

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT

6097 Colonel Talbot Road
City of London

Date:

May 2023 (Revised December 2023)

Prepared for:

2802767 Ontario Ltd.

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

540 Bingemans Centre Drive, Suite 200

Kitchener, Ontario

T: 519.576.3650

F: 519.576.0121

Our File 2166'A'

Table of Contents

1.0	Introduction	1
1.1	Overview	1
1.2	Report Framework.....	2
1.3	Planning Applications.....	3
2.0	Site Location & Surrounding Land Uses.....	4
2.1	Site Description	4
2.2	Surrounding Land Uses	4
3.0	Description of Proposal.....	6
3.1	Concept Plan.....	6
3.2	Design Considerations.....	7
4.0	Planning Analysis	8
4.1	Provincial Policy Statement.....	8
4.2	The London Plan	13
4.2.1	Overview	13
4.2.2	Status	13
4.2.3	Place Type (Map 1).....	13
4.2.4	Policy Overview	13
4.2.5	Our Strategy.....	13
4.2.6	Our City.....	15
4.2.6.1	City Structure Plan	15
4.2.7	City Building.....	16
4.2.7.1	City Design Policies.....	16
4.2.8	Farmland Place Type.....	18
4.2.9	Environmental Review Place Type	19
4.2.10	City Design Guidelines	19
4.2.11	Minimum Distance Separation Guidelines.....	20
4.2.12	Conclusion.....	23
5.0	City of London Zoning By-law Z.-1	24
5.1	Existing Zoning.....	24
5.2	Zoning Review	24
5.3	Proposed Zoning	25
6.0	Conclusions	26

List of Tables

Table 1.0: Required Planning Applications.....	3
Table 2.0: Surrounding Land Uses	5
Table 3.0: Consistency with Provincial Policy Statement.....	8
Table 4.0: MDSI Setback Summary	21

List of Figures

Figure 1: Location Map.....	Following 4
Figure 2: Concept Plan	Following 6
Figure 3: The London Plan: Place Types	Following 13
Figure 4: Existing Zoning	Following 24
Figure 5: Proposed Zoning.....	Following 25

List of Appendices

Appendix A: Isometric Rendering, Conceptual Elevations	
Appendix B: Minimum Distance Separation Assessment (MDS I and MDS II)	
Appendix C: Zoning Data Sheet	

1.0 Introduction

1.1 Overview

MHBC has been retained by 2802767 Ontario Ltd. (the 'Applicant') to assist with a Zoning By-law Amendment application for lands addressed as 6097 Colonel Talbot Road, London (the 'subject property'). The intent of this application is to support the development of a portion of the property for a heavy equipment/agricultural machinery dealership.

The subject property is generally located on the west side of Colonel Talbot Road, approximately 950 m north of the Provincial Highway 401 interchange and approximately 2.8 km south of the Provincial Highway 402 interchange. These lands are municipally addressed as 6097 Colonel Talbot Road and are generally described as the South Part of Lot 58, Concession WTR, London. The property is rectangular in shape, measures approximately 20.68 ha in area and has approximately 206 m of frontage along Colonel Talbot Road (all measurements herein are approximations). These lands are located in the City's Tempo planning district.

Generally, 6097 Colonel Talbot Road is located within a mixed-use area comprised predominately of agricultural uses, commercial/industrial businesses and rural residences. A single detached dwelling is currently located on this property adjacent to the Colonel Talbot Road corridor and an unnamed tributary of Dodd Creek traverses this property (herein referred to as the 'drainage corridor').

The Zoning By-law Amendment (ZBA) application relates to lands in the eastern portion of the subject property that are generally adjacent to Colonel Talbot Road and east of the aforementioned drainage corridor. These lands (the 'Site'), which are irregular in shape, measure 3.04 ha in area, have 191 m of frontage and have a maximum depth of 256 m. Additionally, the boundaries of the Site are setback a minimum 30 m from the drainage channel.

The planning merits of the proposed ZBA application are evaluated within this Report and are generally summarized below:

- The Site is well suited for the intended agriculture-related commercial use given its physical characteristics, the local development setting, its proximity to prime agricultural areas and its frontage along the Colonel Talbot Road corridor, which functions as a strategic City of London gateway street providing connections to the Highway 401 and 402 interchanges;

- The proposal would support a scale and form of development that is compatible with, and complementary to, the mix of agricultural and non-agricultural uses in the vicinity of the Site. Implementation of the project also represents an opportunity to establish an agriculture-related commercial use to support farming operations within the City of London and surrounding rural areas;
- Collectively, preliminary servicing assessments completed by MTE Consultants Inc. (MTE) demonstrate that (1) the planned commercial development can be accommodated with an individual (private) on-site well supply and sewage disposal system and (2) a stormwater management strategy has been identified to preserve pre-development drainage conditions;
- A Stage 1-3 Archeological Assessment of the Site was carried out by Lincoln Environmental Consulting Corp. (LECC), which concludes that no further archaeological assessment is recommended for these lands; and
- In our opinion, the development proposal is consistent with the Provincial Policy Statement (2020) and aligns with the policy direction and objectives of the City's Official Plan (The London Plan).

In light of these considerations and commentary provided this Report, in our opinion this proposal is appropriate for the Site and the local development context, and should not generate significant land use conflicts with adjacent properties.

1.2 Report Framework

This Planning and Design Report has been prepared for submission to the City of London in support of the associated ZBA application. The Report includes the following primary components:

- An introduction and general description of the subject lands, surrounding uses and existing conditions, to provide an understanding of the locational context;
- A description of the Site Concept prepared for these lands to provide a conceptual layout of the planned commercial components of this project;
- A review of the planning permissions applicable to the property; and
- An assessment of the proposal relative to: (1) the policy framework of the Provincial Policy Statement, The London Plan and (2) the development regulations of the City's Zoning By-law.

The following documents were primary references reviewed in the preparation of this Report:

- Provincial Policy Statement;
- City of London Official Plan (The London Plan);
- City of London Zoning By-law No. Z-1;
- Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas (Ministry of Agriculture, Food and Rural Affairs; Publication 851); and
- The Minimum Distance Separation (MDS) Document (Ministry of Agriculture, Food and Rural Affairs; Publication 853).

1.3 Planning Applications

Our analysis has confirmed that the following planning applications are required to permit the proposed development project:

Table 1.0 – Required Planning Applications

Planning Application	Approval Authority
Zoning By-law Amendment To change the zoning applying to the eastern portion of the subject property from ‘Agricultural (AG2)’ to ‘Agricultural Commercial (AGC1)’ and related amendments	City of London
Site Plan Approval (future application)	City of London

A Pre-Application Consultation meeting was held with City of London staff on April 8, 2021 to review the submission requirements for the development concept. As set out in the associated Record of Pre-Application Consultation and confirmed in a subsequent Record update, dated March 20, 2023, the following reports have been prepared in support of the ZBA application:

- Planning and Design Report;
- Stage 1-2 Archaeological Assessment;
- Geotechnical Investigation;
- Preliminary Stormwater Management Brief; and
- Conceptual On-Site Wastewater Treatment System Design.

2.0 Site Location & Surrounding Land Uses

2.1 Site Description

The property subject to the ZBA application (the Site) is generally located on the west side of Colonel Talbot Road, 950 m north of the Provincial Highway 401 interchange and 2.8 km south of the Provincial Highway 402 interchange. The subject lands form part of a larger farm parcel addressed as 6097 Colonel Talbot Road and are generally described as the South Part of Lot 58, Concession WTR, London. This property is located in the City's Tempo planning district, outside of the City's Urban Growth Boundary. A single detached dwelling is located on this farm property adjacent to the Colonel Talbot Road corridor.

The Site is irregular in shape, measures 3.04 ha in area, and has 191 m of frontage and a maximum depth of 256 m. These lands can be characterized as having limited topographic relief and a slight slope such that the property drains from east to west. The Site is located immediately east of the Dodd Creek drainage corridor which is situated within the Kettle Creek Conservation Authority regulated area. A utility corridor also extends along the western limit of the subject lands. The subject lands are predominately used for agricultural purposes (cultivated farmland) and contain the aforementioned single detached dwelling.

Figure 1 of this Report illustrates the general location of the Site.



2.2 Surrounding Land Uses

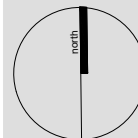
The subject lands are located along the Colonel Talbot Road corridor between the Highway 401 and Highway 402 interchanges. This area of the Tempo planning district contains a mix of rural commercial uses, farm operations and rural residences. Generally, lands to the south and east of the Site contain a cluster of service/retail commercial uses in multiple-unit and stand-alone building formats. Notably, east of the Site, a large recreational vehicle sales/service facility is located at 6068 Colonel Talbot Road and automotive sales/service establishments operate at 6108 and 6110 Colonel Talbot Road. Building and contracting establishments are also located immediately south of the Site at 6151 and 6171 Colonel Talbot Road.

Proximate to the Site, Colonel Talbot Road contains two lanes of through traffic, a northbound turning lane and roadside ditches. With respect to transportation considerations, this portion of Colonel Talbot Road is designated as a Rural Thoroughfare pursuant to Map 3 (Street Classifications) of The London Plan. As set out in Policy 371 of



Figure 1
Locational Context

-  SUBJECT LANDS
-  PROJECT SITE



this Official Plan, Rural Thoroughfares are intended to promote the through movement of vehicles, farm equipment and freight/goods, and to provide a quality standard or urban design. Further, Figure 20 (City Structure Composite) of the Official Plan identifies Colonel Talbot Road south of Wharncliffe Road South/Longwoods Road as a Major Gateway Street due, in part, its strategic access to the Highway 401 and Highway 402 interchanges proximate to the Site.

Table 2.0 provides additional details on surrounding land uses:

Table 2.0 – Surrounding Land Uses

Relative Location	Existing Land Uses
TO THE NORTH:	Predominantly rural residential dwellings and productive agriculture lands, as well as a farm market selling produce and other local food products
TO THE EAST:	Directly across Colonel Talbot Road to the east is a large recreation vehicle sales/service commercial facility, as well as a vehicle sale/service establishment. Further southwest along Colonel Talbot Road is a mushroom growing and distribution facility
TO THE SOUTH:	Adjacent to the site to the south is a commercial truss manufacturing facility and heavy machinery and construction equipment dealership
TO THE WEST:	West of the site are largely active agricultural lands dispersed with rural residences and agriculture-related uses

3.0 Description of Proposal

3.1 Concept Plan

Figure 2 illustrates the Concept Plan prepared by MHBC for this ZBA application. This conceptual plan illustrates how the eastern portion of the Site would be developed for a heavy equipment/agricultural machinery dealership. This development area (the Site) measures 3.04 ha in area, has 191 m of frontage and a maximum depth of 256 m.

The following summarizes the core elements of the Concept Plan, which was designed in consultation with the Applicant. In this respect, the Applicant identified a series of design considerations for the proposed use respecting building size, the quantity of vehicular parking, and equipment display and storage requirements. Information regarding these requirements, and the physical space employed for comparable dealerships was presented to City staff through the application review process.

Proposal Components:

- An office/service building positioned in close proximity to the Colonel Talbot Road corridor providing a total gross floor area of 929 m²;
- A vehicular parking area integrating 55 spaces for employee and visitor parking and equipment display;
- Supplemental machinery and equipment storage area planned west of the dealership space, which will be further delineated as part of a future Site Plan Approval (SPA) application; and
- A single, full-turn street access from Colonel Talbot Road, aligning with the access to the recreational vehicle dealership (6068 Colonel Talbot Road).

Additionally, the development would be serviced by way of a private well supply, an on-site wastewater treatment system (septic system) and stormwater management facilities with quality and quantity controls. As discussed in this Report, MTE has completed preliminary servicing assessments to demonstrate the adequacy of a private servicing arrangement for this development.

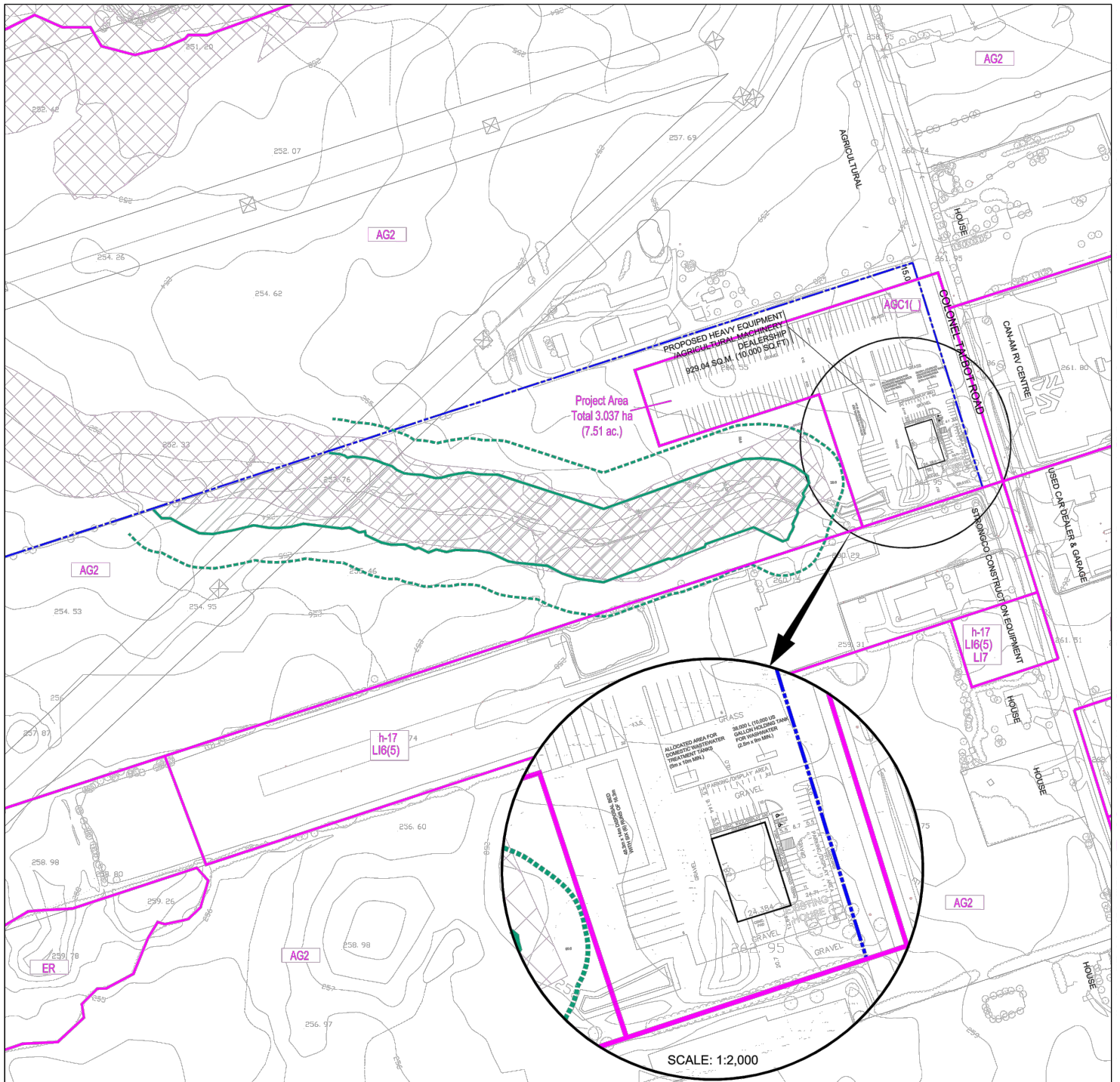
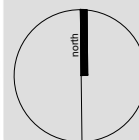


Figure 2
Site Plan Concept

- SUBJECT LANDS
- PROJECT SITE



3.2 Design Considerations

As described in this Report, the purpose of the ZBA application is to rezone the Site Agricultural Commercial (AGC1) to permit the intended machinery dealership use. The balance of 6097 Colonel Talbot Road is to remain in the Agricultural AG2 Zone and continue to be utilized for agricultural production. A 15 m wide frontage along Colonel Talbot Road is proposed north of the Site to provide access to the western portion of the subject lands (principally for farm vehicles). As project planning advances, the Applicant intends to sever the AGC1 lands and demolish the existing farm residence located within the Site.

The proposed ZBA application discussed in this Report is intended to support compatible development, by orienting the proposed farm equipment sales establishment along the Colonel Talbot Road frontage and by maintaining the balance of the lands for agricultural production. Moreover, the proposed farm equipment sales establishment is in keeping with other commercial/industrial establishments along this section of the Colonel Talbot Road corridor.

To further support compatibility, building placement, landscape design and screening opportunities are to be carefully reviewed at the future SPA phase to promote a high standard of urban design and to minimize any potential land use conflicts. In this regard, **Appendix A** to this Report presents an isometric rendering and conceptual elevations of the proposed dealership prepared by L360 Architecture. These graphics illustrate the anticipated building design and site layout. Additionally, as part of the SPA review, urban design direction set out in Site Plan Consultation correspondence from the City of London, dated April 11, 2023, will be considered.

4.0 Planning Analysis

The proposed Zoning By-law Amendment must be assessed in terms of applicable policies prescribed by the Province of Ontario and the City of London. The following discussion outlines how the proposal addresses relevant policies of the Provincial Policy Statement and new Official Plan (The London Plan).

4.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. Part IV of the PPS sets out that this policy instrument provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development plan has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies in Section 1.0 (Building Strong Healthy Communities) and Section 2.0 (Wise Use and Management of Resources) are particularly relevant to this proposal. Table 3.0 demonstrates how the proposed development is consistent with the identified policies.

Table 3.0 – Consistency with Provincial Policy Statement

PPS Policy	Response
<p>1.1.1 Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, 	<p>The proposed agriculture-related commercial use would support the local agricultural community and the long-term financial well-being of the Province of Ontario and the City of London (in the form of increased property tax assessment). Economic benefits would also be derived from construction and operation of this development.</p> <p>The subject lands are located within a development area containing a cluster of</p>

PPS Policy	Response
<p>additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p>	<p>commercial and industrial activities, many of which directly support the surrounding agricultural community. Implementation of this proposal would expand agriculture-related employment opportunities in the Tempo planning district, while also facilitating a commercial use that would be compatible with, and complement, the existing mix of land uses.</p> <p>The proposed development should not result in environmental or public health and safety concerns.</p> <p>Preliminary servicing reviews have been completed by MTE to confirm that (1) the development can proceed in a cost-effective manner and (2) the necessary water/wastewater servicing infrastructure can be accommodated within the subject property to meet projected needs. Additionally, the site can be efficiently accessed from Colonel Talbot Road by way of a single entrance. Proximity of the site to the Highway 401 and 402 interchanges also provides excellent connectivity to the broader transportation network.</p> <p>It is anticipated that existing public service facilities provided in the vicinity of the Site would accommodate the needs of employees and patrons of this proposed development.</p>
<p>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the</p>	<p>This proposal would develop lands located outside the City's Urban Growth Boundary (UGB) designated for agricultural purposes in The London Plan (refer to Section 4.2).</p> <p>The intent of this proposal is to accommodate an agriculture-related commercial use on the Site, particularly a heavy machinery and farm implement</p>

PPS Policy	Response
<p>Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</p>	<p>dealership. Implementation of this proposal would directly support the agricultural community in the vicinity of the subject lands and would be compatible with the local development setting.</p>
<p>1.1.4.1 Healthy, integrated and vital rural areas should be supported by:</p> <ul style="list-style-type: none"> a) building upon rural character, and leveraging rural amenities and assets; e) using rural infrastructure and public service facilities efficiently; f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources; h) conserving biodiversity and considering the ecological benefits provided by nature; and i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3. 	<p>The Site forms part of a prime agricultural area as defined in the City’s Official Plan and is located within proximity of a range of operational farms and several commercial/industrial uses that support the agricultural sector. The proposed agriculture-related commercial use would be in keeping with the character of this rural area.</p> <p>Preliminary servicing reviews have been carried to confirm that the intended development can be adequately serviced by way of a private water/wastewater arrangement.</p> <p>The proposal would promote additional diversification of the rural economic base and provide additional employment opportunities within the Tempo planning district.</p> <p>The boundary of the proposed AGC2 Zone is setback 30 m from the drainage channel traversing 6097 Colonel Talbot Road to minimize potential impacts to the watercourse.</p> <p>The proposed dealership would retail and service agriculture-related equipment within proximity of the rural market it would predominately serve.</p>
<p>1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of</p>	<p>Preliminary servicing reviews have been carried out to confirm that the development can proceed in a cost-effective manner, and to ensure that the</p>

PPS Policy	Response
<p>a changing climate while accommodating projected needs.</p>	<p>necessary infrastructure can be accommodated on the Site to meet projected needs. Also, as discussed, it is anticipated that existing public service facilities provided in the vicinity of the subject lands would accommodate the needs of employees and patrons of the proposed development.</p>
<p>1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p>	<p>The proposed agriculture-related commercial use would support the efficient use of the existing transportation system in the vicinity of the Site. In particular, the proposed farm equipment sales establishment would be situated along the Colonel Talbot Road corridor (1) to serve the broader agricultural community and (2) to benefit from convenient access to the City's arterial road system and Highways 401 and 402.</p>
<p>1.7.1 Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and community investment-readiness;</p>	<p>This proposal has been designed to optimize the use of the subject lands for a commercial use along Colonel Talbot Road, while maintaining the active farming use for the balance of the property. As noted, the Site is also located along the frontage of a strategic City gateway street (Colonel Talbot Road) due, in part, to its proximity to the Highway 401 and Highway 402 interchanges.</p> <p>It is expected that the commercial use intended for this Site would 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.</p>
<p>2.1.1 Natural features and areas shall be protected for the long-term.</p>	<p>An existing drainage corridor which bisects the property is designated Environmental Review in the City's Official Plan. A 30 m setback is proposed to</p>

PPS Policy	Response
	minimize potential development-related impacts to this environmental feature.
<p>2.3.3.1 In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses.</p> <p>2.3.3.3 New land uses in prime agricultural areas, including the creation of lots and new or expanding livestock facilities, shall comply with the minimum distance separation formulae</p>	<p>The proposed machinery dealership is considered an agriculture-related use pursuant to the following definition set out in Section 6.0 of the PPS and commentary provided in Section 2.2 of the Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas (Ministry of Agriculture, Food and Rural Affairs; Publication 851):</p> <p>Agriculture-related uses: means those farm-related commercial and farm-related 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.</p> <p>Minimum Distance Separation requirements are addressed in Section 4.2.11 of this Report.</p>
<p>2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.</p>	<p>LECC completed a Stage 1-3 Archaeological Assessment for the Site. In the Stage 3 study report, dated April 2022, LECC concludes that no further archaeological assessment is recommended for these lands. Study findings have been submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries.</p>

In light of these considerations and our broader evaluation of this proposal relative to the policies of the PPS, it is our opinion that this proposal is consistent with this policy document.

4.2 The London Plan

4.2.1 Overview

Policy 4.6 of the PPS states that Official Plans are the most important vehicle for implementation of the Provincial Policy Statement. It is further stated that Official Plans are to identify provincial interests and set out appropriate land use designations and policies. Accordingly, this proposal has been assessed relative to applicable policies of the City of London Official Plan (The London Plan).

The following discussion evaluates the merits of the proposal relative to the policy framework of the London Plan.

4.2.2 Status

The City of London Council adopted a new Official Plan (The London Plan) on June 23, 2016 and the Ministry of Municipal Affairs (MMA) issued its approval of The London Plan, with modifications, on December 30, 2016. Several policies and schedules of this Official Plan applicable to the Site were appealed, and were subject to adjudication by the Ontario Land Tribunal and its predecessors (Case No. OLT-22-002286). The Tribunal, in its Decision issued May 25, 2022, resolved the final phase of the general policy appeals and ordered The London Plan to be fully in-force (excluding outstanding site-specific appeals).

4.2.3 Place Type (Map 1)

Figure 3 of this Report illustrates that the Site is designated Farmland pursuant to Map 1 (Place Types) of The London Plan. Additionally, this Figure illustrates that the portion of the Site adjacent to the drainage corridor is designated Environmental Review place type.

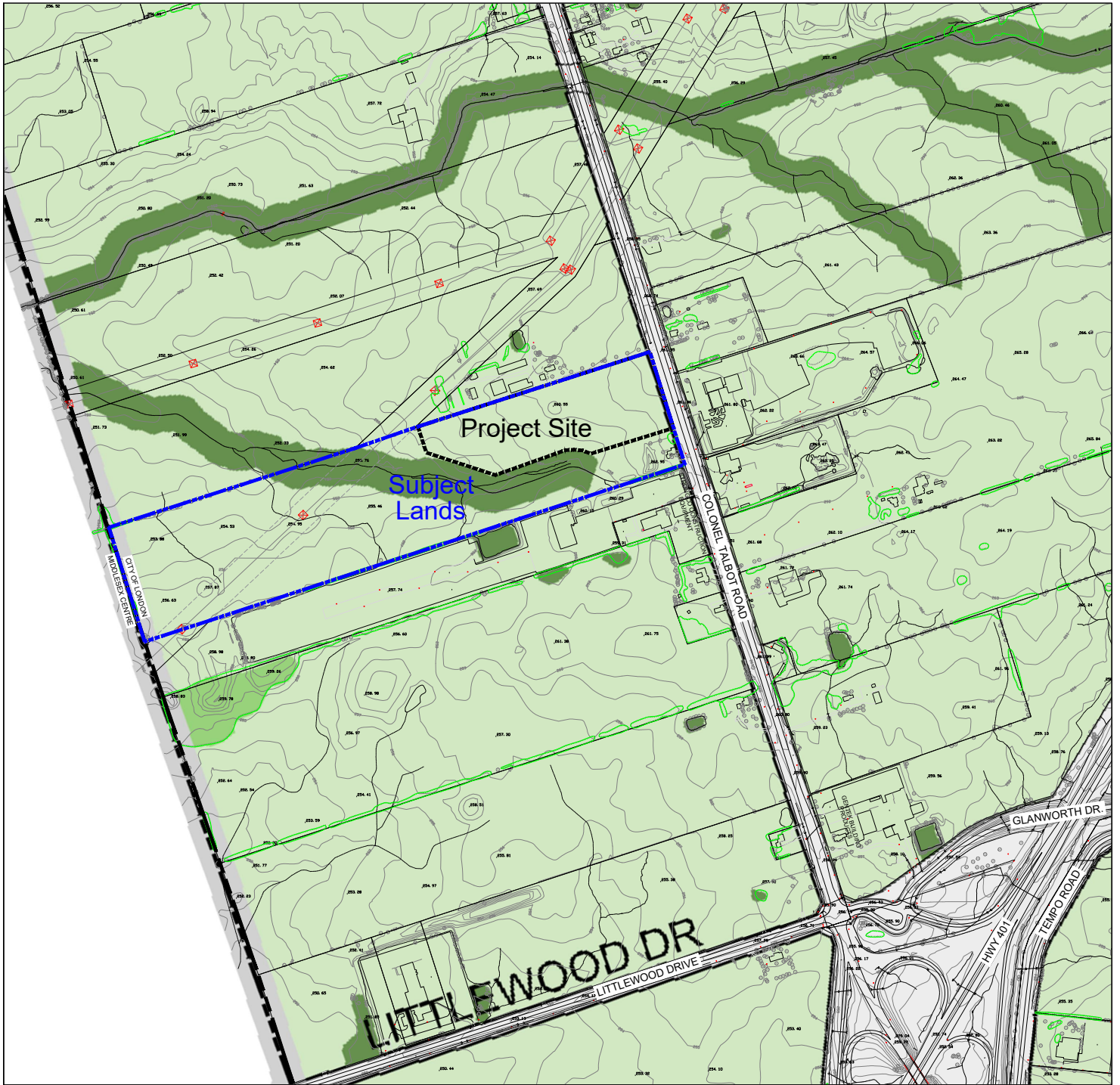
4.2.4 Policy Overview

In light of these attributes and the scope of this project, in our opinion, the Our Strategy, Our City, City Building, Place Type Policies and Our Tools sections of The London Plan contain provisions applicable to the proposed development.

The following discussion (1) summarizes, in our opinion, the core policies of The London Plan respecting this proposal and (2) evaluates the merits of this project relative to this policy framework.

4.2.5 Our Strategy

The Our Strategy part of The London Plan contains a series of policies that address the core values, vision and key directions of the Plan to help guide planning and city building activities. The core values of this Official Plan are set out in Policy 52, and include a number of themes relating to development proposals (e.g., be collaborative, be



- FARMLAND
- GREEN SPACE
- ENVIRONMENTAL REVIEW

Figure 3
Existing
London Plan Designation
Map 1
Place Types (May 2022)

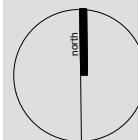
- SUBJECT LANDS
- PROJECT SITE


**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING**

200-540 BINGEMANS CENTRE DR.
 KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121
 WWW.MHBCPLAN.COM

DATE: May 25, 2023

SCALE 1 : 10,000



P:\2166'A\Graphics\Figure 3 - Existing
London Plan Designation -Map 1 - Place Types - May 25, 2023

innovative, think sustainable). Further, Policy 53 defines the vision for The London Plan to provide a focus for planning decisions as follows: "London 2035: Exciting, Exceptional, Connected".

Policies 55 to 63 define eight key directions to help achieve this broad vision and to guide planning development to the year 2035 (being The London Plan's 20-year planning horizon). In our opinion, the following key directions and associated planning strategies have particular relevance to this proposal:

"55_ Direction #1 Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
9. Identify and strategically support existing and emerging industrial sectors.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.
14. Protect our valuable agricultural land and build upon London's role as an agri-food industrial hub.

56_ Direction #2 Connect London to the surrounding region

8. Protect agricultural land and support the development of the regional agri-business industry.

62_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
4. Plan so that London is resilient and adaptable to change over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided."

It is our opinion that the proposal supports the key directions set out in the referenced policies, as this development:

- Proposes an agriculture-related commercial use that directly supports the City's agricultural sector and efficiently utilizes available and required servicing infrastructure to accommodate projected needs;

- Expands agriculture-related employment opportunities in the Tempo planning district;
- Avoids development in close proximity to the drainage corridor bisecting the larger farm parcel to minimize potential development-related impacts to this environmental feature; and
- Incorporates a land use pattern that is in keeping with PPS and Official Plan planning policies, is compatible with the existing mixed-use development context, and should not generate adverse land use impacts.

4.2.6 **Our City**

4.2.6.1 **City Structure Plan**

The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that have particular relevance to this project.

As per Policy 69, the City Structure Plan establishes a framework for London’s growth for the 20-year planning horizon and informs other policies of the Plan. Policy 70 of this Official Plan further prescribes that, “All of the planning we do will be in conformity with the City Structure Plan ... Planning and development applications will only be approved if they conform to the City Structure Plan.”

Policy 69 also identifies that the City Structure Plan is set out in five associated frameworks: growth, green, mobility, economic, and community. Policies 71 to 146 provide policy direction relating to each of these frameworks. Within this policy structure, it is identified that the subject property is located outside of the City’s Urban Growth Boundary and Built-Area Boundary pursuant to Figures 1 and 2 of The London Plan, respectively. The Site is also located outside of the City’s Primary Transit Area as delineated on Figure 3 of the Plan; however the property is located along the route of a Regional Mobility Connection as identified in Figure 10. Additionally, as discussed, Figure 20 (City Structure Plan Composite) identifies that in the vicinity of the subject lands, Colonel Talbot Road is identified as a Major Gateway Street.

Based on our assessment of City Structure Plan policies, in our opinion the intent of this proposal is in keeping with the applicable components of this Plan. It is also our opinion that the project has regard for the policies and/or schedules relating to the five frameworks. Most notably, the project is proposing an agriculture-related use that (1) supports the City’s agricultural industry and (2) benefits from, and contributes to, the gateway function of Colonel Talbot Road.

4.2.7 City Building

4.2.7.1 City Design Policies

Within the City Building part of this Official Plan, the City Design chapter provides a series of guidelines with respect to urban design. Policies 189 to 306 of this Official Plan define City Design policies that are intended to guide the character and form of development.

The overarching objectives of these policies are outlined in Policy 193:

“In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.”

In our opinion, the project description and concept plan provided in this Report demonstrate that the proposed development achieves these broad objectives (where applicable). Further, it is our opinion that the project design aligns with the intent of applicable character, street network, streetscape, public space, site layout and building form policies set out in the City Design section of the Official Plan. Of particular relevance to this proposal are those policies related to neighbourhood character and placemaking, including the following:

“197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

- 199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. ...
- 235_ Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.
- 252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.
- 253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.
- 256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. ...
- 269_ Buildings should be sited to minimize the visual exposure of parking areas to the street.
- 272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.
- 282_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect.
- 286_ Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.
- 291_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access."

Given commentary and conceptual plans set out in this Report, it is our opinion that the design elements of the proposed development are in keeping with the aforementioned design direction. Further consideration of specific project components, such as building positioning, the surface parking arrangement and landscaping would be addressed at the SPA phase of the project to further enhance the project's sense of place and compatibility with the local development setting. Notably, as discussed, urban design direction set out in Site Plan Consultation correspondence from the City of London, dated April 11, 2023, would be considered to advance an SPA application.

4.2.8 Farmland Place Type

As discussed, the Site is located within the Farmland place type pursuant to Map 1 of The London Plan. In relation to planned function, Policy 1179 of this Official Plan states that this place type is the prime agricultural area of London, and consists of prime agricultural land (Canada Land Inventory Classes 1, 2, and 3 soils) and associated Class 4 through 7 soils. It is further stated in this Section that this area, "...will be protected and maintained for the long term as the base to support a healthy, productive, and innovative agricultural industry as a key component of the city's economic base and cultural heritage."

Policy 1182 identifies permitted uses within the Farmland Place Type, which include, "Agricultural-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."

Additionally, Policy 1205 prescribes that new agriculture-related commercial uses may be permitted by way of a ZBA subject to the following guiding policies:

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.”

With consideration for commentary presented in this Report, the layout of the Concept Plan and the findings of related servicing studies, it is our opinion that this proposal is in keeping with the permissions of the Farmland Place Type and the associated ZBA policy direction.

4.2.9 **Environmental Review Place Type**

Policy 779 of The London Plan sets out that the vision for the Environmental Review place type is, “... to 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.” Further, Policy 784 identifies that pending further environmental study, permitted uses in this place type include predominately existing uses, agriculture, woodlot management, horticulture, conservation, and recreational uses.

As discussed, a 30 m setback limit from the drainage corridor has been integrated into the concept plan and proposed AGC1 Zone boundary to minimize potential impacts to the watercourse feature. In this regard, lands within the Environmental Review place type are to be retained for agricultural and conservation uses.

4.2.10 **City Design Guidelines**

Within the Our Tools part of this Official Plan, Policy 1712 identifies that, “City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area”. Policy 1716 itemizes a number of approved guidelines, including the City’s Placemaking Guidelines which, in our opinion is applicable to this proposal.

a. City of London Placemaking Guidelines

The City of London Placemaking Guidelines, dated November 2007, are intended to promote liveable communities, an identifiable character and a sense of place. The following summarizes the principal (core) Placemaking Guidelines that provided preliminary design direction for this project and will be evaluated in greater detail as part of the SPA phase:

Site Context and Community Elements:

- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.
- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that would visually animate

the streetscape.

Focal Points and Public Realm:

- Utilize paving and landscaping treatments in the design of visual focal points.
- Design convenient pedestrian linkages to focal points.
- Employ exterior building materials and colours that are stylistically appropriate.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.

Pedestrian Environments:

- Design pedestrian environments that provide a sense of safety and separation from automobile traffic.
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Use architectural and landscape design to enhance visually prominent locations.
- Design buildings and spaces to encourage social interaction.

4.2.11 **Minimum Distance Separation Guidelines**

Additionally, in the Our Tools part, Policy 1773 provides that planning and development applications pertaining to lands outside of the UGB are to meet the required odour setbacks in accordance with provincial Minimum Distance Separation (MDS I) Implementation Guidelines and Formulae.

The Minimum Distance Separation (MDS) Document (Publication 853), issued by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA) was referenced to address Policy 1773 and related requirements in the applicable planning framework. In this regard, MHBC conducted an MDS analysis for the proposed commercial facility with consideration for the site layout presented in the Concept Plan. The following summarizes the findings of this review relative to referenced Guideline:

MDS Assessment Parameters:

- Proposed agriculture-related commercial use is considered a Type A land use (Less Sensitive), as it is intended for a lower density of human occupancy, habitation or activity (Implementation Guideline #33). Implementation Guideline (IG) #6 also prescribes that all planning applications require consideration of livestock facilities and anaerobic digesters within 750 m of a Type A land use.

- MDS I Setbacks were calculated from the shortest distance between the area proposed to be rezoned AGC1 and the livestock occupied portions of identified livestock barns (IG #40). Additionally MDS II setbacks were measured from the shortest distance between the proposed dealership building and the livestock occupied portions of identified barns.
- Three occupied livestock barns were identified in proximity to the subject lands: 6010 Cook Road, 6148 Cook Road and 6137 Cook Road (Municipality of Middlesex Centre).
- The landowner for the property at 6035 Colonel Talbot Road was contacted on April 11, 2023 to confirm the status of the existing outbuildings on the premises. Based on comments received, the existing structures do not house livestock. With consideration for landowner input and our assessment of the existing structures, for the purposes of MDS Setback calculations, it is assumed that two of the outbuildings may be reasonably capable of housing livestock pursuant to Sections 8.3 and 8.5 of the Guideline. In light of this, the two buildings are considered 'unoccupied livestock barns' pursuant to Section 3 (Definitions) of the Guideline and MDS I setbacks from these structures were calculated in accordance with the factors prescribed in IG #20.

MDS Setback Calculations:

Appendix B of this Report presents the findings of the MDS I and MDS II assessments carried out for the proposed development and illustrates the setbacks calculated from the identified livestock barns. Table 5.0 of this Report identifies the setback calculations generated by way of the OMAFRA AgriSuite application.

Table 4.0 – MDS I Setback Summary

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

Additionally, in light of 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 if transitioning these structures to livestock barns in the future would be impacted by the location of the planned dealership

building. As presented in Appendix B, the two existing barns would require a setback of 93 m from the proposed dealership building. As these structures are located in excess of 200 m from the proposed dealership building, for the subject lands, the MDS II setback requirement for 6035 Colonel Talbot would be satisfied if the two buildings were ultimately used for housing livestock.

MDS I Reduction:

- IG #35 states that MDS I setbacks from existing livestock facilities and anaerobic digesters will generally not be needed for land use planning applications which propose agriculture-related uses. It is further stated in this Guideline that certain proposed agriculture-related uses and on-farm diversified uses may exhibit characteristics that could potentially conflict with neighbouring livestock facilities and anaerobic digesters. In particular, uses that would generate a higher density of human occupancy or activity, or those which may generate significant visitation by the broader public to the agricultural area were identified as a subset of agriculture-related uses that may warrant MDS I setbacks. As discussed, Policy 1773 of The London Plan requires MDS I to be calculated for all planning and development applications outside of the UDB. Section 4.32 of the City's Zoning By-law reflects this Official Plan policy, 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."
- IG #43 and Section 8.2 of the Guideline set out considerations to reduce MDS I setbacks. As set out in IG #43, this setback should not be reduced except in limited, site-specific circumstances, including those that mitigate environmental or public health and safety impacts, or avoid natural or human-made hazards. Section 8.2 elaborates on exemption considerations, with the following commentary identified as relevant in relation to this ZBA application:

"There are various circumstances where a *Planning Act, 1990*, application or construction requiring a building permit may meet the intent of this MDS Document, if not the precise setbacks required by MDS I or MDS II. In some circumstances, it may be appropriate for a municipality or other approval authority to consider the merits of allowing for a reduced MDS setback through a minor variance or other type of *Planning Act, 1990*, application. ... [emphasis added]

"Deciding if a minor reduction to an MDS setback is desirable and appropriate for an area should involve consideration of several specific aspects, such as:

- Is the MDS setback reduction really necessary or should another suitable alternative location (relocating the proposed lot/designation/building) be considered?

- Is the reduced setback going to impact the type, size or intensity of agricultural uses in the surrounding area?
- Is the reduced setback going to impact flexibility for existing or future agricultural operations, including their ability to expand if desired? If this reduced setback is allowed, will it set precedent for others in the local community?"

Given this context, in our opinion, there is merit to applying the MDS I setback to the future dealership building rather than the lands to be rezoned AGC1. Our opinion is based on the following key considerations:

- The intended agriculture-related commercial use is compatible with livestock operations and services the farming community. The dealership building would be positioned outside of the MDS I setback from the unoccupied livestock barns to help mitigate any potential odour conflicts. Further, the portion of the Site between the dealership building and these structures is to predominately used as an equipment storage area;
- The dealership site is strategically positioned near the Colonel Talbot Road frontage to promote an efficient development pattern, and to provide adequate separation from the adjacent drainage corridor;
- Given the calculated MDS II setbacks, introduction of the proposed dealership should not impede the future occupancy of the adjacent unoccupied livestock barns; and
- The dealership site is proximate to an established cluster of commercial/industrial uses and an existing rural residence; land uses that would need to be considered in any MDS II calculation for future barn construction/expansion in the immediate area. Given this context and matters discussed above, it is our opinion the proposed reduction does not set a precedent for future MDS I reductions in the Tempo community.

4.2.12 **Conclusion**

In light of these considerations, with the provision of a modified MDS I setback, it is our opinion that the proposed development conforms to the permissions of the Farmland place type and aligns with applicable policy direction and objectives of The London Plan.

5.0 City of London Zoning By-law Z.-1

5.1 Existing Zoning

Figure 4 of this Report illustrates that subject property is zoned Agricultural (AG2) pursuant to Schedule A of City of London Zoning By-law No. Z.-1 (Zoning By-law). The AG2 Zone variation zone permits the following uses:

AG2

- Uses permitted in AG1 Zone (listed below)
- Livestock facilities
- Compost facilities
- Agriculture research station
- Mushroom farm
- Manure storage facility
- Aquaculture

AG1

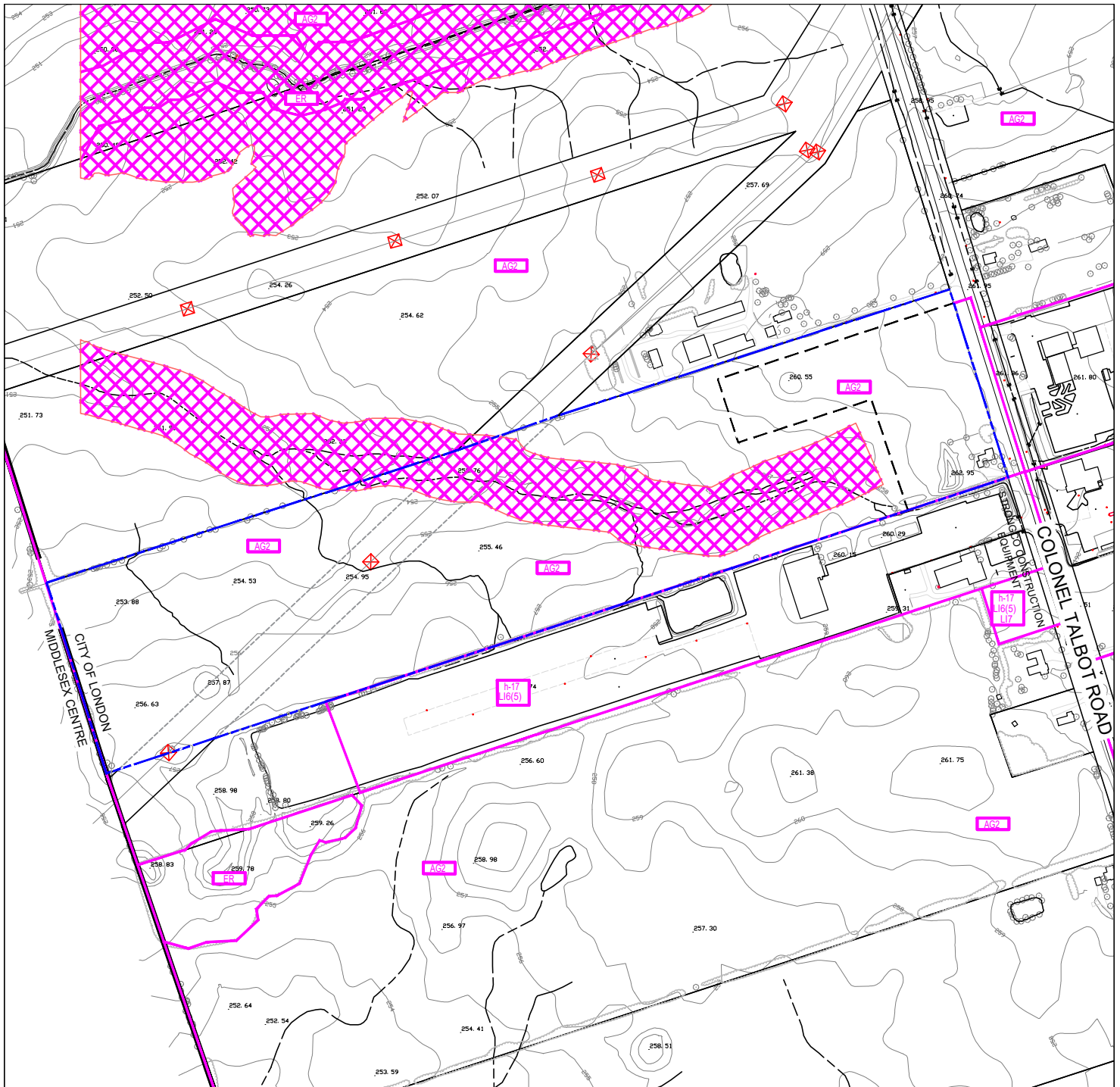
- Agricultural uses
- Livestock facilities provided that such Facilities are located at least 300 metres from the City's UGB boundary; or in accordance with MDS Regulations, whichever is greater
- Farm dwelling
- Conservation lands
- Wayside pits
- Nursery
- Passive recreation use
- Farm market
- Small Wind Energy Conversion System
- Greenhouse Farm
- Kennels
- Forestry Uses

Table 45.3 of the Zoning By-law also identifies that the minimum lot area of the AG2 Zone is 40 ha and the minimum lot frontage is 300 m. The existing dwelling is located closer than the minimum 30 m setback from the front and interior side yard setbacks.

The existing AG2 Zone structure does not expressly permit heavy equipment/agricultural machinery dealerships. Accordingly, a Zoning By-law Amendment is required to facilitate the proposed development on the Site. The balance of the subject property is to be maintained for agricultural uses and the AG2 Zone would be retained on those lands.

5.2 Zoning Review

Following an analysis of the Zoning By-law, it was concluded that the intended use of the Site aligns with the permissions of the existing AGC1 Zone variation. In our opinion, the land use attributes of a commercial farm equipment and machinery sales and service



LEGEND

ZONE LIMITS

- AG2 AGRICULTURAL ZONE
- LI LIGHT INDUSTRIAL LI ZONE
- ER ENVIRONMENTAL REVIEW ZONE
- HS1 HIGHWAY SERVICE COMMERCIAL ZONE
- h HOLDING PROVISION

CONSERVATION
AUTHORITY
REGULATED AREAS

**Figure 4
Existing Zoning**

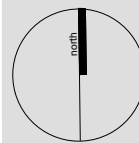
SUBJECT LANDS

PROJECT LANDS

**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING**

DATE: Nov 20, 2023

SCALE 1 : 6,000



establishment are in keeping with the definitions of agricultural service establishment and agricultural supply establishment, both of which are permitted uses in the proposed Agricultural Commercial AGC zone. The associated definitions from Section 2 of the Zoning By-law are referenced below:

"AGRICULTURAL SERVICE ESTABLISHMENT means an establishment, other than an automotive use, that is at a small scale, is intended to service the local agricultural community and provides a non-personal service or craft which supports an agricultural use, including, but not necessarily limited to farm drainage and excavation; contracting and trades related to farm buildings and structures; welding; agricultural machinery repairs; vehicle repair; custom spraying, tillage, planting and harvesting services; and water well drilling.

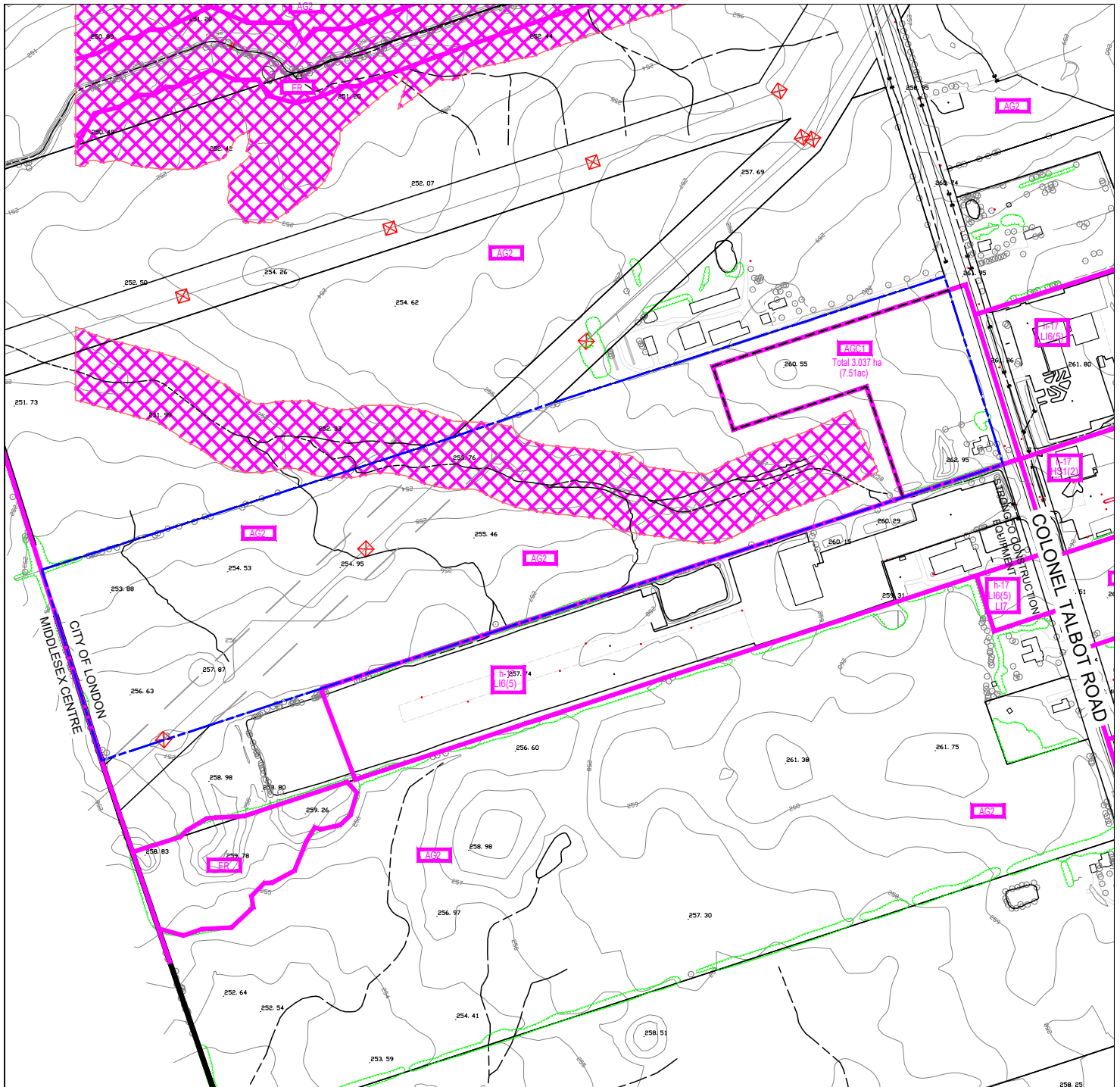
"FARM EQUIPMENT SALES AND SERVICE" means premises where new and used farm vehicles and equipment are stored or displayed for the purpose of sale, lease or hire and shall include the storage and sale of parts accessory to such vehicles and equipment, together with the repair and service of the farm vehicles and equipment. For the purpose of this definition farm equipment shall not include automobiles, recreational vehicles or passenger trucks.

5.3 Proposed Zoning

Appendix C to this Report contains a Zoning Data Sheet prepared by MHBC for this project. This zoning review illustrates that the proposed building scale and site layout meet most of the applicable AGC1 Zone regulations. However, as discussed, a site-specific permission is required to apply the MDS I setback to the proposed dealership building rather than the proposed AGC1 Zone boundary.

An AG2 Zone variation is also proposed for the balance of the subject lands to reflect the reduction in the lot area and lot frontage within the zone boundary, and to facilitate the future severance of the Site from these lands. Specifically, the site-specific provision would need to recognize a minimum lot area of 15 ha and a minimum lot frontage of 15 m.

Figure 5 of this Report illustrates the 'Agricultural Commercial Special Provision (AGC1(____))' and 'Agricultural Special Provision (AG2(____))' Zones proposed to accommodate the intended development on the subject property.



LEGEND

- ZONE LIMITS
- ⊠ CONSERVATION AUTHORITY REGULATED AREAS
- AG1 AGRICULTURAL ZONE
- AGC1 AGRICULTURAL COMMERCIAL ZONE
- LI LIGHT INDUSTRIAL LI ZONE
- ER ENVIRONMENTAL REVIEW ZONE
- HS1 HIGHWAY SERVICE COMMERCIAL ZONE
- h HOLDING PROVISION

	Area	Frontage	Typical Depth
Project Site - Lands to be Severed (AGC1)	3.037 ha.	191.16 m	295.37 m
Retained Portion of Subject Lands (AG2)	17.156 ha.	15.00 m	994.87 m

Figure 5
Proposed Zoning

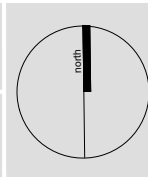
- SUBJECT LANDS**
- PROJECT LANDS**


**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING**

200-540 BINGEMANS CENTRE DR.
 KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121
 WWW.MHBCPLAN.COM

DATE: Nov 20, 2023 **SCALE:** 1 : 6,000

P:\2166\A1\Graphics\
 Figure 5 - Proposed Zoning - November 20, 2023



6.0 Conclusions

In conclusion, it is our opinion that the proposed Zoning By-law Amendment is appropriate for the Site, compatible with the existing development context and in keeping with the framework of applicable planning policy. This assessment is based, in part, on consideration of the following project merits:

- The Site is well suited for the intended agriculture-related commercial use given its physical characteristics, the local development setting, its proximity to prime agricultural areas and its frontage along the Colonel Talbot Road corridor, which functions as a strategic City of London gateway street providing connections to the Highway 401 and 402 interchanges;
- The proposal would support a scale and form of development that is compatible with, and complementary to, the mix of agricultural and non-agricultural uses in the vicinity of the Site. Implementation of the project also represents an opportunity to establish an agriculture-related commercial use to support farming operations within the City of London and surrounding rural areas;
- Collectively, preliminary servicing assessments completed by MTE demonstrate that (1) the planned commercial development can be accommodated with an individual (private) on-site well supply and sewage disposal system and (2) a stormwater management strategy has been identified to preserve pre-development drainage conditions;
- The Stage 1-3 Archeological Assessment of the Site carried out by LECC concludes that no further archaeological assessment is recommended for these lands;
- In our opinion, the development proposal is consistent with the Provincial Policy Statement and aligns with the policy direction and objectives of The London Plan;
- The proposed Zoning By-law Amendments would appropriately implement the intended site layout set out in the Concept Plan; and
- The proposed development represents good land use planning.

Given the noted considerations and the commentary presented in this Report, it is recommended that the City of London approve the Zoning By-law Amendment applications, as proposed.

Respectfully submitted,

MHBC



Scott Allen, MA, RPP
Partner



Nicolette van Oyen, BES, RPP
Senior Planner

APPENDIX A

Isometric Rendering, Conceptual Elevations



PERSPECTIVE REVISED BY MHBC



London, Ontario

CONCEPTUAL SITE PLAN - OVERALL ISOMETRIC VIEW

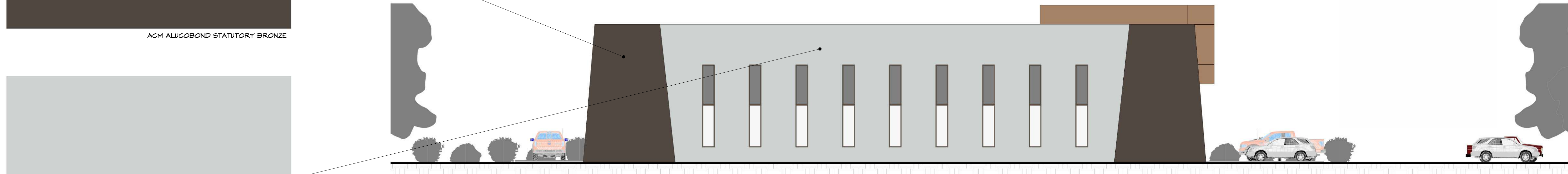
**Heavy Equipment/Agricultural
Machinery Dealership**
Gurneet Chatha
6097 Colonel Talbot Road
London, ON

03/02/23

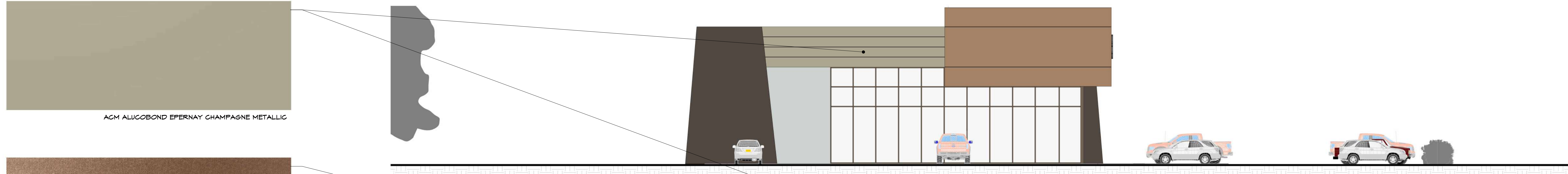
SK01



SOUTH ELEVATION
SCALE: 1/125



WEST ELEVATION
SCALE: 1/125



NORTH ELEVATION
SCALE: 1/125



EAST ELEVATION
SCALE: 1/125

ELEVATION ORIENTATION REVISED BY MHBC



CONCEPTUAL ELEVATIONS

**Heavy Equipment/Agricultural
Machinery Dealership**
Gurneet Chatha
6097 Colonel Talbot Road
London, ON

03/02/23

London, Ontario

SK03

APPENDIX B

Minimum Distance Separation Assessment
(MDS 1 AND MDS II)

MDS I

General information

Application date
Mar 30, 2023

Municipal file number

Proposed application
New or expanding zone or designation for an industrial use outside of a settlement area

Applicant contact information 

ON

Location of subject lands 

Notes
City of London

Calculations

6010 Cook Road (Hayes)

Farm contact information 

ON

Location of existing livestock facility or anaerobic digester 

Total lot size
50 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Horses, Large-framed, mature; > 680 kg (including unweaned offspring)	55	78.4 NU	17833 ft ²



Confirm Livestock/Manure Information (6010 Cook Road (Hayes))

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage	V3. Solid, outside, no cover, >= 30% DM	
Design capacity	78.4 NU	
Potential design capacity	156.8 NU	
Factor A (odour potential)	0.7	Factor B (design capacity) 369.57
Factor D (manure type)	0.7	Factor E (encroaching land use) 1.1
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)		200 m (656 ft)
Actual distance from livestock barn		NA
Storage base distance 'S' (minimum distance from manure storage)		200 m (656 ft)
Actual distance from manure storage		NA

6095 Colonel Talbot Road (N)

Farm contact information ⓘ
ON

Location of existing livestock facility or anaerobic digester ⓘ

Total lot size
50 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	5472 ft²	25.4 NU	5472 ft²

⚠ Confirm Livestock/Manure Information (6095 Colonel Talbot Road (N))
The livestock/manure information has not been confirmed with the property owner and/or farm operator.

⚠ Unoccupied Barn or Unused Storage (6095 Colonel Talbot Road (N))
The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -			
Design capacity	25.4 NU			
Potential design capacity	50.8 NU			
Factor A (odour potential)	1	Factor B (design capacity)	261.68	
Factor D (manure type)	0.7	Factor E (encroaching land use)	1.1	
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)				202 m (663 ft)
Actual distance from livestock barn				NA
Storage base distance 'S' (minimum distance from manure storage)				No existing manure storage
Actual distance from manure storage				NA

6137 Cook Road

Farm contact information ⓘ
ON

Location of existing livestock facility or anaerobic digester ⓘ

Total lot size
50 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	6224 ft²	28.9 NU	6224 ft²

⚠ Confirm Livestock/Manure Information (6137 Cook Road)
The livestock/manure information has not been confirmed with the property owner and/or farm operator.

⚠ Unoccupied Barn or Unused Storage (6137 Cook Road)
The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -			
-------------------------	-------------------	--	--	--

Design capacity 28.9 NU

Potential design capacity 57.8 NU

Factor A (odour potential) 1

Factor D (manure type) 0.7

Factor B (design capacity) 275.64

Factor E (encroaching land use) 1.1

Building base distance 'F' (A x B x D x E)
(minimum distance from livestock barn)

213 m (699 ft)

Actual distance from livestock barn

NA

Storage base distance 'S'
(minimum distance from manure storage)

No existing manure storage

Actual distance from manure storage

NA

6148 Cook Road

Farm contact information 

ON

Location of existing livestock facility or
anaerobic digester Total lot size
50 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Liquid	Beef, Backgrounders (7 - 12.5 months), Confinement	407	135.6 NU	16269 ft ²



Confirm Livestock/Manure Information (6148 Cook Road)

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

Setback summary

Existing manure storage - Not Specified -

Design capacity 135.6 NU

Potential design capacity 271.1 NU

Factor A (odour potential) 0.8

Factor D (manure type) 0.8

Factor B (design capacity) 447.67

Factor E (encroaching land use) 1.1

Building base distance 'F' (A x B x D x E)
(minimum distance from livestock barn)

316 m (1037 ft)

Actual distance from livestock barn

NA

Storage base distance 'S'
(minimum distance from manure storage)

No existing manure storage

Actual distance from manure storage

NA

6095 Colonel Talbot Road (2)

Farm contact information 

ON

Location of existing livestock facility or
anaerobic digester Total lot size
50 ac

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum number	Existing maximum number (NU)	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	5788.8 ft ²	26.9 NU	5789 ft ²

**Confirm Livestock/Manure Information (6095 Colonel Talbot Road (2))**

The livestock/manure information has not been confirmed with the property owner and/or farm operator.

**Unoccupied Barn or Unused Storage (6095 Colonel Talbot Road (2))**

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -			
Design capacity	26.9 NU			
Potential design capacity	53.8 NU			
Factor A (odour potential)	1	Factor B (design capacity)	267.56	
Factor D (manure type)	0.7	Factor E (encroaching land use)	1.1	
Building base distance 'F' (A x B x D x E) (minimum distance from livestock barn)				207 m (679 ft)
Actual distance from livestock barn				NA
Storage base distance 'S' (minimum distance from manure storage)				No existing manure storage
Actual distance from manure storage				NA

Preparer signoff & disclaimer**Preparer contact information**

Dawson McKenzie
 MHBC Planning
 540 Bingemans Centre Drive, Suite 200
 Kitchener, ON
 N2B 3X9
 519-576-3650
 dmckenzie@mhbcpplan.com

Signature of preparer

Dawson McKenzie , Planner

Date (mmm-dd-yyyy)

Note to the user

The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

© King's Printer for Ontario, 2012-23

MDS II


General information

Application date


May 1, 2023

Municipal le number

Location of subject livestock facilities

Applicant contact information 

ON

 City of London

Calculations

Colonel Talbot Road

Livestock/manure summary

Manure Form	Type of livestock/manure	Existing maximum	Total after alteration	Estimated livestock barn area
Solid	Unoccupied Livestock Barn	5788.8 ft ² (26.9 NU)	5788.8 ft ² (26.9 NU)	5789 ft ²
Solid	Unoccupied Livestock Barn	5472 ft ² (25.4 NU)	5472 ft ² (25.4 NU)	5472 ft ²

 Unoccupied Barn or Unused Storage (Colonel Talbot Road)

The calculated setback is based on assumptions for an unoccupied barn or unused storage that may not reflect the actual design capacity.

Setback summary

Existing manure storage	- Not Specified -			
Existing design capacity	52.3 NU			
Design capacity after alteration	52.3 NU			
Factor A (odour potential)	1	Factor B (design capacity)	264.62	
Factor C (orderly expansion)	0.5	Factor D (manure type)	0.7	
Building base distance 'F' (A x B x C x D) (minimum distance from livestock barn)				93 m (305 ft)
Storage base distance 'S' (minimum distance from manure storage)				No manure storage construction

Setback distance summary

Description	Building setbacks	Storage setbacks
Type A land uses	Minimum 93 m (305 ft) Actual NA (Not available)	Minimum NA (Not available) Actual NA (Not available)
Type B land uses	Minimum 186 m (610 ft) Actual NA (Not available)	Minimum NA (Not available) Actual NA (Not available)
Nearest lot line (side or rear)	Minimum 9 m (31 ft) Actual NA (Not available)	Minimum NA (Not available) Actual NA (Not available)
Nearest road allowance	Minimum 19 m (61 ft) Actual NA (Not available)	Minimum NA (Not available) Actual NA (Not available)

Preparer signoff & disclaimer**Preparer contact information**

Dawson McKenzie
ON

Signature of preparer

Dawson McKenzie

Date (mmm-dd-yyyy)

Note to the user




The Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has developed this software program for distribution and use with the Minimum Distance Separation (MDS) Formulae as a public service to assist farmers, consultants, and the general public. This version of the software distributed by OMAFRA will be considered to be the official version for purposes of calculating MDS. OMAFRA is not responsible for errors due to inaccurate or incorrect data or information; mistakes in calculation; errors arising out of modification of the software, or errors arising out of incorrect inputting of data. All data and calculations should be verified before acting on them.

© King's Printer for Ontario, 2012-23

MDS | Setback Assessment

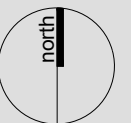
6097 Colonel Talbot Rd
City of London
County of Middlesex

LEGEND

-  Subject Lands
-  Parcels
-  MDS Setback



DATE:	November 2023
SCALE:	1: 7,500
FILE:	2166A
DRAWN:	LC






Q:\2166A - 6097 COLONEL TALBOT ROAD\GRAPHICS\MDS | SETBACK_21NOVEMBER2023.DWG

Source: Google Satellite Imagery

MDS II Setback Assessment

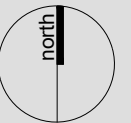
6097 Colonel Talbot Rd
City of London
County of Middlesex

LEGEND

-  Subject Lands
-  Parcels
-  MDS Setbacks



DATE:	November 2023
SCALE:	1: 4,000
FILE:	2166A
DRAWN:	LC



Q:\2166A - 6097 COLONEL TALBOT ROAD\GRAPHICS\MDS II SETBACK_21NOVEMBER2023.DWG

Source: Google Satellite Imagery

APPENDIX C

Zoning Data Sheet

ZONING DATA SHEET – ZONING BY-LAW AMENDMENT

To be completed by Applicant as part of Complete Application

File No.

Municipal street address: 6097 Colonel Talbot Road, London	
Legal Description: CON WTR S PT LOT 58	
Street Frontage / Street Flankage (name): Colonel Talbot Road (street frontage)	
Existing Zone(s) in Z.-1 Zoning By-law: AG2	Proposed Zone(s) in Zoning By-law: AGC1()

(a) Use	Agriculturally-related commercial use	Agriculturally-related commercial use
(b) Lot Area (m ²) Min	2,000 m ²	3.0 ha
(c) Lot Frontage (m) Min	30	191
(d) Front Yard Depth (m) Main Building/ Garage (m) Min	7.5	24.7
(e) Rear Yard Depth (m) Min	10	63 (min.)
(f) Interior Yard Depth (m) Min	7.5	121 (north)
(g) Interior Yard Depth (m) Min	7.5	32 (south)
(h) Exterior Yard Depth (m) Min	N/A	-
(i) Lot Coverage (%) Max	30% (50 with outdoor storage)	4% (969 m ² building)
(j) Landscaped Open Space (%) Min	10	>10
(k) Height (m) Max	12	<12
(l) Off-street Parking Min (rate/number)	Tier 4 (1 space per 100 m ² GFA): 10 spaces	55 spaces (required accessible spaces to be provided)
(m) Bicycle Parking Min (rate/number)	Tier 3 (3 spaces plus 0.1 space per 100 m ² GFA): 4 spaces	4 spaces to be provided
(n) Parking Area Coverage (%) Max	N/A	-
(o) Parking Set Back Min	3.0	3.0
(p) Gross Floor Area (m ²) Max	N/A	-
(q) Gross Floor Area For Specific Uses (m ²) Max	Farm food/products market: 6,000; Eat-in Restaurant: 15% of total GFA	-
(r) Yard Encroachments (if applicable)	N/A	-
(s) Density Max (rate/number) (see Section 3.4 1) for mixed-use)	N/A	-
(t) Special Provisions	Lot Depth: 40 m (min.)	256 m (irregular)
(u) Other By-law Regulations	4.32 (MDS 1): 202 m min. setback	254 m min. (to main building)*

NOTE:

- Asterisk denotes requirement for site-specific permission

