.

#### Site Statistics:

- Current Land Use: Farm Dwelling / Agricultural
- Frontage: 206 metres (675.8 feet)
- Depth: 995 metres (3264.4 feet)
- Area: 20.7 hectares (51.1 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

#### Surrounding Land Uses:

- North: Agricultural
- East: Industrial / Agricultural
- South: Industrial / Agricultural
- West: Agricultural

#### Existing Planning Information:

- Existing The London Plan Place Type: Farmland & Environmental Review
- Existing Special Policies: N/A
- Existing Zoning: Agricultural (AG2) Zone

Additional site information and context is provided in Appendix B.

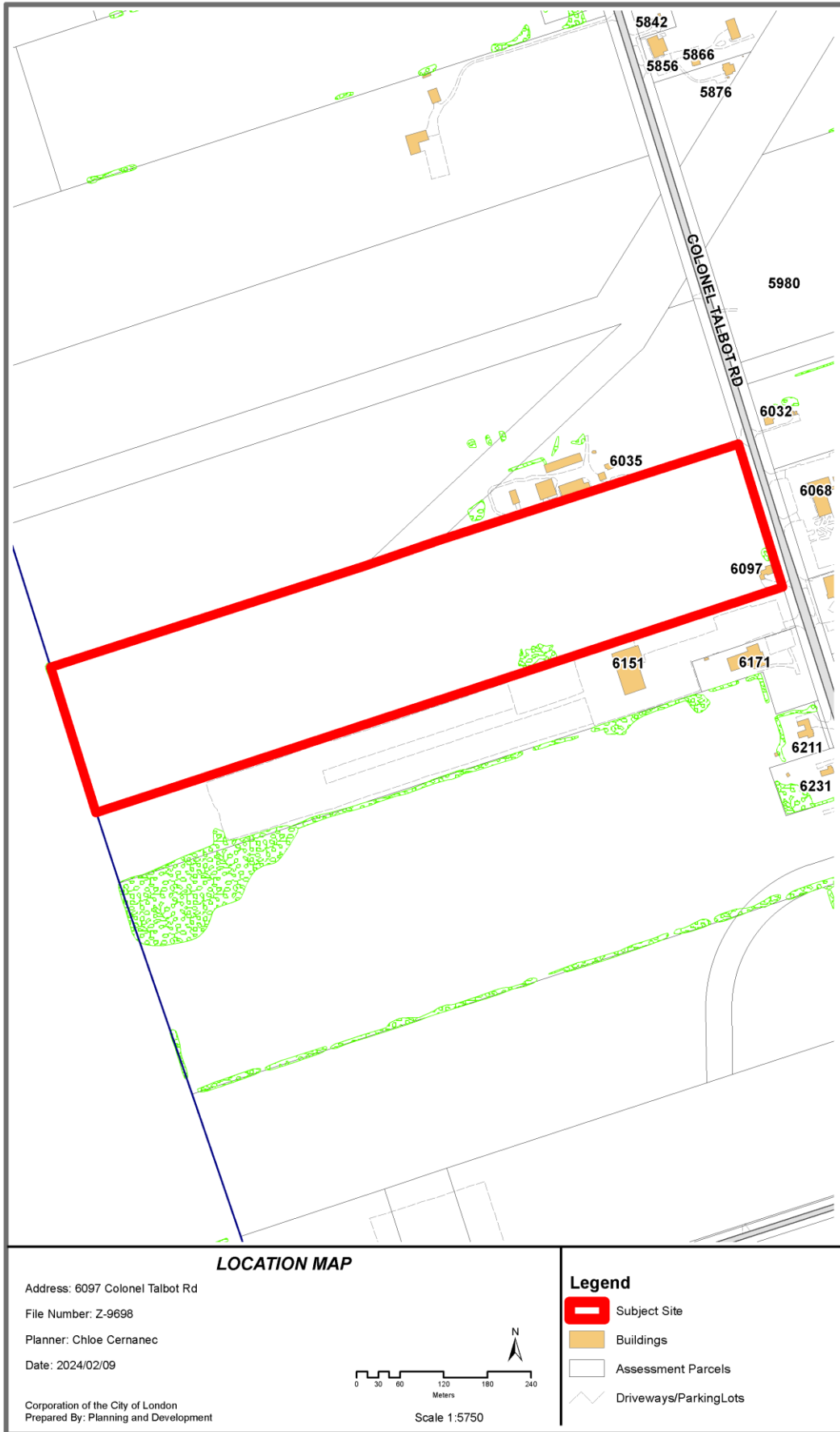


Figure 1- Aerial Photo of 6097 Colonel Talbot Road and surrounding lands



*Figure 2 - Streetview of 6097 Colonel Talbot (view looking west)*

## **2.0 Discussion and Considerations**

### **2.1 Development Proposal**

The applicant is proposing to develop a heavy equipment/agricultural machinery dealership on the eastern portion of the subject site. The proposed dealership building has a total gross floor area of 929m<sup>2</sup> and is proposed to be positioned near Colonel Talbot Road. A supplemental machinery and equipment storage area is planned to the west of the dealership space, which will be further delineated as part of a future Site Plan Approval (SPA) application.

The proposed development includes the following features:

- Land use: Agriculturally-related Commercial Use
- Form: One-storey Commercial Building
- Height: 1 storey (< 12m)
- Gross floor area: 969m<sup>2</sup>
- Building coverage: 4%
- Parking spaces: 55 surface parking spaces
- Bicycle parking spaces: 4 spaces
- Landscape open space: >10%

Additional information on the development proposal is provided in Appendix B.

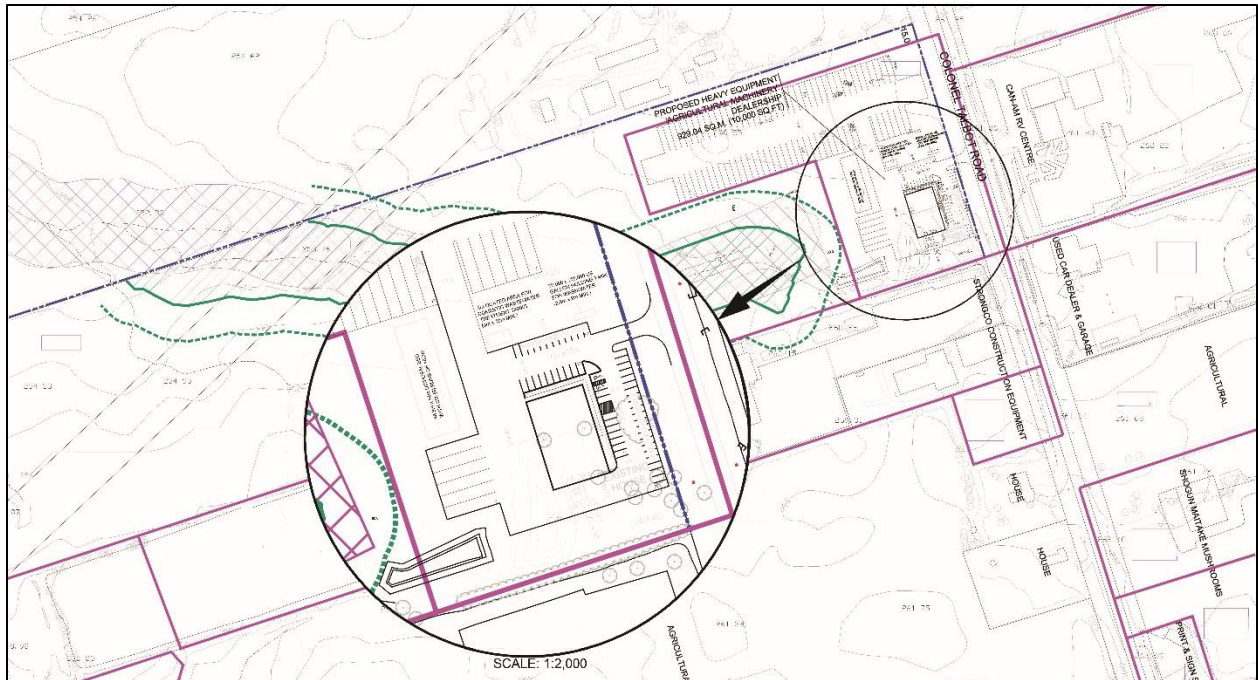


Figure 3 - Conceptual Site Plan (Received December 2023)



Figure 4 – Rendering of proposed dealership building (Received December 2023)

## 2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Agricultural (AG2) Zone to a holding Agricultural Commercial Special Provision Zone (h-17\*h-18\*AGC1(\_)) and an Agricultural Special Provision (AG2(\_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

<b>Regulation (AGC1)</b>	<b>Required</b>	<b>Proposed</b>
202 metre setback	From zone boundary line	From proposed building
<b>Regulation (AG2)</b>	<b>Required</b>	<b>Proposed</b>
Lot Area (ha) Min	40 hectares	15 hectares
Lot Frontage (m) Min	300 metres	15 metres

## **2.3 Internal and Agency Comments**

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; however, no major concerns were identified by staff.

Detailed internal and agency comments are included in Appendix C of this report.

## **2.4 Public Engagement**

On January 15, 2024, Notice of Application was sent to 12 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 25, 2024. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

## **2.5 Policy Context**

### ***The Planning Act and the Provincial Policy Statement, 2020***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

### ***The London Plan, 2016***

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

## **3.0 Financial Impact/Considerations**

### **3.1 Financial Impact**

There are no direct municipal financial expenditures with this application.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The proposed use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)*. Specifically, Section 1.7 of the PPS encourages long-term economic prosperity by promoting opportunities for economic development and community investment-readiness (1.7.1.a). Section 2.3 of the PPS identifies prime agricultural areas to be protected for long-term agricultural uses. In prime agricultural areas, permitted uses and activities include agricultural uses, agriculture-related uses, and on-farm diversified uses (2.3.3.1). The proposed machinery dealership is considered an agriculture-related use pursuant to the definition set out in Section 6.0 of the PPS, and it is expected that the proposed use will help meet market demand for heavy machinery and farm implements to support the local agricultural community and promote further long-term economic development within the Tempo community (1.7.1).

A portion of the subject lands are within the Environmental Review Place Type in The London Plan, which applies to lands that are protected until they have been adequately assessed to determine whether they are significant and worthy of protection as part of the city's Natural Heritage System. The Environmental Review Place Type will ensure that development which may negatively impact the value of these features does not occur until such time as the required environmental studies are completed (The London Plan, Policy 779\_). The portion of the lands within the Environmental Review Place Type are not proposed to be impacted through this proposal and will be retained for conservation uses within the agricultural related portion of the property. Further, to reduce any potential impacts to the drainage corridor, the proposed development is setback 30-metres from the Environmental Review Place Type which is reflected in the proposed AGC1 Zone boundary. Staff are satisfied that any potential development impacts have been mitigated.

The remainder of the subject lands are within the Farmland Place Type in The London Plan. The proposed use is contemplated in the Farmland Place Type at this location, per policy 1182\_5; "Agriculture-related commercial and industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity" (The London Plan, Policy 1182\_5). Staff are of the opinion that the proposed use meets the intent and vision of the Farmland Place Type, and there are no anticipated impacts to the existing agricultural practices in the surrounding area as a result of the proposed amendment.

### 4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage an efficient use of land (PPS 1.1.3.2) while providing opportunities for economic activities in prime agricultural areas (PPS 1.1.4.1.i).

Intensity policies within The London Plan look for Farmland Uses to be dynamic and vibrant (The London Plan, 1213\_). Furthermore, Policy 1205\_ of The London Plan prescribes that new agriculture-related commercial uses may be permitted by an amendment to the Zoning By-law to apply the appropriate agricultural commercial zone, subject to the following policies and in accordance with provincial guidelines:

1. *The amount of land devoted to the activity is only the minimum necessary to support the activity and its servicing requirements.*
2. *It can be demonstrated that the use is supportive of farm operations in the area and requires a location in close proximity to the farm operation to function successfully, and the use provides direct products and/or services to farm operations in the area as a primary activity.*
3. *The location of the facility should not impose any operating constraints or result in a reduction of the efficiency of existing farms in the vicinity. Agricultural-*

*related commercial and industrial uses should be directed to sites having the lowest soil capability, drainage, topographic, site size or configuration limitations for agriculture.*

4. *The facility does not require municipal water or sewage disposal services and can meet all requirements for the provision of individual on-site services.*
5. *Access will be available from a public street. The access must not create a potential traffic hazard due to poor sight lines or proximity to an intersection, steep grade or curve. An agricultural-related commercial or industrial use will be located on a street capable of accommodating, on a year-round basis, the volume and type of traffic, including truck traffic, that the proposed use is likely to generate.*
6. *Adequate drainage and suitable outlets for stormwater runoff can be provided.*
7. *The use complies with provincial environmental approvals and regulations respecting the release of pollutants into the air, onto land or into water, or for the storage, transportation or disposal of waste that is produced by the operation of the use.*

Consistent with The London Plan, the proposed amendment would be compliant to the above policies and in accordance with provincial guidelines. Further, the proposed amendment intends to continue protecting the city's valuable agricultural land and represents an opportunity to establish an agriculture-related commercial use to support farming operations within the City of London. Special provisions will ensure the lands are to be used appropriately in the long-term and that they will not detract from the surrounding land uses.

#### **4.3 Form**

The proposed built form is consistent with the Farmland Place Type which directs development to be located toward the street to minimize the impact on the amount of land that is agriculturally viable for production (The London Plan, 1216\_). The proposed built form is also consistent with the City Design policies in The London Plan by facilitating a development that is designed to be a good fit and compatible within its context (The London Plan, 193\_2) and is comparable in size and location to abutting properties along Colonel Talbot Road. The proposed location provides for sufficient MDS setbacks and is also situated with sufficient buffers from the Environmental Review Place Type to mitigate any potential impacts of the development on the drainage corridor.

#### **4.4 Zoning**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject site from an Agricultural (AG2) Zone to an Agricultural Special Provision (AG2(\_)) and holding Agricultural Commercial Special Provision (h-17\*h-18\*AGC1(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

The AGC1(\_) Zone has been requested for the eastern portion of the site to permit the proposed dealership use. A special provision has been requested to apply the MDS I setback to the proposed heavy equipment/agricultural machinery dealership building, rather than the proposed AGC1(\_) Zone Boundary. The AG2(\_) Zone has been requested for the balance of the subject lands with special provisions to recognize the reduction in the lot area and lot frontage within the zone boundary. The special provisions will read as follows:

- 1. Heavy Equipment/agricultural machinery dealerships (buildings) shall be located at least 202 metres away from abutting livestock facility.**



Implementation Guideline #35 of the Minimum Distance Separation (MDS) document states that MDS I setbacks from existing livestock facilities will generally not be needed for land use planning applications that propose agriculture-related uses. However, Policy 1773\_ of The London Plan requires MDS I to be calculated for all planning and development applications outside of the Urban Growth Boundary. Further, Section 4.32 of the City's Zoning By-law reflects this policy of The London Plan, stating; "Lands to be rezoned from an Agricultural (AG) or Urban Reserve (UR) Zone to any other zone to permit a residential, facility, commercial, industrial, or recreational use will comply with the MDS I formula." Given the above, The London Plan and the Zoning By-law Z-.1 requires the proposed development to comply with the MDS I formula. Staff are of the opinion that there is merit to applying the MDS I setback to the future dealership building, rather than the proposed AGC1( ) zone boundary line, outlined in the reasons below.

The intended agriculture-related commercial use is compatible with livestock operations, and services the farming community. In addition, the dealership is proposed to be positioned outside of the MDS I setback from the unoccupied livestock barns to help mitigate any potential odour conflicts, and given the MDS II setbacks, introduction of the proposed dealership should not impede the potential future occupancy of these unoccupied livestock barns. Further, the proposed dealership is situated near Colonel Talbot Road, and is proximate to an established cluster of commercial/industrial uses that would need to be considered in any MDS II calculation for future barn construction/expansion in the immediate area. Therefore, staff are of the opinion that the proposed reduction does not set a precedent for future MDS I reductions in the Tempo Planning District.

***2. A minimum lot area of 15 hectares, whereas 40 hectares is the minimum required.***

The intent of regulating minimum lot areas in agricultural zones is to ensure properties are of sufficient size to accommodate farm operations and minimize the potential for land use conflicts between abutting properties. As the lot in its current form measures approximately 20ha in size, the requested reduction is not significant, and will maintain an adequately sized lot to continue accommodating existing farm operations and intends to continue protecting the city's valuable agricultural land.

***3. A minimum lot frontage of 15 metres, whereas 300 metres is the minimum required.***

The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. In this case, a 15m wide frontage along Colonel Talbot Road is requested for the proposed AG2( ) Zone to provide access to the western portion of the site for farm vehicles. Staff are of the opinion that any potential impacts on abutting properties have been mitigated, and sufficient linear frontage for farm vehicle access has been maintained.

#### **4.5 MDS Setbacks**

The proposed use is subject to the Minimum Distance Separation (MDS) Formulae, per policy 2.3.3.3 of the PPS, and Policy 1773\_ of The London Plan, which further provides; "any proposed planning and development applications for lands outside of the Urban Growth Boundary shall meet the required odour setbacks in accordance with the provincial Minimum Distance Separation (MDS I) Implementation Guidelines and Formulae." The applicant conducted an MDS analysis for the proposed commercial facility with consideration for the site layout presented in the concept plan.

The table below illustrates a summary of the MDS I setback calculations.

<b>Property</b>	<b>MDS I Setback (Required)</b>	<b>Development Setback (Provided)</b>
6010 Cook Road	200m	1,608m (Proposed AGC1 Zone)
6137 Cook Road	213m	1,921m (Proposed AGC1 Zone)
6148 Cook Road	316m	1,695m (Proposed AGC1 Zone)
6035 Colonel Talbot Road	202m/207m	60m/25m (Proposed AGC1 Zone) 300m/254m (Proposed Dealership Building)

Further to the MDS I setback calculations pertaining to 6035 Colonel Talbot Road, an MDS II assessment was carried out to evaluate the required distance between the proposed dealership building and the two unoccupied livestock barns identified on that property. This assessment was completed to confirm that, given the potential to house livestock, if transitioning these structures to livestock barns in the future would be impacted by the location of the planned dealership building. The findings concluded that the two existing barns would require a setback of 93m from the proposed dealership building. As these structures are located beyond the 200m requirement from the proposed dealership building, the MDS II setback requirement for 6035 Colonel Talbot would be satisfied if the two buildings were used for housing livestock in the future.

Given the proposed dealership is positioned outside of the required MDS I setbacks, and any potential current and future odour conflicts have been mitigated, staff do not anticipate any negative impacts to the existing agricultural practices in the surrounding area as a result of the proposed amendment.

## **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone to a holding Agricultural Commercial Special Provision Zone (h-17\*h-18\*AGC1(\_)) and an Agricultural Special Provision (AG2(\_)) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands.

**Prepared by:** **Chloe Cernanec**  
**Planner, Planning Implementation**

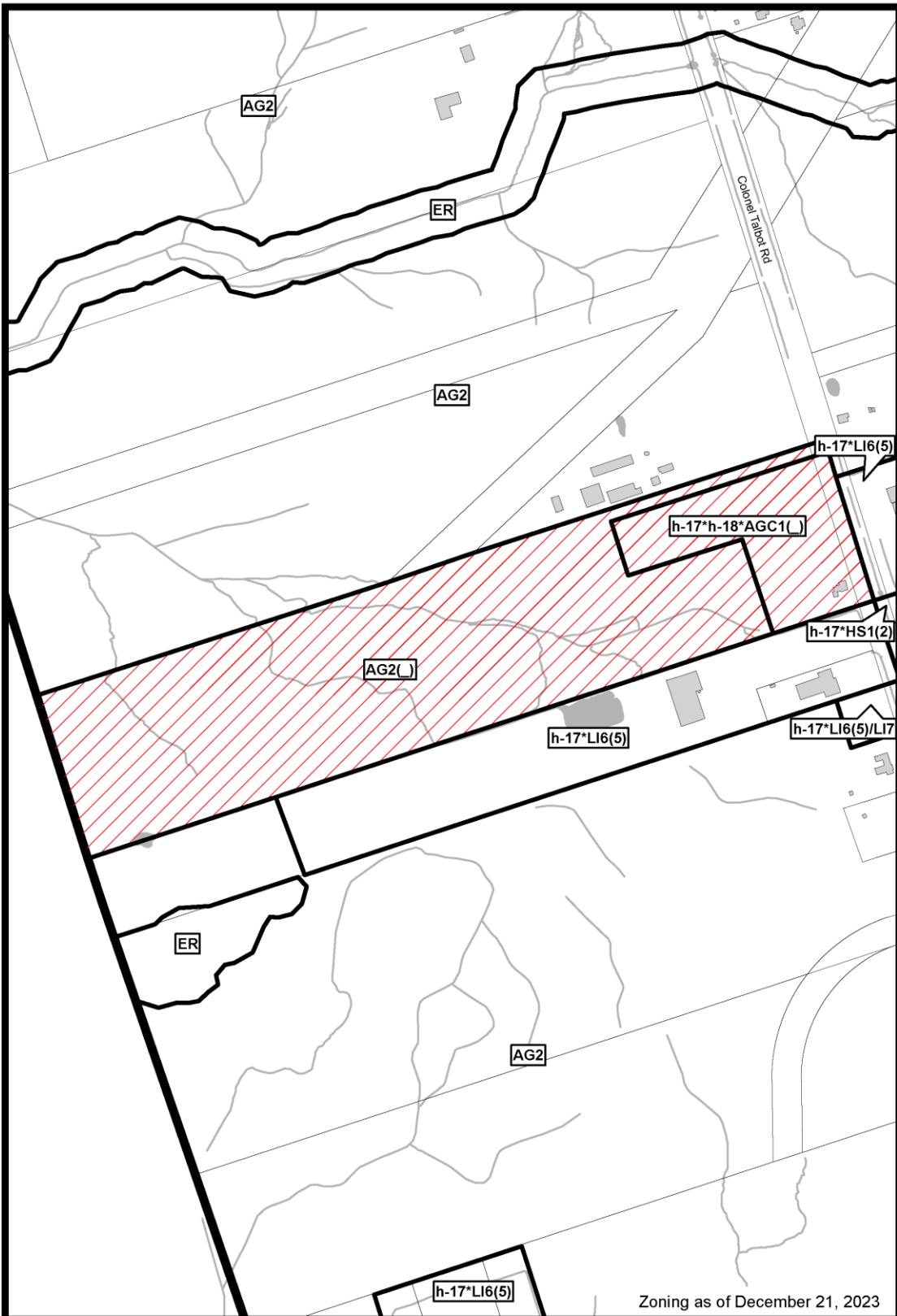
**Reviewed by:** **Mike Corby, MCIP, RPP**  
**Manager, Planning Implementation**

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

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

Copy: Britt O'Hagan, Manager, Current Development  
Michael Pease, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering

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



File Number: Z-9698

Planner: CC

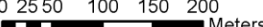
Date Prepared: 2024/02/08

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:5,750

0 25 50 100 150 200  
 Meters



## Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)  
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 6097 Colonel Talbot Road.

WHEREAS this amendment to the Zoning By-law Z.-1 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 6097 Colonel Talbot Road as shown on the attached map comprising part of Key Map No. 117, **FROM** an Agricultural (AG2) Zone, **TO** an Agricultural Special Provision (AG2(\_)) and holding Agricultural Commercial Special Provision (h-17\*h-18\*AGC1(\_)) Zone.

2. Section Number 46.4 of the Agricultural Commercial (AGC1) Zone is amended by adding the following Special Provisions:

AGC1(\_) 6097 Colonel Talbot Road

a. Regulations

- i. Heavy Equipment/agricultural machinery dealerships (buildings) shall be located at least 202 metres away from abutting livestock facility.

3. Section Number 9.4 of the Agriculture (AG2) Zone is amended by adding the following Special Provisions:

AG2(\_) 6097 Colonel Talbot

b. Regulations

- i. Lot Frontage (Minimum) 15.0 metres
- ii. Lot Area (Minimum) 15.0 hectares

4. This Amendment shall come into effect 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.

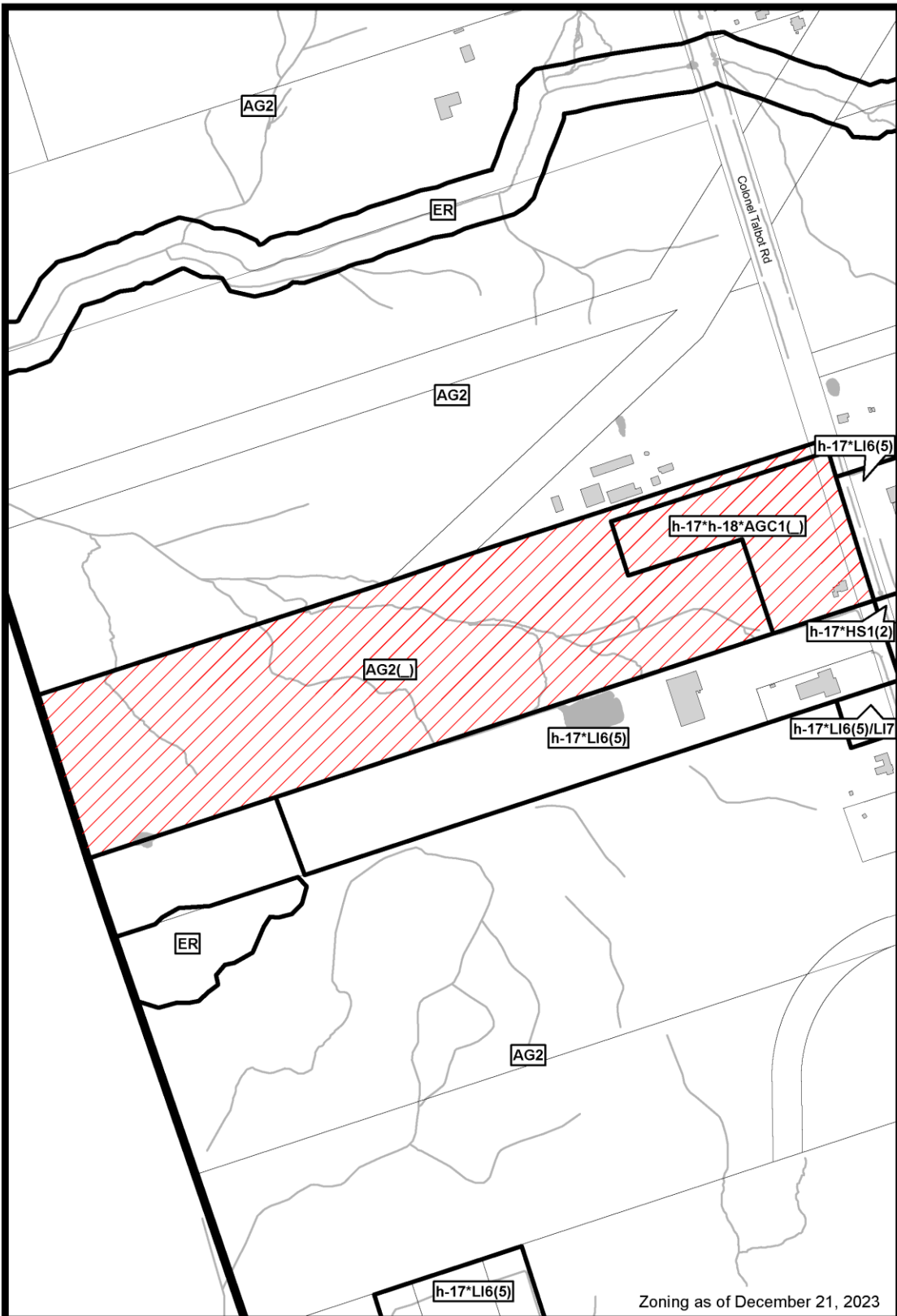
PASSED in Open Council on April 2, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 2, 2024  
Second Reading – April 2, 2024  
Third Reading – April 2, 2024

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



File Number: Z-9698

Planner: CC

Date Prepared: 2024/02/08

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:5,750

0 25 50 100 150 200 Meters



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Farm Dwelling / Agricultural
Frontage	206m (675.8 feet)
Depth	995m (3264.4 feet)
Area	20.7ha (51.1ac)
Shape	Regular (rectangle)
Within Built Area Boundary	No
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Agricultural
East	Industrial / Agricultural
South	Industrial / Agricultural
West	Agricultural

#### Proximity to Nearest Amenities

Major Intersection	Colonel Talbot Road and Glanworth Drive, (881 metres)
Dedicated cycling infrastructure	N/A
London Transit stop	N/A
Public open space	N/A
Commercial area/use	N/A
Food store	N/A
Community/recreation amenity	N/A

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Farmland & Environmental Review Place Type, fronting a Rural Thoroughfare (Colonel Talbot Road)
Current Special Policies	N/A
Current Zoning	Agricultural (AG2)

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	An Agricultural Special Provision (AG2(_)) and holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone

#### Requested Special Provisions

Regulation (AGC1)	Required	Proposed
202 metre setback	Measured from AGC1(_) zone boundary	Measured from proposed building
Regulation (AG2)	Required	Proposed
Lot Area (ha) Minimum	40 hectares	15 hectares
Lot Frontage (m) Minimum	300 metres	15 metres

## C. Development Proposal Summary

### Development Overview

The recommended action will permit the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands.
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### Proposal Statistics

Land use	Agriculturally-related Commercial Use
Form	1-storey Commercial Building
Height	1 storey (< 12 metres)
Residential units	0
Density	N/A
Gross floor area	969m <sup>2</sup>
Building coverage	4%
Landscape open space	>10%
Functional amenity space	N/A
New use being added to the local community	Yes

### Mobility

Parking spaces	55 surface parking spaces
Vehicle parking ratio	N/A
New electric vehicles charging stations	N/A
Secured bike parking spaces	4 spaces
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	N/A
Connection from the site to a multi-use path	N/A

### Environmental Impact

Tree removals	Unknown
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	Unknown



## Appendix C – Internal and Agency Comments

### Site Plan

#### *Matters for OPA/ZBA*

- As per the Zoning By-Law, clarify the location of all loading spaces, ensuring that they are a minimum of 3.6 meters by 20.0 meters, and have a minimum vertical clearance of 4.5 meters. (Site Plan Control By-law, Section 6.6)

#### *Matters for Site Plan*

- At the Site Plan Application submission, a Photometric Plan will be required if any new proposed light standards. Clarify any lighting impacts on abutting properties and public-right-of-way.
- Site Plan is supportive of the proposed minimum 3m landscape buffer provided to screen parking along Colonel Talbot Road. Carry forward the proposed all-season landscape screening treatment in subsequent submissions.
  - Alternatively, consider locating the development closer to Colonel Talbot Road. (The London Plan, 1216).
- The provided elevations are noted. Ensure that the full set of elevations are dimensioned in metric. (Site Plan Control By-Law 1.8,f).
- Clarify the location and type(s) of fencing and/or screening that is proposed on the Site Plan. Demonstrate how any planting in accordance with the Site Plan Control By-law can be accommodated.
- Clarify pedestrian, vehicular, and cyclist circulation.
  - On the Site Plan outline the location of pedestrian and vehicular entrances.
  - Ensure that all walkways abutting a parking space are a minimum width of 2.1m.
  - The applicant has identified the bicycle parking requirements as Tier 3, which requires a total of 7 short-term bicycle parking spaces based on the GFA of the proposed agricultural machinery dealership. Clarify the location of the proposed bicycle parking.
- The proposed development exceeds the minimum parking requirement. Reduce parking to provide the required planted islands.
  - Provide landscape planting islands every 15 parking stalls as per the Site Plan Control By-law. (Site Plan Control By-Law – 6.2).
- Clarify the access routes for emergency vehicles including the location, width, turning radius, vertical alignment, and location of the fire route.
  - Show the location of the fire route sign(s) on the plan (Site Plan Control By-Law 6.7).
- Ensure that the rendering and site plan are consistent.
  - Ensure that the provided accessible parking spaces are provided in accordance with the Zoning By-Law Z.1 – Section 4 and Site Plan Control By-Law.
- Clarify how waste and recycling collection will be handled on site and whether municipal or private waste and recycling collection is planned.
- Clarify the snow removal location(s).

### 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.

### Parks

#### *Major Issues*

- None.
- 

#### *Matters for OPA/ZBA*

- None.

### *Matters for Site Plan*

- Consistent with the regulations of the Ontario Planning Act, the applicant shall provide cash-in-lieu of parkland equal to 2% of the value of the property assessed on the day the application for an approval of development in a site plan control area under subsection 41 (4) was made for the site that pertains to this application. An appraisal undertaken by an Accredited Appraiser (AACI) is to be submitted to Development Services for review and the value of payment is to be included as a condition of site plan approval. Parkland Dedication will be finalized through the Site Plan Approval process.

## **Landscape Architecture**

### *Major Issues*

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

### *Matters for OPA/ZBA*

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

### *Matters for Site Plan*

- A tree preservation plan will be a requirement of a site plan application to:
  - establish the ownership of trees growing along property lines, including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21
  - Identify City Owned trees and shrubs that will be impacted by proposed development. To request the removal of a city tree or to request consent to damage the root system of a City tree, contact Forestry Dispatcher at [trees@london.ca](mailto:trees@london.ca)
  - Determine total dbh proposed for removal to determine tree replacement. London Plan Policy 399 requires 1 tree for every cm dbh removed.

## **Urban Design**

The subject site is located within the Farmland Place Type outside of the Urban Growth Boundary. Urban Design would recommend reducing the amount of proposed parking and vehicular movement to create a safe pedestrian environment within the site. Refer to The London Plan (TLP) 255

If the Applicant moves forward with the proposal, Urban Design has the following comments:

### *Matters for Zoning*

1. Provide a maximum front yard setback from Colonel Talbot Road to limit the amount of parking in the front yard. TLP 259
2. Provide a minimum parking setback from the property line along Colonel Talbot Road to allow for a landscape buffer and screening. TLP 278, 272

### *Matters for Site Plan*

1. Provide an enhanced façade treatment for the proposed building including a large proportion of transparent glazing, as well as signage and the principal entrance, oriented to Colonel Talbot Road. TLP 291
  - Flip the elevation so that principal entrances, wrap-around canopy/overhang and signages are located to the north-east corner near the entry to the site to promote accessibility and wayfinding. TLP 290

2. Screen the parking and wastewater treatment facility area visible from Colonel Talbot Road with enhanced all-season landscaping to mitigate the visual impact on the public realm. TLP 278
3. Ensure the proposed disposal bed is screened by landscape elements (planters, low-height shrubs or walls) to mitigate any potential negative impact on users entering the site from Colonel Talbot Road. TLP 266
4. Consider reducing the amount of gravel/paved surfaces to increase the amount of landscape area for visual amenity, to assist with stormwater management, and to reduce the heat island effect. TLP 282, 283

### **Engineering**

- The site does not have access to municipal sanitary or water. An h-17 holding provision will be a requirement for zoning approval.

### **Heritage**

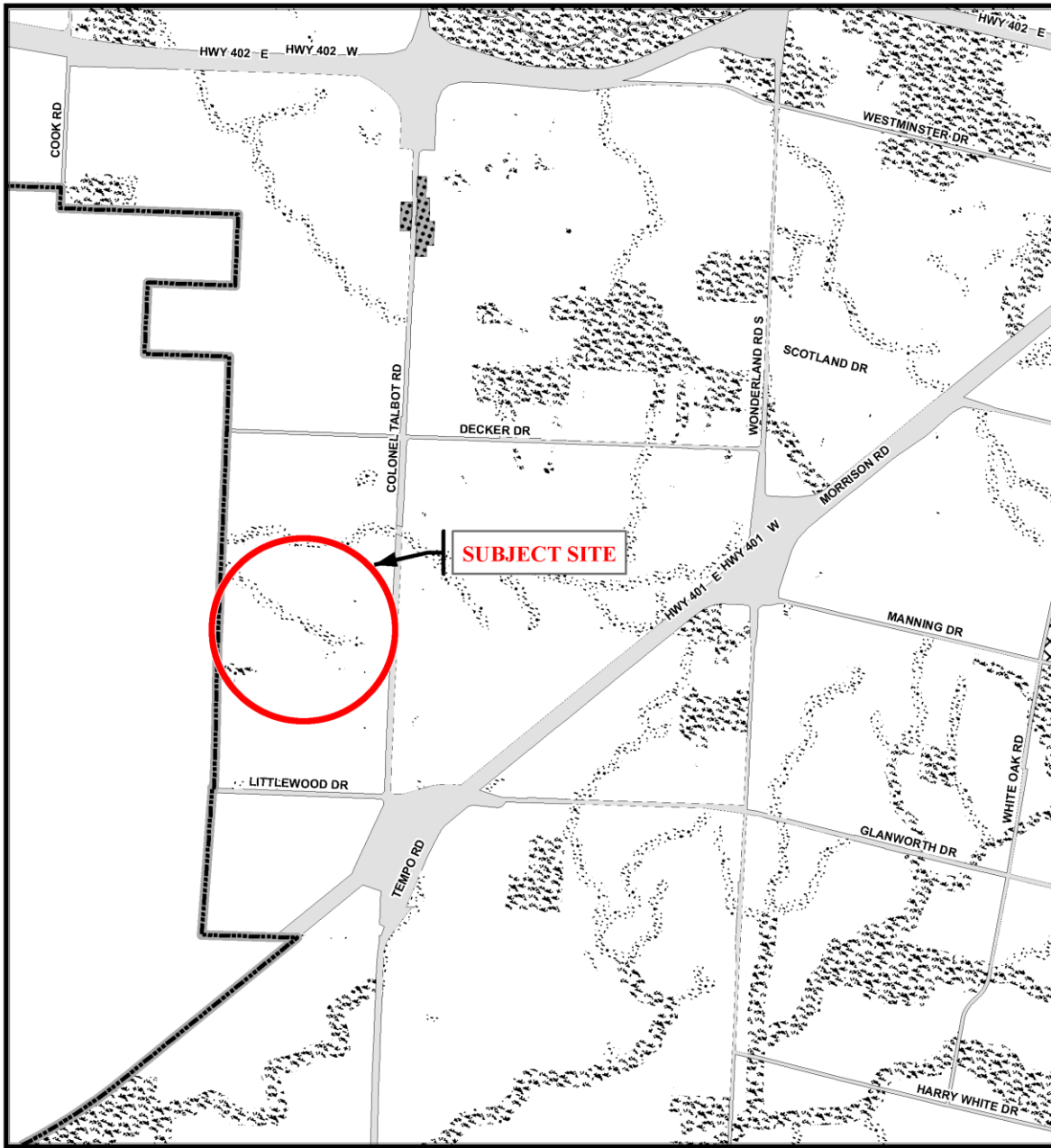
- The h-18 holding provision will be in place until all archaeological matters have been addressed.

### **Ecology**

- *Major issues identified*
  - Valleylands, and unevaluated wetlands and a watercourse on, or adjacent to, the site have been identified on Map 5 of The London Plan based on current aerial photo interpretation.
  - The site falls within the Upper Thames Conservation Authority Regulation Limit and is subject to the Conservation Authorities Act. The proponent is encouraged to reach out to UTRCA to determine if permits are required.
- No studies are requested at this time given that that proposed development falls greater than 30 m away from the identified potential features on site.

# Appendix D – 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 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

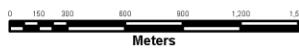
Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000



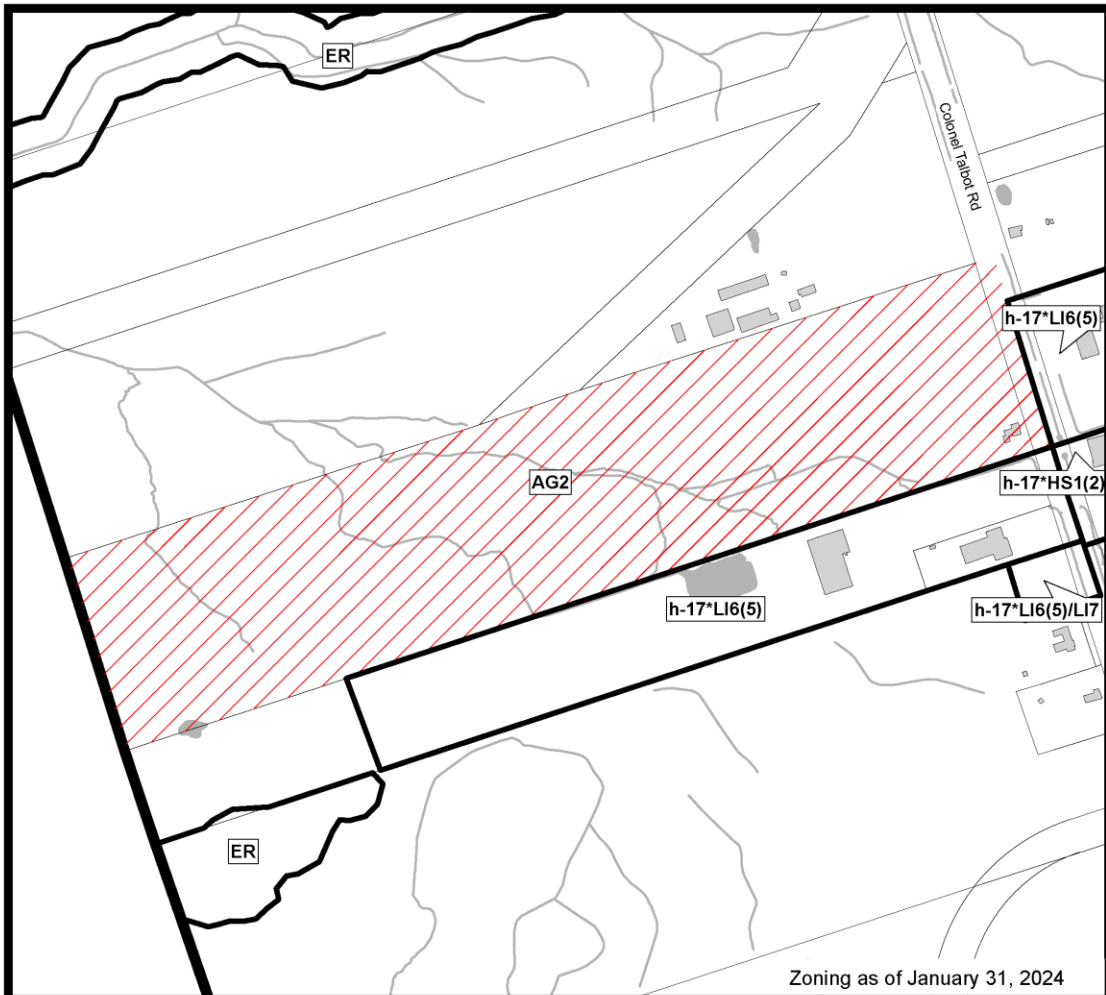
**File Number:** Z-9698

**Planner:** CC

**Technician:** RC

**Date:** February 9, 2024

# Zoning By-law Z.-1 – Zoning Excerpt



**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         |
| DA - DOWNTOWN AREA                        | LI - LIGHT INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | GI - GENERAL INDUSTRIAL           |
| CSA - COMMUNITY SHOPPING AREA             | HI - HEAVY INDUSTRIAL             |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | EX - RESOURCE EXTRACTIVE          |
| BDC - BUSINESS DISTRICT COMMERCIAL        | UR - URBAN RESERVE                |
| AC - ARTERIAL COMMERCIAL                  |                                   |
| HS - HIGHWAY SERVICE COMMERCIAL           | AG - AGRICULTURAL                 |
| RSC - RESTRICTED SERVICE COMMERCIAL       | AGC - AGRICULTURAL COMMERCIAL     |
| CC - CONVENIENCE COMMERCIAL               | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION           | TGS - TEMPORARY GARDEN SUITE      |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION          |
| 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**



FILE NO:

Z-9698

CC

MAP PREPARED:

2024/02/09

RC

1:6,000

0 30 60 120 180 240  
Meters

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