



PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Zoning By-Law Amendment
Lorron Technologies Inc.**

Borden Ave, Belmont
County of Elgin

File no. 21319M

April 2025



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1.0 Introduction

1.1 Overview

MHBC has been retained by Lorrion Technologies Inc. (the 'Applicant') to assist with an application to amend the Municipality of Central Elgin Zoning By-Law to establish a light industrial use on a vacant property situated near the southwestern limit of the community of Belmont.

The subject lands (the 'Site') are located on the south side of Borden Avenue (County of Elgin Road 34), 235 m west of Belmont Road (County of Elgin Road 74) and 375 m east of the Belmont settlement area boundary (all measurements herein are approximations). The Site measures 6.9 ha in area and has 170 m of frontage on Borden Avenue. These lands are generally described as Part of Lot 16, Concession 15 (Yarmouth).

The Applicant is proposing to develop the Site for a light industrial use referred to as a contractor's yard in this Report. Generally, the Applicant's company provides services associated with the installation of telecommunications cables throughout Southwestern Ontario. The business maintains a staff complement of approximately 60 employees including office and warehouse staff, mechanics and construction crews. The subject property would be utilized to accommodate a fleet of trucks and equipment that would be regularly stored, maintained and prepared for external (off-site) projects.

A preliminary Site Plan for the proposal has been prepared by Spriet Associates London Limited ('Spriet Associates') integrating a main operations building, as well as bulk storage, fueling station and surface parking areas, outdoor amenity space, landscaping features and two street accesses to Borden Avenue. Corporate staff would utilize the main building for administrative, maintenance and operational activities.

The planning merits of the proposed Zoning By-law Amendment are evaluated in detail within this Report and are generally summarized below:

- The Site is well suited for the intended contractor's yard given its physical characteristics, its location within a designated commercial-industrial development area, the local development context, and its connectivity to the County Road system (with convenient access to Provincial Highway 401 provided via Glanworth Drive);
- EXP Services Inc. ('EXP') completed a D-6 Land Use Compatibility Assessment for air quality impacts and generally concludes that proposed facility is compatible with the surrounding land uses and sensitive sites (with implementation of recommended mitigation measures);
- Additionally, EXP has conducted a D-6 Land Use Compatibility Assessment for potential noise impacts and concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective;

- Preliminary servicing assessments completed by Spriet Associates conclude that the proposed light industrial use can be accommodated by existing municipal water and sanitary servicing facilities. Spriet Associates also identified a preliminary stormwater management strategy for the development;
- Paradigm Transportations Solutions Limited assessed the potential impacts of the intended use on traffic volumes and movement, and confirmed that the proposal would not warrant improvements to the surrounding road network; and
- In our opinion, with consideration for the site-specific zoning permissions and mitigation measures set out in this Report, the development proposal is consistent with the Provincial Planning Statement and conforms with the policy direction and permissions of the 2015 County of Elgin Official Plan, the 2024 County of Elgin Official Plan and the Municipality of Central Elgin Official Plan.

In light of these considerations and commentary provided in this Report, in our opinion this proposed Zoning By-law Amendment 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

The Applicant is submitting an application to amend the Municipality of Central Elgin Zoning By-law to permit a contractor's yard on the Site. This Planning Justification Report has been prepared for submission to the Municipality of Central Elgin in support of this application.

The principal components of the Report are as follows:

- An introduction and general description of the subject lands, surrounding uses and existing conditions to provide an understanding of the locational context;
- An overview of the conceptual layout and design highlights of the proposed development; and
- A review of the proposal relative to the existing planning policy framework, and an assessment of conformity with applicable policy.

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

- 2024 Provincial Planning Statement;
- County of Elgin Official Plan;
- County of Elgin Official Plan (2024);
- Municipality of Central Elgin Official Plan; and,
- Municipality of Central Elgin Zoning By-law No. 91-21.

In addition to this Report, the following studies have been prepared to facilitate a complete planning application as discussed during the pre-application consultation meeting held with staff from the Municipality of Central Elgin, County of Elgin and Kettle Creek Conservation Authority on July 9, 2024:

- Servicing Brief;
- Transportation Impact Study;
- D-6 Land Use Compatibility Assessment – Air Quality Study; and
- D-6 Land Use Compatibility Assessment – Noise Impact Study.

2.0 Site Description and Surrounding Area

The subject property is an unaddressed parcel generally described as Part of Lot 16, Concession 15 (Yarmouth). **Figure 1** of this Report illustrates the location of the Site.

The Site is located on the south side of the Borden Avenue corridor, 235 m west of Belmont Road (County of Elgin Road 34) and 375 m east of the Belmont settlement area boundary. The subject property measures 6.9 ha in area, has 170 m of street frontage and has a maximum depth of 442 m. These lands are vacant of buildings and structures and can be characterized as being partially cleared with limited topographic relief. Generally, the Site drains southeasterly toward an existing pond positioned along the adjacent railway corridor. The front portion of the property is also largely under active cultivation.

Land uses surrounding the Site are as follows:

- NORTH:** Borden Avenue corridor, single-detached dwellings, cultivated farmland;
- EAST:** Railway corridor, light industrial/commercial uses (Belmont Business Park), restaurant/gas bar, automobile repair business, agricultural operations, Belmont Road corridor;
- SOUTH:** Railway corridor, cultivated farmland, agricultural operations, Taylor Line corridor;
- WEST:** Agricultural operations, rural residences.

Adjacent to the Site, the Borden Avenue corridor contains one traffic lane in either direction and a sidewalk is situated on the north side of the street (extending east to Belmont Road).



Figure 1
Location Plan

LEGEND



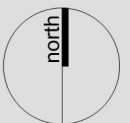
Subject Lands (6.86ha.)

Date: April 03, 2025

Scale: 1:12,000

File: 21319M

Drawn: DS



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Borden Ave
Belmont
County of Elgin

Source: Google Satellite Imagery



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3.0 Proposed Development

3.1 Projection Vision

The following project vision helped to guide the design approach for the preliminary Site Plan developed for the subject lands:

To design a functional contractor's yard that: has regard for the existing development context; complements the character of the Belmont Settlement Area; addresses user needs, and utilizes an efficient land use pattern.

To realize this project vision, the following design objectives were identified by the project team for inclusion in the site layout:

- Position the main building to generally reflect the established building line and to help screen parking fields and open storage areas;
- Integrate landscaping and outdoor amenity areas to complement surrounding development, including low density residential properties fronting Borden Avenue north of the property;
- Locate open storage, trailer parking and fueling station areas towards the rear of the property to increase separation distances from adjacent residents, and to promote a more attractive site layout viewed from the streetscape;
- Ensure sufficient parking areas are provided for staff and vehicle storage requirements; and
- Arrange street entrances to minimize impacts to traffic movement along Borden Avenue.

3.2 Overview of Proposal

Spriet Associates Ltd. (Spriet Associates) has prepared a preliminary Site Plan designed to achieve the aforementioned project vision and objectives (refer to **Appendix A** to this Report).

The following summarizes the key components of the proposed concept plan:

- A one-storey service trade building accommodating administrative, maintenance, and operational activities and positioned towards the front of the Site. The proposed building layout provides 2,571 m² of gross floor area and would include a main office component at the primary entrance (facing Borden Avenue);

- An internal circulation system comprised of a looped driveway arrangement providing two full movement accesses to Borden Avenue;
- A parking area arrangement incorporating 47 vehicle spaces including one barrier-free space, as well as 21 trailer stalls to the rear of the site;
- A common amenity area (meditation garden) and landscaped areas located near the street frontage and the main building entrance; and
- Bulk storage, fueling station and garbage facilities positioned to the rear of the building and adjacent to the railway corridor.

3.3 Related Site Operations

As discussed, the Applicant's company provides directional drilling, underground infrastructure, aerial fiber and data cable placement, splicing and connections. In relation to on-site activities, the Applicant has advised as follows:

- The proposed development would function as the operations centre for the business, noting that its utility construction activities are carried out on project sites thoroughly Southwestern Ontario.
- Construction crews would typically meet with team members in the main shop in the mornings and late-afternoon. A limited number of administrative and mechanical staff would work on a daily basis within the building.
- A large percentage of staff utilize corporate vehicles that would be parked off-site overnight. All construction trucks that remain on-site would be stored within the building.
- There are a limited number of deliveries received on a daily basis for business purposes, including vehicle maintenance (typically three to four delivery vehicles per day).

3.4 Planning Applications

As set out in the Section 4.0 of this Report, in our opinion, the proposal is consistent with the Provincial Planning Statement and conforms to the County of Elgin Official Plan and the Municipality of Central Elgin Official Plan. Additionally, in order to accommodate the proposed development under the terms of the Village of Belmont Zoning By-law, it is proposed that the Site be rezoned from 'holding Industrial-Commercial Special Provision (h1*h2*MC-1)' to an 'Industrial-Commercial Special Provision (MC-1)' Zone.

Given these considerations and commentary provided in Section 4.0 of this Report, the Applicant is submitting a Zoning By-law Amendment to facilitate the proposed development.

4.0 Planning Analysis

The proposed Zoning By-law Amendment application must be assessed in terms of applicable policies prescribed by the Province of Ontario, the County of Elgin and the Municipality of Central Elgin. The following discussion outlines how this proposal addresses relevant policies of the Provincial Planning Statement, the County of Elgin Official Plan and the Municipality of Central Elgin Official Plan.

4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 ('PPS') was issued under section 3 of the Planning Act and came into effect October 20, 2024. 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 province-wide. Generally, Chapter 1 of the PPS details that this policy instrument provides a vision for land use planning in Ontario that: prioritizes growth in urban and rural settlements; prioritizes compact and transit-supportive design, where locally appropriate; and optimizes investments in infrastructure and public service facilities to support convenient access to housing, quality employment, services and recreation.

The role of the PPS is also defined in Chapter 1:

"The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide ..."

The proposed development 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 Chapter 2 (Building Homes, Sustaining Strong and Competitive Communities) and Chapter 3 (Infrastructure and Facilities) are particularly relevant to this proposal. The following commentary demonstrates how this project is consistent with the identified policies.

4.1.1 Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Given the nature and scale of the proposed light industrial development, in our opinion, the following policies contained within Section 2.1 (Planning for People and Homes), Section 2.3 (Settlement Areas and Settlement Area Boundary Expansions), Section 2.8 (Employment) and Section 2.9 (Energy Conservation, Air Quality and Climate Change) are germane to this proposal.

Policy Review

1. Policy 2.1.6 sets out several provisions to support the achievement of complete communities, including:
 - Policy a), which generally prescribes that an appropriate range and mix of land uses, housing and transportation options, employment, public services facilities, other institutional uses, recreation, parks, open space and other uses should be accommodated to meet long-term needs.
2. Policy 2.3.1 directs that settlement areas shall be the focus of growth and development. Policy 2.3.1.2 further prescribes that land use patterns within settlement areas are to be based on a density and mix of uses that achieve several objectives, including:
 - "a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
3. Economic development and competitiveness are supported under Policy 2.8.1.1, which sets out several objectives for planning authorities including:
 - "a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;"
4. Further, Policy 2.8.2.1 states that planning authorities are to plan for, protect and preserve designated employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs.
5. With respect to land use compatibility for light industrial uses outside of designated employment areas, Policy 2.8.1.2 prescribes as follows:
 - "Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to *sensitive land uses* without *adverse effects* are encouraged in *strategic growth areas* and other mixed-use areas where *frequent transit* service is available, outside of *employment areas*."
6. Policy 2.9 addresses energy conservation, air quality, and climate change, requiring planning authorities to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through a number of initiatives including the following with applicability to this project:
 - "a) support the achievement of compact, transit-supportive, and complete communities;
 - d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality;"

Policy Analysis

With respect to Policies 2.1.6 a) and 2.9, the subject lands are situated in the vicinity of lands developed for a mix of light industrial, service commercial uses, residential and agricultural activities. In our opinion, the light industrial use proposed for the Site (1) complements this range of uses and (2) represents an efficient and appropriate use of lands designated for this purpose. It is also our opinion that the intended use of the subject lands would contribute to the further development of Belmont as a complete community.

Additionally, in our opinion, the application satisfies the other referenced policies of Chapter 2 given these considerations:

- As discussed in relation to Chapter 3 of the PPS, a compact development pattern is proposed for the project that supports (1) the efficient use of existing infrastructure and transportation systems and (2), for planned infrastructure, integrates cost-effective water/wastewater servicing (Policies 2.2.1, 2.3.1, 2.8.2.1 and 2.9);
- In relation to economic considerations, the project proposes a light industrial use on underutilized (vacant) lands designated for industrial/commercial uses. In effect, development of the project would promote local economic growth and help diversify the Belmont employment base. Further, it is anticipated that employees of the development would contribute to the overall vitality of the community and economic benefits would be derived from project construction (Policy 2.8.1.1).
- Respecting land use compatibility (Policy 2.8.1.2), EXP has conducted a D-6 Land Use Compatibility Assessment – Air Quality Study to evaluate the compatibility of the proposed development with sensitive land uses proximate to the Site (focusing on air quality impacts). As set out in Section 3 (Scope of Work) of the associated study report, dated April 10, 2025, this study was carried out to (1) determine the nature of the development to establish land use compatibility requirements and (2) to assess potential adverse effects attributable to the influence of proposed land use and adjacent land use in accordance with the Ministry of Environment, Conservation of Park (MECP) Guideline D-6. With respect to study findings, EXP states the following in Section 9 (Conclusions):

“The Subject Site is classified as Class II based on the characteristics of a small-scale, self-contained or building which produces/stores a product outdoors (i.e. aggregate) and has low probability of fugitive emissions. In addition, daytime operations, infrequent movement of products and/or heavy trucks, and the potential of odourous emissions is limited. Class II facilities have a potential area of influence of 300 m and minimum separation distance of 70 m. **No impact due to emissions for operations of the proposed site is anticipated.** [emphasis added]

EXP further confirmed in this Section that no sensitive facilities are inside the minimum separation distance and area of influence from the Site. Seventeen (17) residential properties are located inside the defined minimum separation distance and area of influence. Provided municipal by-laws are complied with and a Dust Best Management Practices Plan is adopted for operations, EXP concludes in Section 10 (Recommendations) that the proposed facility is compatible with the surrounding land uses and sensitive sites. We understand that the

Applicant intends to address the recommended mitigation measures as project planning advances.

- In relation to Policy 2.8.1.2, EXP has also conducted a D-6 Land Use Compatibility Assessment – Noise Impact Study to assess the impact of noise from the proposed contractor’s yard to nearby noise sensitive land uses in accordance with MECP Publication NPC-300. As set out in Section 3 (Critical Points of Reception) of the associated study report, dated April 10, 2025, the study evaluated the noise sensitive receptors likely to be most affected by noise sources associated with site operations. It is further identified in this Section that nine (9) residences located on the north side of Borden Avenue were identified as critical Points of Reception for the study.

Section 7 (Recommendations) of this report concludes that to address predicated sound levels in excess of MECP daytime sound level limits, a 2.8 m high noise barrier should be provided along the north perimeter of the outdoor storage area for a length of approximately 30 m. With construction of the recommended noise barrier, EXP concludes that the proposal can meet MECP noise criteria and should be approved from a noise aspect. We understand the Applicant intends to install the recommended noise barrier as part of the site works.

Also, in Section 1 of this study report, EXP identifies that there is no vibration source associated with the proposal, and accordingly, a vibration assessment was not conducted as part of the D-6 analysis.

4.1.2 Chapter 3: Infrastructure and Facilities

Based on our assessment of Chapter 3 of the PPS, it is our opinion that specific policies within Section 3.1 (General Policies for Infrastructure and Public Service Facilities), Section 3.2 (Transportation Systems), Section 3.5 (Land Use Compatibility) and Section 3.6 (Sewage, Water and Stormwater) have particular relevance to this proposal. The identified policies are described below.

Policy Review

1. Policy 3.1.1 requires infrastructure and public service facilities to be provided in an efficient manner, while accommodating projected needs and being coordinated and integrated with land use planning and growth management.
2. Further, Policy 3.1.2 sets out that prior to consideration of developing new infrastructure and public service facilities:
 - “a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible.”
3. Policy 3.2 provides objectives for transportation systems, including the following which are relevant to this proposal:

- Policy 3.2.1 directs that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs and support the use of zero- and low-emission vehicles; and
 - Policy 3.2.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
4. Policy 3.5 provides additional policy direction for land use compatibility:
- “1. *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.”
5. Policy 3.6.1 prescribes policies guiding planning for sewage and water services, including the following that have particular importance to this project:
- “a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
6. Policy 3.6.8 integrates policies guiding planning for stormwater management, including several that pertain to the proposed stormwater management strategy for this project as set out below:
- “a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
 - c) minimize erosion and changes in water balance including through the use of green infrastructure;
 - d) mitigate risks to human health, safety, property and the environment;
 - f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development”.

Policy Analysis

Respecting Policies 3.1.1 and 3.1.2, implementation of this proposal would facilitate a compact development pattern that supports the efficient use of existing infrastructure and transportation systems and, for planned infrastructure, integrates a cost-effective servicing strategy.

In relation to Policy 3.2, Paradigm Transportations Solutions Limited ('Paradigm') completed a Transportation Impact Study ('TIS'), dated February 2025, to evaluate the impacts of the proposed development on the surrounding road network and to recommend mitigation measures to accommodate the proposed development, as appropriate. The TIS evaluated future background traffic conditions forecasted for a five-year horizon (2032), as well as total traffic conditions integrating the project. As set out in the Executive Summary of this report, under background traffic conditions, Paradigm concludes that the study road network is expected to operate acceptably over the planning horizon. Paradigm also concludes that under total traffic conditions, the study road network is forecast to operate within similar levels of service as of 2032. Additionally, the site access arrangement was determined to provide a clear line of sight and left-turn lanes are not required under total traffic conditions. As set out in Section 6.2 (Recommendations) of the report, Paradigm states that the development be considered for approval as proposed.

As discussed above, in related to land use compatibility (Policy 3.5), EXP has completed a D-6 Land Use Compatibility Assessment – Air Quality Study and concludes that with compliance with municipal by-laws and implementation of a Dust Best Management Practices Plan for operations, the proposed facility is compatible with the surrounding land uses and sensitive sites. Further, EXP has conducted a D-6 Land Use Compatibility Assessment for potential noise impacts and concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective. We understand the Applicant intends to implement the recommended mitigation measures from both studies as project planning advances (as required).

With respect to Policies 3.6.1 and 3.6.8, Spriet Associates conducted a preliminary servicing assessment for this project addressing water, sanitary and storm services, as well as stormwater management. The findings of this analysis are documented in the associated Servicing Brief, dated April 2025. The following summarizes the findings of this assessment:

- Water Servicing. It is proposed to service the Site for domestic and fire protection along Borden Avenue via the existing watermain along Borden Avenue. The anticipated water usage includes domestic water use for office activities, as well as maintenance/operational water use for the vehicle fleet and drilling equipment. Collectively, these usages equate to an average flow rate of 0.26L/s. Fire protection for the Site would be provided in accordance with the Ontario Building Code, with the building requiring a standard pipe and hose system.
- Sanitary Servicing. It is proposed to connect the building to the municipal sanitary sewer on Borden Avenue with a 150 mm diameter sewer. The majority of flow generated will come from the usage of toilets, sinks and the lunchroom, with flows estimated to generate 1,500L/day (0.02L/s).
- Storm Servicing and Stormwater Management. The development will contain large impervious areas that require storm sewers and stormwater management to manage the flows. Further, the lands are currently tributary to the large pond at the rear of the property and will continue to be after development.

Storm sewers would be constructed with maintenance holes, catchbasins, and catchbasin maintenance holes installed at appropriate low points and changes in direction. With respect to stormwater management, quantity control would be utilized via parking lot storage to a depth

of 0.25 m. Flows would be restricted via a single orifice to the 5-year pre-development flows for all events to the 100-year storm.

Spriet Associates concludes in the report that, "The proposed servicing strategy will have minimal challenges to implement and will not affect the surrounding lands."

Taking these matters into consideration, it is our opinion that the proposal satisfies the referenced policies of Chapter 3 of the PPS.

4.1.3 Conclusion

In light of these considerations and our broader evaluation of this proposal relative to the PPS, provided the project design has regard for the recommendations of technical reports prepared for the development proposal, it is our opinion that the project is consistent with this planning policy instrument.

4.2 County of Elgin Official Plan

4.2.1 Overview

The County of Elgin Official Plan ('County Official Plan') was approved by the Minister of Municipal Affairs and Housing on October 9, 2013 (with modifications), and subsequently a Consolidated Version of this Plan was issued February 2015. The County has also completed an Official Plan Review, and a new Official Plan was adopted by County Council on May 14, 2024. This new Plan has been submitted to the Ministry of Municipal Affairs and Housing for approval. Applicable policies of both plans are assessed in this Report, with the expectation that the new Official Plan represents the future policy direction for the County.

4.2.2 2015 County Official Plan

4.2.2.1 *General*

Part 1, Section 4 of the County Official Plan identifies that its purpose is to provide direction and a policy framework for managing growth and land use decisions over the planning period to 2031. In the context of this Official Plan, the subject lands are designated as part of the Belmont Tier 1 settlement area pursuant to Schedule 'A' (Land Use) of the County Official Plan. Borden Avenue is also designated as a County Collector according to Schedule 'B' (Transportation).

Part A4 integrates several strategic objectives intended to provide the basis for land use policies within this Official Plan. In our opinion, the following objectives respecting planning and design, economic prosperity and infrastructure have relevance to this project:

Planning and Design (A4.1)

- "a) To create compact communities with a range of services that includes necessary amenities, and transportation options and affords equitable access to a range of local economic and social opportunities.
- e) To focus new development in settlement areas, in accordance with the tiered settlement areas policies of Section B2.5 d) of this Plan."

Economic Prosperity (A4.3)

- "c) To support the growth of new industry sectors, and the transition of existing industry sectors, toward practices, products and services that increase environmental performance, human health and social responsibility.
- i) To encourage local municipalities to provide for the broadest range of employment uses (depending on available servicing) in their employment areas."

Infrastructure (A4.4)

- "c) To encourage the efficient use of land to make the best use of infrastructure and services.
- e) To protect the function of County Roads by only permitting development that would be compatible with that function. Where a County Road is located in an urban area the local context needs to be taken into account."

Commentary provided in this Report demonstrates that, collectively, the components of this proposal satisfy these broad policy objectives.

4.2.2.2 Economic Strategy

Additionally, Policy A5 prescribes a series of policies supporting the County's Economic Development Strategy and, more broadly, economic growth and vitality. In our opinion, the following policies are germane to this proposal:

- "a) support the full utilization of the existing employment lands in the County for a range of employment uses;
- g) support new development and redevelopment on brownfield sites;"

As noted above, commentary in this Report demonstrates that the proposed light industrial use supports these broad economic development policies.

4.2.2.3 Growth Management

Part B of the County Official Plan sets out the Growth Management strategy for the County. Section B1 identifies the following with respect to settlement area objectives and permissions:

“Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. There are a range of urban and rural settlement areas in Elgin County where there is a concentration of development and mix of permitted land uses including a variety of housing types, commercial and employment uses, institutional uses, community and recreational facilities, and open space.” [emphasis added]

Section B2.5 of the County Official Plan prescribes the Growth Management Hierarchy for Settlement Areas within Elgin County. Three types of settlements have been established for the purposes of growth management; Tier 1, Tier 2 and Tier 3 settlement areas. As stated in Section B2.5, Tier 1 settlement areas generally have the largest community populations in the County and have access to full municipal services. Accordingly, it is identified in this Section that the Plan directs that majority of new growth to Tier 1 settlement areas, including the community of Belmont.

4.2.3 Land Use Policies

Part C of the Official Plan identifies, describes and provides policy direction with respect to the three primary land use designations; settlement area, Agricultural Area and Provincially Significant Wetlands.

Policies for settlement areas are outlined in Section C1 of the Official Plan, with, in our opinion, employment area policies being of relevance to this proposal. Section C.1.1.3 states that several objectives for employment areas, including the following which pertain to this application:

- “d) encourage and promote development in appropriate locations that combines a mix of employment uses and supporting uses to facilitate the more efficient use of urban land;
- e) promote the efficient use of existing and planned infrastructure by creating the opportunity for various forms of intensification, where appropriate; and,
- f) require a high standard of urban design for development and redevelopment.”

The proposed light industrial use is to be located within lands designated for commercial-industrial purposes and situated in a mixed-use development area. In our opinion, the Site is well-suited for the intended use given its physical area, its compatibility with surrounding uses and its connectivity to the County Road system (with convenient access to Provincial Highway 401 provided via Glanworth Drive). Additionally, development of the subject lands for a contractor’s yard would help to optimize the use of existing municipal services. Moreover, as discussed in Sections 3.1 and 3.2 of this Report, several elements have been integrated into the preliminary Site Plan to promote a high standard of urban design.

In light of these considerations, in our opinion, the proposal satisfies the stated objectives for employment areas.

4.2.4 General Development Policies

Part E of the County Official Plan provides general policies for development within the County.

Section E1.1 incorporates policies regarding land use compatibility between future industrial uses and existing sensitive land uses. As stated in this Section,

“... land use decisions shall ensure that major facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risks to public health and safety”

As discussed, EXP has completed a D-6 Land Use Compatibility Assessment – Air Quality Study and concludes that with compliance with municipal by-laws and implementation of a Dust Best Management Practices Plan for operations, the proposed facility is compatible with the surrounding land uses and sensitive sites. EXP has also conducted a D-6 Land Use Compatibility Assessment for potential noise impacts and concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective. We understand the Applicant implement the recommended mitigation measures from both studies as project planning advances.

Section E5.3 prescribes that a traffic impact study is required for any development proposal that could potentially impact on the County’s transportation system and surrounding uses. Paradigm completed a TIS evaluating the impacts of the proposed development on the surrounding road network, including County Roads 34 and 74. As set out in the Executive Summary of the study report, under background traffic conditions, Paradigm concludes that the study road network is expected to operate acceptably in the planning horizon (2032). Paradigm further concludes that with consideration for the proposed development, the study road network is forecast to operate within similar levels of service as of 2032.

4.2.5 Conclusion

Given the foregoing discussion and our broader review of the 2015 County Official Plan, it is our opinion that the proposal complies with the policy direction and permissions of this policy document. In this respect, in our opinion the proposed contractor’s yard: provides for appropriate light industrial development within a Tier 1 settlement area; represents compatible development; and makes efficient use of existing municipal infrastructure.

4.3 2024 County Official Plan

As discussed, the County has also completed an Official Plan Review and a new Official Plan was adopted on May 14, 2024 (referred to herein as the ‘2024 County Official Plan’). This new Plan has been submitted to the Ministry of Municipal Affairs and Housing for approval and is not currently in force and effect.

4.3.1 General

Section 1.3 of the 2024 County Official Plan states that following in relation to the focus of this policy document, "... the primary focus of this document is on matters and issues of county-wide or regional importance and on matters that are cross-jurisdictional in nature ...". Several strategic directions are also set out for this Official Plan in Section 1.4, including growth management, economic development and settlement areas; policy matters of key importance to this proposal.

4.3.2 Growth Management

In keeping with the 2015 County Official Plan, the 2024 County Official Plan establishes three settlement tiers. Tier 1 settlements are described in Section 2.5 of the 2024 County Official Plan as follows:

- "a) Tier I Settlements – generally have the largest populations in the County, full municipal services (municipal water and sewage services), and the highest levels of amenities and employment opportunities. The boundaries of these settlement areas are shown on the County Structure Plan. **Given the level of infrastructure provided in these settlement areas and their ability to accommodate growth, this Plan directs most new growth to these settlements.**" [emphasis added]

As identified in Schedule 'A' (County Structure Plan) of the 2024 County Official Plan, Belmont is classified as a Tier 1 Settlement.

4.3.3 Employment Areas

In conjunction with economic development initiatives, as an overarching policy direction for employment areas, Section 3.1 states

- "It is the general policy of this Plan to support the retention, expansion, and establishment of new employment uses, agricultural operations and industry, and tourism, as key drivers of the County's economy, subject of the policies of this Plan and the local official plan."

3.9 of the 2024 County Official Plan further states the following in relation to the provision of lands for employment purposes, "It is the intent of this Plan to ensure that the County and local municipalities have an adequate supply of employment land for a wide variety of employment uses".

4.3.4 Settlement Areas

The aforementioned employment area policies are reflected in the settlement area policies set out in Section 6.0 of the 2024 County Official Plan. As outlined in Section 6.3, the widest possible range of urban uses are to be permitted as primary uses in the County's Settlement Areas.

Further, Section 6.8 prescribes a series of policies relating to new development proposals within Tier 1 Settlement Areas, including the following that, in our opinion, have relevance to this project:

- “a) comprehensively develop the land in question, serve as a logical extension to the existing built-up area, be compact, and minimize the consumption of land and infrastructure;
- b) comply with the relevant transportation policies of Subsections 8.3 to 8.15 and relevant servicing policies of Subsections 8.16 to 8.23;
- e) front onto, and be directly accessed, by a public road that is maintained year-round by a public authority;
- f) conform to the access policies of the relevant road authority; and,
- g) make any required improvements to public roads, including any required road dedications, needed to facilitate safe ingress and egress and to meet the standards and requirements of the appropriate road authority.”

As set out in the commentary within this Report, the proposed development integrates an efficient design that can be accommodated by existing services and accessed by an existing County Road without any required road improvements. Accordingly, in our opinion, the proposed contractor’s yard satisfies the referenced development criteria, including the transportation and servicing policies referenced in subsection b).

4.3.5 Conclusion

Based on these considerations and our broader review of the 2024 County Official Plan, in our opinion that the proposal complies with the policy direction and land use permissions of this policy document.

4.4 Municipality of Central Elgin Official Plan

4.4.1 Overview

The Municipality of Central Elgin Official Plan (‘Central Elgin Official Plan’) was approved, with modifications, on January 10, 2023. Section 1.2 of this Official Plan outlines the planning context for this policy document. In our opinion, the basis for this Official Plan is encapsulated by this component of the Section:

“This Plan has been prepared in accordance with the Planning Act, with extensive public and First Nations consultation, and stakeholder engagement. **This Plan establishes the goals, objectives and policies to manage and direct physical change within Central Elgin in a sustainable manner.**” [emphasis added]

4.4.2 Growth Management

Section 2.1.1 of this Official Plan identifies that Belmont is one of six Urban Settlement Areas in Central Elgin. Goals for these settlement areas are also set out in this Section, including the following that, in our opinion, have relevance to this proposal:

- “• To provide the major focus for sustainable urban development activity in the Municipality.
- To encourage a compact urban form and a mix of uses that support cost effective and sustainable utilization of infrastructure and public services. and promote opportunities for active transportation and transit-supportive development.
- Encourage complete, healthy and safe communities that promote climate resilience and protection of the environment.”

It is our opinion that the efficient design layout of the proposed service trade building and the associated site activities align with this policy direction of these settlement area goals. In particular, in the D-6 Land Use Compatibility Assessment – Air Quality Study prepared for this project, EXP concludes that with compliance with municipal by-laws and implementation of a Dust Best Management Practices Plan for operations, the proposed facility is compatible with the surrounding land uses and sensitive sites. The D-6 Land Use Compatibility Assessment prepared to assess potential noise impacts from this project also concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective. As discussed, we understand the Applicant intends to implement the recommended mitigation measures from both studies as project planning advances.

Additionally, Section 2.8.1 of the Central Elgin Official Plan states that preferably growth should be directed to Urban Settlement Areas and be fully serviced by municipal piped water and sewage disposal systems. Section 2.8.1.1 further identifies that Belmont is fully serviced with municipal piped water and sewage treatment services. Also, Section 2.8.4.1 states that it is preferable for stormwater related to new developments be managed by regional facilities, where feasible. Spriet Consultants identifies in its Servicing Brief that the lands are currently tributary to the large pond at the rear of the property and will continue to be after development. It is further identified in this report that storm sewers and stormwater management would be required to manage storm drainage from the development.

Pursuant to Schedule “SW1” of this Official Plan, the subject lands are also not located within the designated Wellhead Protection Area for the Belmont community.

4.4.3 Commercial-Industrial Designation

Schedule “B” (Community of Belmont; Land Use Plan) of this Official Plan designates the subject lands Commercial-Industrial (refer to **Figure 2** of this Report). Section 4.4.1 sets out policies for this designation, with Subsection a) stating that a mix of space-extensive commercial activities and light industrial uses are permitted in Commercial-Industrial areas.

Additionally, in our opinion, the following functional criteria identified in Subsection b) are relevant to the proposed contractor’s yard:

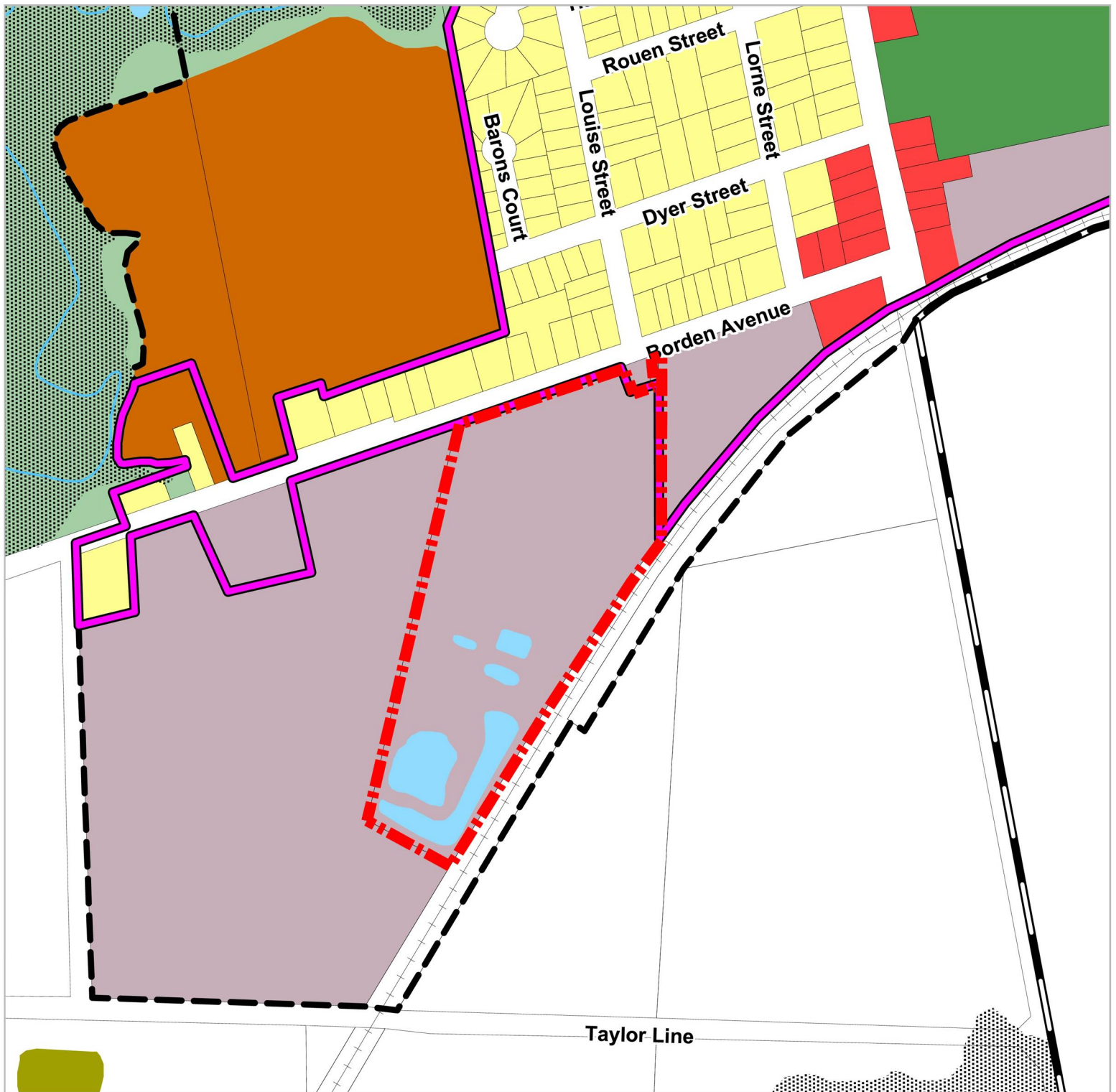



Figure 2 Schedule "B"

Central Elgin Official Plan, 2023

Borden Ave
Belmont
County of Elgin

LEGEND

 Subject Lands

-  Agricultural
-  Residential
-  Commercial
-  Community Facility
-  Commercial - Industrial
-  Natural Heritage
-  Future Development
-  Natural Hazard
-  Urban Settlement Area
-  Built Area Limits
-  Municipal Boundary
-  Railway
-  Watercourses
-  Waterbodies
- Sewage Lagoons

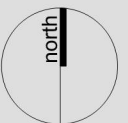
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**PLANNING
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e) Light industrial uses shall be limited to those activities such as manufacturing, processing, repair and servicing, bulk fuel sales; storage of goods and raw materials warehousing, and similar such uses. **Permitted light industrial uses must be small in scale, self-contained within a building and producing no emissions including noise, odour, dust and/or vibration.** [emphasis added]

f) The property shall have frontage on a public road maintained to a municipal standard. Access points to parking areas shall be limited in number and designed in a manner that will minimize the danger to vehicular and pedestrian traffic.

g) Office uses that are associated with and clearly ancillary to a permitted Commercial-Industrial use are also permitted.

h) A high standard of building design, landscaping and signage will be required. All proposed new development or additions/expansions to existing development are subject to Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O. 1990, as amended, and shall have general conformity to the Community Design policies of the Plan and any associated municipal Urban Design Guidelines that are in effect in the Municipality."

It is our opinion that the proposed service trade shop and accessory office space represent a permitted use in the Commercial-Industrial given the following considerations relating to the criteria highlighted above:

- The proposed building, having 2,571 m² of gross floor area, is considered small in scale given zoning permissions applied to the Site (refer to Section 4.5.1 of this Report);
- Land use compatibility has also been addressed through the EXP D-6 analyses referenced herein;
- Based on the findings of the Paradigm TIS, the development would also be accessed via a public road that can adequately accommodate the proposed development; and
- The site layout is to integrate a high level of urban design and the Community Design policies of this Official Plan are addressed in Section 4.4.5 of this Report.

4.4.4 Rail Corridors

Schedule "B" identifies the rail corridor extending along the eastern limit of the subject lands. Section 2.8.5.5.1 of the Central Elgin Official Plan sets out the following direction for new development proximate to existing rail corridors:

"b) Development adjacent to a railway right-of-way will be carefully controlled to eliminate land use conflicts and ensure the safe and continued operation of the railway. Development proposals shall incorporate safety measures such as fencing and berms and comply with the Land Use Compatibility policies as set out in Subsection 3.9 to this Plan."

The preliminary Site Plan has been designed to position the proposed building and outdoor amenity areas a considerable distance from the rail corridor. Notably, the main building is situated in excess of

75 m from the rail corridor, with the parking area and open storage located within the intervening setback. Based on our review of the Guidelines for New Development in Proximity to Railway Operations, dated May 2013, and prepared for the Federation of Canadian Municipalities, this setback far exceeds the recommended setback for new residential development for a principal main line (30 m). Additionally, an open ditch extends along the length of the Site adjacent to the railway line. In light of these considerations and direction provided in Sections 3.3 and 3.6 of the Guidelines, no further railway mitigation measures are proposed in conjunction with this development.

4.4.5 Community Design

Section 2.10.3.1 prescribes a number of urban design policies for new developments. It is our opinion that the following policies relate to, and provide guidance for, the proposed contractor's yard.

- "a) The Municipality will require high quality urban design in the review of all private and public development applications through the implementation of the policies of this Plan and urban design guidelines and standards that are approved by Council.
- d) Through the review of development applications, Central Elgin:
 - 1. Will encourage new development to create visually distinct and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, while recognizing the character of the area;
 - 2. Will promote efficient and cost-effective development patterns that minimize land consumption, are transit supportive, and create pedestrian-friendly streets;
 - 8. Will have consideration for building design, massing, and scale that respects and reinforces the human scale and creates attractive and vibrant streetscapes.
- f) Measures will be taken to ensure that the permitted uses address compatibility with adjacent land uses. Adequate separation buffering or screening will be provided between any uses where land use conflicts might be expected. The provision of grass strips and appropriate planting of trees, shrubs, or berms is preferred to fence screening when buffering between public and private spaces. The Municipality may consider other means to address land use compatibility, as appropriate. Modifications to building orientation may also represent appropriate buffering measures.
- i) A high quality of architecture and site design that complements and enhances the surrounding neighbourhood character and context will be encouraged.

The preliminary Site Plan prepared for this project employs several design elements intended to address the aforementioned design criteria. Specifically, the following related principles have been incorporated into the site layout:

- Position the main building to generally reflect the established building line and to help screen parking fields and open storage areas;
- Integrate landscaping and outdoor amenity areas to complement surrounding development, including low density residential properties fronting Borden Avenue north of the property;

- Locate open storage, trailer parking and fueling station areas towards the rear of the property to increase separation distances from adjacent residents, and to promote a more attractive site layout viewed from the streetscape;
- Ensure sufficient parking areas are provided for staff and vehicle storage requirements; and
- Arrange street entrances to minimize impacts to traffic movement along Borden Avenue.

In our opinion, these design elements, which would be implemented through Central Elgin's Site Plan Approval process satisfy the referenced community design policies.

4.4.6 Land Use Compatibility

Section 3.9 of the Central Elgin Official Plan Approval provides a series of land use compatibility policies intended, "To manage noise, vibration, dust, odour and visual compatibility between land uses, higher-order transportation networks (e.g., Provincial Highways, County Roads, Urban Arterials) and more sensitive land uses to ensure the health and well-being of Central Elgin's residents." In our opinion, the core Official Plan direction regarding land use compatibility is provided in the following policy of Section 3.9.1:

- a) Central Elgin shall have regard for the Ministry of the Environment's land use compatibility guidelines, as amended from time to time, when assessing compatibility between different land uses and in particular compatibility between industrial facilities and sensitive land uses such as residential or institutional."

As discussed, EXP has completed a D-6 Land Use Compatibility Assessment – Air Quality Study that concludes that with compliance with municipal by-laws and implementation of a Dust Best Management Practices Plan for operations, the proposed facility is compatible with the surrounding land uses and sensitive sites. EXP also prepared a D-6 Land Use Compatibility Assessment for potential noise impacts that concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective. We understand the Applicant intends to implement the recommended mitigation measures from both studies as project planning advances.

4.4.7 Conclusion

Given the foregoing discussion and our broader review of the Central Elgin Official Plan, in our opinion that the proposal complies with the policy direction and land use permissions of this policy document.

4.5 Central Elgin Zoning By-law

4.5.1 Existing Zoning

Figure 3 of this Report illustrates that the subject property is zoned 'holding Industrial-Commercial Special Provision (h1*h2*MC-1)' pursuant to Schedule 'A' to the Village of Belmont Zoning By-law 91-21 ('Zoning By-law').



Figure 3
Schedule "A"

County of Elgin Zoning By-Law, 2019

LEGEND



Subject Lands

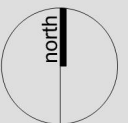
- R1 Residential
- R2 Residential
- GC General Commercial
- HC Highway Commercial
- M Industrial
- MC Industrial Commercial
- I Institutional

Date: April 03, 2025

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Borden Ave
Belmont
County of Elgin

Section 7.3.5.1 of the Zoning By-law prescribes the following permitted uses for the MC-1 Zone:

- Light industrial use
- Motor vehicle repair garage
- Municipal works yard
- Warehouse
- Business and professional offices
- Printing shop
- Custom workshops
- Sample or showrooms
- Personal service shops

Additionally, as prescribed in this Section:

- Light industrial use is specifically defined as follows:

"LIGHT INDUSTRIAL USE means the use of a building or part thereof designed, used or intended for the purpose of manufacturing, assembling or process of component parts to produce finished products suitable for retail, wholesale or service trade and including repairing, servicing, distributing, warehousing, storing or adapting for sale any goods, substance, article or thing, but excluding any operation which creates a nuisance as a result of the emission of any noise or air pollution that can be smelled, heard or otherwise detected 30 metres from the outside of the building in which the operation is conducted and also excluding any operation which creates vibration that can be detected 30 metres from the outside of the building in which the operation is conducted."

- The maximum gross floor area for a permitted building or structure is 3,500 m².
- Maximum building height is 10 m.
- Applied holding provisions relate to the following considerations:
 - **h1.** Requires preparation of stormwater management report and a site plan to the satisfaction of the Municipality and the Conservation Authority (as applicable).
 - **h2.** Limits the total gross floor area to 1,750 m² until adequate uncommitted reserve capacity is confirmed by the Municipality and an updated site plan is prepared to the satisfaction of the Municipality.

4.5.2 Zoning Review

Based on the permissions of the existing zoning structure, the proposed contractor's yard may not be expressly permitted in the context of the site-specific Light Industrial definition. In light of this, the following additional use is proposed to fully reflect the range of activities intended for the Site:

"CONTRACTOR'S YARD" means a lot of a construction company or contractor used as a depot for the storage and maintenance of equipment used by the contractor or company, and includes facilities for the administration or management of the business and the stockpiling or storage of supplies used by the business, but does not include the wholesale or retail sale of construction materials or supplies or home improvement supplies.

In our opinion, the Contactor's Yard definition effectively encapsulates the land use proposed by the Applicant.

Additionally, the preliminary Site Plan was evaluated relative to the site and building regulations for the MC-1 Zone. Table 2.0 identifies several applicable development regulations:

Table 1.0 – Selected Zoning Regulations (MC-1 Zone)

Regulation	Requirement	Provided (Site Plan)
Lot Area (min.)	1,000 m ²	6.86 ha
Lot Frontage (min.)	30.5 m	170.1 m
Lot Coverage (max.)	40.0%	3.75%
Front Yard (min.)	7.5 m	28.3 m
Side Yard (min.)	4.5 m	75.4 m (east) 52.4 (west)
Rear Yard (min.)	7.5 m	78.9 m
Landscaped Open Space (min.)	3.0 m planting strip (adjacent to street)	To be provided
Storage	Open storage permitted outside of required yards, if fully screening from streets and residential uses.	To be provided
Gross Floor Area (max.)	3,500 m ²	2,571.4 m ²
Building Height (max.)	10 m	>10 m
Off-Street Parking (min.) - Industrial Building	1 parking space per 100 m ² Gross Floor Area (26 spaces)	47 spaces
Accessible Parking (min.)	1% of parking spaces where more than 10 stalls are provided (1 space)	1 space

Further, in our opinion, the findings of the site servicing review prepared by Spriet Associates demonstrate that the existing h-1 and h-2 provisions have been satisfied. The conclusions of the compatibility assessment conducted by EXP also demonstrate that project will not generate significant nuisance impacts, consistent with the intent of the site-specific Light Industrial Use definition.

4.5.3 Proposed Zoning

To accommodate the proposed development plan, in our opinion, the site-specific permissions of the MC-1 Zone should be revised. In this respect, Section 7.3.5.1 of the Zoning By-law should be specifically amended (1) to permit a Contractor's Yard as an additional permitted use and (2) to remove the applied holding provisions given the availability of site servicing.

With consideration for the structure of the Zoning By-law, the following site-specific provision is proposed to replace Section 7.3.5.1 in its entirety:

"7.3.5.1 – Special Zone

(a) Area Affected

MC-1 as shown on Schedule "A-15".

(b) Only Permitted Uses

- (i) Light industrial use*
- (ii) Motor vehicle repair garage*
- (iii) Municipal works yard*
- (iv) Warehouse*
- (v) Business and Professional offices*
- (vi) Printing shop*
- (vii) Custom workshops*
- (viii) Sample or showrooms*
- (ix) Personal service shops*
- (x) Contractor's Yard*

(c) Permitted Buildings and Structures:

- (i) Buildings and structures for the uses permitted by subsection 7.3.5.1(a).*
- (ii) Accessory buildings and structures*

(d) Maximum Gross Floor Area

3,500 square metres.

(e) Maximum Building Height

10 metres.

(f) Definition:

The following Definitions shall apply to the area in subsection 7.3.5.1(a):

CONTRACTOR'S YARD" means a lot of a construction company or contractor used as a depot for the storage and maintenance of equipment used by the contractor or company, and includes facilities for the administration or management of the business and the stockpiling or storage of supplies used by the business, but does not include the wholesale or retail sale of construction materials or supplies or home improvement supplies.

LIGHT INDUSTRIAL USE means the use of a building or part thereof designed, used or intended for the purpose of manufacturing, assembling or process of component parts to produce finished products suitable for retail, wholesale or service trade and including repairing, servicing, distributing, warehousing, storing or adapting for sale any goods, substance, article or thing, but excluding any operation which creates a nuisance as a result of the emission of any noise or air pollution that can be smelled, heard or otherwise detected 30 metres from the outside of the building in which the operation is conducted and also excluding any operation which creates vibration that can be detected 30 metres from the outside of the building in which the operation is conducted.

Figure 4 of this Report illustrates the MC-1 Zone proposed for the subject lands.



Figure 4
Proposed Zoning

LEGEND



Subject Lands

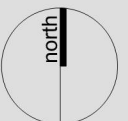
- R1 Residential
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Borden Ave
Belmont
County of Elgin

5.0 Summary and 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 appropriate for the development of the subject property. This assessment is based, in part, on consideration of the following merits:

- The Site is well suited for the intended contractor's yard given its physical characteristics, its location within a designated commercial-industrial development area, the local development context, and its connectivity to the County Road system (with convenient access to Provincial Highway 401 provided via Glanworth Drive);
- EXP completed a D-6 Land Use Compatibility Assessment for air quality impacts and generally concludes that proposed facility is compatible with the surrounding land uses and sensitive sites (with implementation of recommended mitigation measures);
- Additionally, EXP has conducted a D-6 Land Use Compatibility Assessment for potential noise impacts and concludes that with construction of a recommended noise barrier, the proposal should be approved from a noise perspective;
- Preliminary servicing assessments completed by Spriet Associates conclude that the proposed light industrial use can be accommodated by existing municipal water and sanitary servicing facilities. Spriet Associates also identified a preliminary stormwater management strategy for the development;
- Paradigm assessed the potential impacts of the intended use on traffic volumes and movement, and confirmed that the proposal would not warrant improvements to the surrounding road network; and
- In our opinion, with consideration for the site-specific zoning permissions and mitigation measures set out in this Report, the development proposal is consistent with the Provincial Planning Statement and conforms with the policy direction and permissions of the 2015 County of Elgin Official Plan, the 2024 County of Elgin Official Plan and the Municipality of Central Elgin Official Plan.
- The proposed site-specific Zoning By-law Amendment would appropriately implement the intended building design and site layout.

Given these considerations and commentary provided in this Report, it is recommended that the Zoning By-law Amendment application supporting this proposed development be approved.

Respectfully submitted,

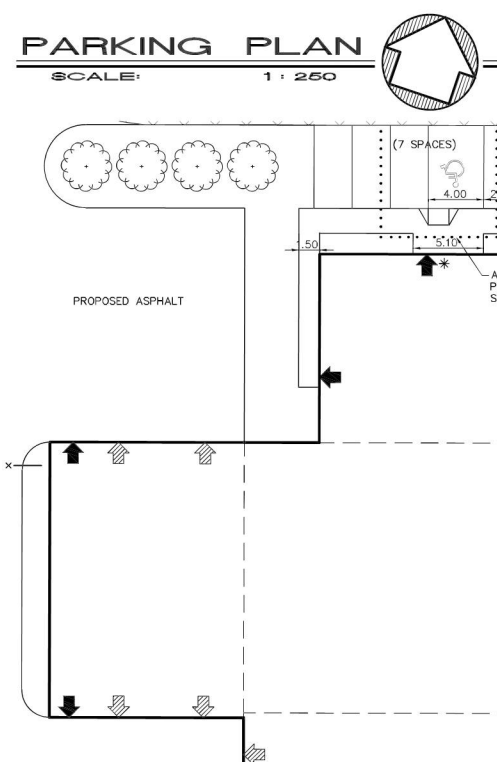
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A handwritten signature in black ink, appearing to read "Scott Allen". The signature is fluid and cursive, with the first name "Scott" and last name "Allen" clearly distinguishable.

Scott Allen, MA, RPP
Partner

A

Appendix A: Concept Site Plan (Spriet Associates)



ZONING BY-LAW REGULATIONS - Borden Ave. Glencoe, ON			
LINE		REQUIRED	PROPOSED
1	ZONE	MC-1 - INDUSTRIAL COMMERCIAL	MC-1 - INDUSTRIAL COMMERCIAL
2	PERMITTED USES	See Section 7.3.2	OFFICES, ANIMAL CLINIC, STORES
3	LOT AREA (m ²)	*****	6.86 ha
4	LOT FRONTAGE	30.5m (MIN.)	170.10m
5	LOT COVERAGE	40% (MAX.)	3.75%
6	FLOOR AREA RATIO	0.4 (MAX.)	TBD ????
7	FRONT YARD	9.0m (MIN.)	28.32m (NORTH)
8	SIDE YARDS	4.5m (MIN.)	75.39m (EAST) 52.42m (WEST)
9	REAR YARD	7.5m (MIN.)	78.86m (SOUTH)
PARKING REQUIREMENTS:			
INDUSTRIAL BUILDING		Proposed Building:	TOTAL REQUIRED = ___ spaces
1 PARKING SPACE FOR EACH		*****	TOTAL PROVIDED = 46 spaces
*****		*****	BF SPACES REQUIRED = 1 space
OR PART THEREOF		*****	BF SPACES PROVIDED = 1 space

-	-	△
revisions	date	no.

CONTRACTORS MUST CHECK AND
VERIFY ALL DIMENSIONS AND REPORT
ANY DISCREPANCY TO THIS FIRM
BEFORE PROCEEDING WITH THE WORK

A - detail no.
B - location sheet
C - detail sheet



**SPRIET
ASSOCIATES**



LONDON
LIMITED
**architects
engineers**

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SITE PLAN
BORDEN AVE, BELMONT
LORRON TECHNOLOGIES

drawing title :

ARCHITECTURAL PLAN

date : SEPT. 12, 2024
scale : AS NOTED
drawn by : AH
project no. : 224238

drawing no. :
SP1

