

**Subject: Zoning By-Law Amendment – 7628 Flewellyn Road**

**File Number: ACS2026-PDB-PSX-0021**

**Report to Agriculture and Rural Affairs Committee on 5 February 2026**

**and Council 11 February 2026**

**Submitted on January 30, 2026 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services**

**Contact Person: Samantha Gatchene, Planner II, Development Review Rural**

**613-580-2424 ext. 25478, Samantha.Gatchene@ottawa.ca**

**Ward: Rideau-Jock (21)**

**Objet : Modification du Règlement de Zonage – 7628, chemin Flewellyn**

**Dossier : ACS2026-PDB-PSX-0021**

**Rapport au Comité de l'agriculture et des affaires rurales**

**le 5 février 2026**

**et au Conseil le 11 février 2026**

**Soumis le 30 janvier 2026 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale des services de la planification, de  
l'aménagement et du bâtiment**

**Personne ressource : Samantha Gatchene, Urbaniste II, Examen des demandes  
d'aménagement ruraux**

**613-580-2424 poste 25478, Samantha.Gatchene@ottawa.ca**

**Quartier : Rideau-Jock (21)**

## REPORT RECOMMENDATIONS

1. That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 7628 Flewellyn Road, as shown in Document 1, to regularize a salvage yard operation, as detailed in Document 2.
2. That Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of February 11, 2026,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’agriculture et des affaires rurales recommande au Conseil d’approuver une modification du *Règlement de zonage* (n° 2008-250) visant le 7628, chemin Flewellyn, bien-fonds illustré dans le document 1, afin de régulariser l’exploitation d’un parc de récupération, comme l’expose en détail le document 2.
2. Que Comité de l’agriculture et des affaires rurales donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 11 février 2026 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

**Site location**

7628 Flewellyn Road

**Owner**

2852196 Ontario Inc.

**Applicant**

Fotenn Planning + Design Inc. (c/o Nico Church)

**Architect**

McRobie Architects + Interior Designers

**Description of site and surroundings**

The site is located on the south side of Flewellyn Road, between Munster Road and Conley Road. The site is irregularly shaped with approximately 100.0 metres of frontage along Flewellyn Road and an area of 20.2 hectares. The surrounding properties consist of detached dwellings fronting along Flewellyn Road to the north, an active quarry to the west and lands used for aggregate fill storage to the south and east. The aggregate fill storage is not a permitted use on the abutting lands.

The site is currently occupied by a salvage yard operation and automobile dealership. The salvage yard operation consists of an end-of-life vehicle waste disposal and recycling facility that is made up of a one-storey office building, a gravel parking lot, a truck scale, an automobile fluid drainage station with various sheds, temporary storage buildings, and stockpiles of automobile parts and scrap metal. A used automobile dealership is located in the northwest portion of the site fronting onto Flewellyn Road. Combined, the existing buildings have a Gross Floor Area of approximately 408.0 square metres. The remainder of the site is occupied by an inactive airstrip, forested area and a watercourse along the eastern property line.

The salvage yard was established in 2004 at the front of the site along Flewellyn Road, which is zoned to permit light industrial uses. Over time the business's footprint has gradually expanded beyond the limits of the industrially zoned lands into the rural zoned lands.

**Summary of proposed development**

The proposed development by the Applicant is to expand the permitted salvage yard operation by increasing the Gross Floor Area from approximately 408.0 square metres to 3,183 square metres. The expansion plans include two new principal buildings (1) a

two-storey, 1,989 square metre administrative office and warehouse building; and (2) a two-storey, 937.0 square metre repair and maintenance shop. The construction of the new buildings will enable part of the current outdoor operations to move indoors. As part of the development, the surface vehicle storage would be reconfigured to have 224 spaces, and a gravel area would be added further south into the site for material stockpiles. The existing used automobile dealership use along Flewellyn Road would continue while the weigh scale office and vehicle drainage shed would be relocated further from the road.

### **Summary of recommended Zoning By-law amendment**

The site is currently split-zoned RG1[21r] and RU. The front of the site along Flewellyn Road is zoned Rural General Industrial Zone, Subzone 1, Rural Exception 21 (RG1[21r]). The RG1 subzone requires a higher minimum lot area and lot width. Rural Exception 21 permits a detached dwelling on the site. The RG1 zoned lands are approximately 0.78 hectares and are occupied by the existing automobile dealership and the driveway access. The RG parent zone permits a range of light industrial uses and limited-service commercial uses for the travelling public.

South of the RG1 lands, the remaining 19.42 hectares of the site are zoned Rural Countryside Zone (RU). The intent of the RU zone is to permit agricultural, forestry and country-residential uses characteristic of the rural area. The RU zone does not permit industrial uses, including storage yard (the definition for that includes a salvage yard operation), waste processing and transfer facility (non-putrescible), automobile dealership, warehouse and heavy equipment and vehicle sales, rental and servicing. These uses are permitted within the RG zone.

The recommended zoning amendment would regularize the existing operation in a manner that align with the Official Plan policies for light industrial development within rural areas.

To permit the expansion of the salvage yard operation and create a uniform zoning for the salvage yard operation, it is proposed that the entire footprint of the operation be rezoned to Rural General Industrial, Rural Exception XXX (RG[xxxr]). The site-specific exception would add provisions regarding permitted uses, minimum setbacks, soft landscaped buffers and enhanced screening with the intention of ensuring compatibility with the abutting residential uses and broader rural community. The watercourse along the eastern property line is proposed to be rezoned to Open Space and Parks Zone, Subzone R (O1R) to provide additional protection for the watercourse.

Provisions as follows are proposed for the site-specific exception:

- Prohibit all uses except storage yard, heavy equipment and vehicles sales and servicing, warehouse, waste processing and transfer facility (non-putrescible) and automobile dealership. The principal permitted uses will be storage yard and automobile dealership to regularize the zoning for the current salvage yard operation to continue;
- The following uses are only permitted ancillary to storage yard: heavy equipment and vehicle sales and servicing, warehouse, waste processing and transfer facility (non-putrescible). These uses are only permitted as part of the salvage yard operation and may not be standalone uses;
- Heavy equipment and vehicle sales must be located within 80.0 metres of the front lot line;
- Heavy equipment and vehicle servicing must be setback at least 80.0 metres of the front lot line;
- Maximum cumulative Total Floor Area: 3,200 square metres;
- Limit the Gross Floor Area of the used automobile dealership building to its current size of 82.0 square metres and require a maximum front yard setback of 14.8 metres;
- For all other uses, minimum 15.0 metre front yard setback;
- Minimum interior side yard setback for an automobile dealership: 3.7 metres;
- Minimum 30.0 metre soft landscaped buffer between all uses, except for an automobile dealership, and a zone permitting a residential use;
- Minimum 10.0 metre soft landscaped buffer abutting a street;
- A 3.0 metre screen is required between outdoor storage and a zone permitting a residential use; and
- Exempt a waste processing and transfer facility (non-putrescible) from requiring access on a designated truck route.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Five residents commented to express concerns with the application. The concerns included potential soil and water contamination from the draining of vehicle fluids, negative impacts from the light pollution, increased noise and vehicle traffic and the unattractive appearance of the operation from the street.

In response to the feedback received, the recommended Zoning By-law amendment includes site-specific provisions limiting the Total Floor Area and land uses associated with the operation, requiring soft landscaped buffers and screening from residential uses and requiring the automobile dealership be located at the front of the site to serve as a buffer from salvage yard operations deeper into the site.

Review and approval of a site plan control application will be required to enable the redevelopment of the site. The site plan approval will serve to formalize and improve the organization and functionality of the site while also mitigating potential land use incompatibilities.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation**

The site is designated as Rural Countryside in the Rural Transect (Schedule A).

It is intended to accommodate a variety of land uses that are appropriate for a rural location. The preservation of the character of the rural area is a priority, while strengthening the rural economy by allowing that a limited amount of residential development and support industries that serve local residents and the travelling public.

Small scale light industrial and commercial uses are permitted through a Zoning By-law amendment, subject to the following criteria: they serve the local rural community or general public, are within 200.0 metres of an arterial or collector road, are beyond one kilometre from an Urban or Village boundary, are not adjacent to an Agricultural Resource Area designation, can be serviced, are of a suitable scale for the rural context with maximum commercial occupancies of 300.0 square metres of gross floor area, and are designed to mitigate traffic hazards and incompatibilities with adjacent residential uses.

The Official Plan's objectives for goods movement include reducing the impacts of large delivery vehicles on streets and intersections.

The Official Plan states that natural watercourses are to be kept in a natural condition and establishes minimum setbacks to help protect their ecological function.

## Planning rationale

The Rural Countryside designation is intended to maintain the character of the rural area by limiting non-rural development. As part of strengthening the rural economy and supporting local rural residents, small scale commercial and light industrial uses are permitted subject to certain criteria (Policy 9.2.2.2). The recommended zoning amendment would permit a salvage yard operation that serves the local rural community by providing recycling of end-of-life vehicles.

The Official Plan contemplates small scale commercial occupancies to a maximum of 300.0 square metres of Gross Leasable Floor Area (Policy 9.2.2.2(b)(vi)). While there is no definition of small-scale and no guidance for industrial uses, it should be noted that a Rural Small Scale site plan is for buildings up to 600.0 square metres. The recommended zoning allows up to 3,200 square metres of Total Floor Area. By allowing the increased floor area, the intent is to improve site's current condition by enabling part of the salvage yard operations to be moved indoors, thus reducing noise and visual impacts on nearby residences. "Total Floor Area" is used to capture all operational areas, like loading zones, ensuring the development stays within the intended size limit. This enlarged larger floor area can be contemplated in these circumstances as there is the quarry to the west and a natural area to be zoned on site to the west, while pushing the least compatible uses further from the rural residences.

The permitting of the increased floor area in this case is based on the property's specific locational context and that it would facilitate an improvement to the current salvage yard conditions, not the relative lot coverage, despite arguments made by the Applicant. During the formal review, the Applicant indicated that matter of lot coverage could be used to support size of the proposed development. The Applicant cited that the proposed development would be 3,183 square metres, relatively insignificant when compared to the total area of the property, 207,250 square metres. They also noted that RU parent zone permits a maximum lot coverage of 20 per cent and that the proposed development would be far below this. Staff have concerns with relying on lot coverage as a rationale for increased building footprints. In the case of large lots, which are common in the rural area, it could allow for development that would otherwise not be considered small scale if it was located on a smaller lot but may be allowed using this rationale, despite the Rural Countryside policies.

The Rural Industrial and Logistics designation supports uses that require large areas or separation due to their noxious activities, such as salvage or recycling yards and waste transfer facilities (Policy 9.3.2.1(c)). This designation also permits heavy equipment and vehicles sales and servicing, warehouses and large-scale storage operations (Policy 9.3.2). Uses of this nature should be located on arterial roads or in an existing cluster of

industrial uses, as is the case in industrial business parks (Policy 9.3). Based on these policies and the proposed development's size and various industrial activities, the recommended zoning amendments are typically more appropriate within the Rural Industrial and Logistics designation, rather than the Rural Countryside. To address this, the recommended zoning would limit the size, location and scope of the salvage yard operation with site-specific provisions that support compatibility with adjacent residences.

The Rural Countryside designation policies require development to mitigate incompatibilities with adjacent residential uses and to integrate appropriately with the rural character and landscape (Policy 9.2.2.2(b)(vii)). The recommended zoning amendment includes measures to reduce conflicts with abutting dwellings and to maintain the rural character of the area. These include a 30.0 metre soft landscaped buffer and a 3.0 -metre-high screen for the salvage yard and requiring the automobile dealership to be within 14.8 metres of front lot line with a 10.0 metre buffer along the street for trees and plantings. The recommended zoning amendment will assist with better integrating the salvage yard operation into the surrounding rural area. The industrial uses will be required to be pushed further back into the site away from the road and abutting residences while maintaining the more compatible commercial uses at the front along Flewellyn Road. The required soft landscaped buffers will provide further separation and contribute to compatibility with the community. Combined with the landscaped buffer, this will mitigate potential negative visual and noise impacts.

Only essential uses, being warehouse storage for parts, heavy equipment and vehicle servicing and sales and automobile dealership are permitted to ensure compatibility with the surrounding area. Heavy equipment and vehicle sales will be limited to within 80.0 metres of the front lot line while any servicing must occur at least 80.0 metres from the front lot line. This is to ensure that public-facing sales are limited to the front of the site while servicing happens in conjunction with the salvage yard operations towards the rear of the site. Negative impacts on the abutting lands to the west are not expected as they form part of the active quarry. The lands to the south and east are used for fill storage, which is not permitted but are also not expected to be impacted as a result of the development.

The proposed zoning amendment meets the remaining criteria for a Zoning By-law amendment to permit a small-scale industrial use in the Rural Countryside designation are listed in Policy 9.2.2(2). The lands are located within 200.0 metres of an arterial or collector road since the lands front onto Flewellyn Road, which is a collector. The lands are beyond one kilometre from an Urban or Village boundary as the site is approximately 3.5 metres from the Village of Munster, the closest village. The site is not designated or adjacent to lands designated Agricultural Resource Area. Conflicts

between the road and the access will be minimized by the 10.0 metre soft landscaped buffer requirement.

Impacts of large delivery vehicles on streets are to be reduced as part of the goods movement objectives of the Official Plan (Policy 4.1.6.5). This includes the transportation of waste. As part of the proposed development, a non-putrescible waste facility would operate as part of the salvage yard operation. The recommended zoning amendment exempts the non-putrescible waste facility use from requiring access via a designated truck route. While Flewellyn Road is not a truck route, the site is only 650.0 metres from Munster Road, which is. The abutting quarry west of the site already generates frequent heavy truck traffic, as such, the salvage yard's own heavy truck traffic generation is limited and unlikely to significantly impact a short portion of a non-heavy truck route. Further, since the waste processing facility is not the principal use of the site, negative impacts from exempting it from the truck route access requirement are not expected.

Natural watercourses shall be kept in their natural condition and minimum setbacks from surface water features are the development limits for development abutting them (Policy 4.9.2.1 and 4.9.3.1). The proposed zoning amendment achieves this by providing additional protection and buffering for the watercourse along the eastern property line by rezoning of it from RU to O1R.

### **Provincial Planning Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement (PPS).

In the rural area, the PPS requires planning authorities to consider development's scale and appropriateness given the rural characteristics of the area (Policy 2.5(3)). The Official Plan conditionally permits small scale light industrial development in the Rural Countryside designation, while larger, more intensive industrial uses are directed to the Rural Industrial and Logistics designation. The recommended zoning amendment is consistent with the PPS because it regulates the salvage yard operation in conformity with the Official Plan's policies by limiting its size, scope of permitted uses and inclusion of measures to improve compatibility between the development and the adjacent properties.

### **RURAL IMPLICATIONS**

The recommended zoning will regularize the zoning for an existing business, allow for a moderate expansion that support the rural economy, enable development that respects the rural character of the area and facilitate the protection of natural systems.

Negative impacts on the surrounding rural area or neighbouring residents are anticipated to be mitigated as a result of the recommended zoning amendment. Land use compatibility with the area will be supported by the limiting of the uses and size to what is essential for the operating of the salvage yard operation. The zoning amendment will be implemented through the future site plan control application required to enable the proposed expansion. The site plan control application will provide opportunities to further mitigate potential negative impacts through a detailed review of the site design.

The recommended zoning amendment will entrench requirements for setbacks, soft landscaping and screening between the salvage yard and residential uses into the Zoning By-law. The provisions requiring the automobile dealership building to be located at the front of the lot and provide a landscaped buffer along the street will serve to restrict public access to the rear portion of the site while discouraging less compatible uses from locating adjacent to the residential properties. Further, the watercourse along the eastern property line will be protected through its rezoning to an Open Space and Parks zone.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor David Brown is aware of the application related to this report.

### **LEGAL IMPLICATIONS**

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by “specified persons”, essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. Should the amendment be refused, it would be necessary for an external planner to be retained.

### **ASSET MANAGEMENT IMPLICATIONS**

No new City assets are identified. The zoning adds protection for the on-site watercourse (O1R), and detailed site mitigation will be confirmed through Site Plan Control.

### **FINANCIAL IMPLICATIONS**

In the event the applications are refused or appealed, it would be necessary to retain an external planner. This expense would be funded from within the existing Planning Services operating budget.

## **ENVIRONMENTAL IMPLICATIONS**

The recommended zoning amendment would add a buffer for the watercourse along the eastern property line by rezoning part of the site from Rural Countryside Zone (RU) to Open Space and Parks Zone, Subzone 1 (O1R). This will support the protection of the natural feature.

As part of the proposed development, part of the operations will be moved from outdoors to indoors. This reduces potential risks to the natural environment by following best practices by moving industrial activities indoors that may present environmental threats. The required future site plan control application will also formalize the organization of the site and assist with the mitigation of risks on the site.

The property is located in a Wellhead Protection Area, however, no source water protection policies apply because of the low vulnerability score.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Has a diversified and prosperous economy.
- A city that is green and resilient.

## **APPLICATION PROCESS TIMELINE STATUS**

The statutory 90-day timeline for making a decision on this application under the *Planning Act* expired on March 18, 2025. The timeline was not met due to the complexity of the issues associated with the application, which required additional review time.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

## **CONCLUSION**

The proposed zoning amendment regularizes the salvage yard operation in a manner that is consistent with the Provincial Planning Statement and conforms with the Official Plan. The recommended zoning amendment will assist with the salvage yard operation being better integrated into the surrounding rural area. The industrial uses will be required to be pushed further back into the site away from the road and abutting

residences while maintaining the more compatible commercial uses at the front along Flewellyn Road. The required soft landscaped buffers will provide further separation and contribute to compatibility with the community, combined with the landscaped buffer by mitigating potential negative visual and noise impacts. The Zoning By-law is Amendment is recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

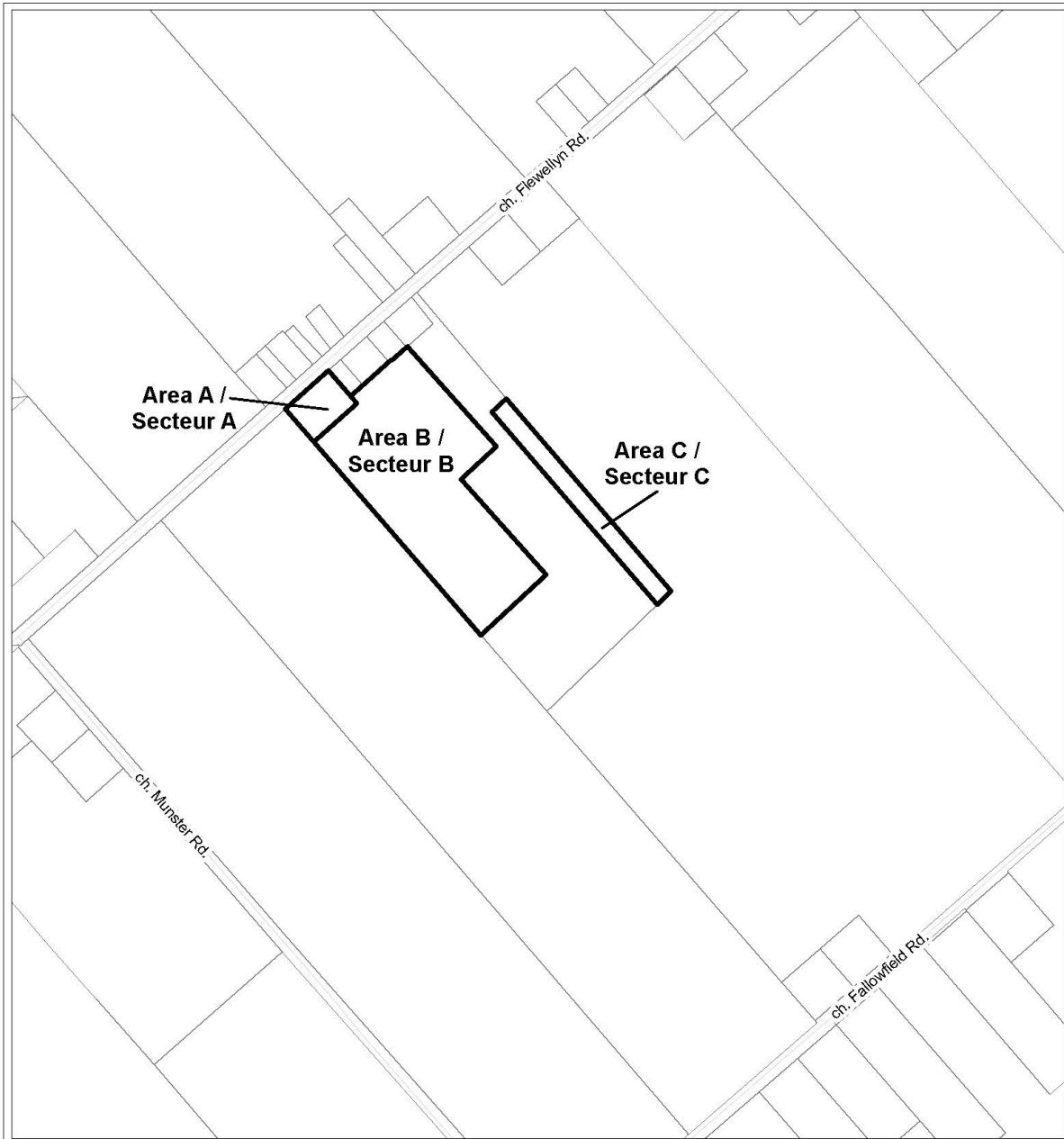
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

**Document 1 – Location Map / Zoning Key Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



|   |           |   |   |
|---|-----------|---|---|
|    |           | LOCATION MAP / PLAN DE LOCALISATION<br>ZONING KEY PLAN / SCHÉMA DE ZONAGE   |   |
| D02-02-24-0080  | 25-1433-D | <b>7628 ch. Flewellyn Rd</b>  |   |
| I:\CO\2025\ZKPFlewellyn_7628\NewData  |           |  Area A to be rezoned from RG1[21r] to RG [xxxr]<br>Le zonage du secteur A sera modifié de RG1[21r] à RG [xxxr]<br>Area B to be rezoned from RU to to RG [xxxr]<br>Le zonage du secteur B sera modifié de RU à RG [xxxr]<br>Area C to be rezoned from RU to O1R<br>Le zonage du secteur C sera modifié de RU à O1R | <br><small>REV. 02. 2014</small> |
| <small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers<br/>                 All rights reserved. May not be produced without permission<br/>                 THIS IS NOT A PLAN OF SURVEY</small>                               |           |   |   |
| <small>©Les données de parcelles appartient à Teranet Entreprises Inc.<br/>                 et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit<br/>                 sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small> |           |   |   |
| REVISION / RÉVISION - 2025 / 11 / 03  |           |   |   |

## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 7628 Flewellyn Road:

- 1) Rezone the lands as shown in Document 1;
- 2) Add a new exception xxx1 to Section 240 – Rural Exceptions with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “xxx1r”
  - b) In Column II, Applicable Zones add the text “RG [xxx1r]”
  - c) In Column IV, Exception Provisions – Land Uses Prohibited, add the text:
    - All uses except for:
      - i. automobile dealership;
      - ii. storage yard;
      - iii. heavy equipment and vehicle sales, rental and servicing, excluding rentals;
      - iv. warehouse; and
      - v. waste processing and transfer facility (non-putrescible).
  - d) In Column V, Provisions, add the text:
    - The following uses are only permitted ancillary to a storage yard:
      - i. heavy equipment and vehicle sales, rental and servicing, excluding rentals;
      - ii. warehouse; and
      - iii. waste processing and transfer facility (non-putrescible).
    - Maximum cumulative Total Floor Area for all buildings and structures: 3,200 square metres.
    - Maximum Gross Floor Area of a building containing an automobile dealership: 82.0 square metres.

- Maximum front yard setback for an automobile dealership: 14.8 metres
- Minimum front yard setback for all uses except for an automobile dealership: 15.0 metres
- Minimum interior side yard setback for an automobile dealership: 3.7 metres
- Heavy equipment and vehicle sales must be located within 80.0 metres of the front lot line.
- Heavy equipment and vehicle servicing must be setback at least 80.0 metres from the front lot line.
- Except in the case of an automobile dealership, all uses must provide a minimum 30.0 metre soft landscaped buffer where the lot abuts a zone that permits a residential use.
- Minimum width of a soft landscaped buffer abutting a street: 10.0 metres.
- Outdoor storage must be screened from view from a zone that permits a residential use with an opaque screen that is at least 3.0 metres in height from finished grade.
- A waste processing transfer facility (non-putrescible) does not require access to a designated truck route.

## **Document 3 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

### Public Comments and Responses

#### **Comment:**

The vehicle drainage activities taking place on the site have negative impacts on the soil and water quality in the area.

#### **Response:**

A Phase I and Phase II Environmental Site Assessment was submitted by the Applicant in support of the application. The studies examined soil and water quality. Contaminated soil was found on the site but was determined to be of no risk to the subject site but recommended soil remediation at the time of future redevelopment. The groundwater tests found the water quality to comply with the Ministry of Environment, Climate Change and Park's potable water standards. Regularization of the zoning and the requirement for site plan approval will help formalize and improve the organization and functionality of the site.

#### **Comment:**

The proposed expansion will increase noise levels in addition to the current operations, which is an existing issue.

#### **Response:**

The proposed zoning amendment will require a 30.0 metre soft landscaped buffer from lots where residential uses are permitted as well as a minimum 3.0-metre-high screen. These provisions will require that the salvage yard operation be located deeper into the site, away from sensitive land uses.

The proposed development would enable part of the current outdoor operations to move indoors, thereby reducing the volume of noise-producing activities occurring outdoors in proximity to sensitive land uses.

Further, a Stationary Noise Assessment was submitted by the Applicant in support of the Application. The study examined the stationary noise levels generated by the waste processing and recycling operations. It determined that the relocation of the stationary noise sources would result in a reduction in the noise received by adjacent residential buildings.

**Comment:**

Light pollution from the salvage yard operation onto the rear yards of the abutting residential lots is an issue.

**Response:**

The proposed zoning amendment will require a 30.0 metre soft landscaped buffer between the salvage yard operation and the lot lines of abutting residential properties. Additionally, a 3.0-metre-high screen will be required for outdoor storage.

Further, the review of the site plan application will ensure that the redevelopment is carried out in a manner that minimizes incompatibility.

**Comment:**

The site is not visually appealing.

**Response:**

The proposed zoning amendment includes the requirement for a 3.0-metre-high screen between any outdoor storage and a zone permitting a residential use. Along the street, a 10.0 metre landscaped buffer is required to provide space for trees and plantings as another option for screening. The automobile dealership building will be required to remain located at the front so as to retain the rural character from the street.