

January 29, 2025

Planning Services
The Corporation of the City of London
300 Dufferin Avenue, 6th Floor
London, Ontario
N6A 4L9

Attention: Manager, Development Services

Re: **Zoning By-law Amendment – Transport Terminal
Dancor Construction
1425 Creamery Road
London, ON**

Our File: DCR/LON/20-02

On behalf of Dancor Construction, Zelinka Priamo Ltd. is pleased to submit materials for a Zoning By-law Amendment application for the above-noted lands (the “Subject Lands”) for the purpose of permitting the development of a “Transport Terminal”.

BACKGROUND

The subject lands have an area of approximately 10.93 ha (27.0 ac), a frontage of approximately 160m (524 ft) on Creamery Road, and a depth of approximately 332 m (1,089 ft). The subject lands are currently vacant (Figure 1). The area of the subject lands proposed to be rezoned has an area of approximately 18,729 m² (1.87 ha), a frontage of 154m (505 ft), and a depth of approximately 123m (403 ft).

Figure 1 – Subject Lands (Outlined in red)



The property is bound by a Canadian Pacific Railway (CPR) corridor to the north, Creamery Road to the east, Dundas Street the south, and a vacant lot zoned for Light Industrial uses to the west. Surrounding land uses include a range of light industrial uses to the north; vacant lands zoned for industrial uses to the west; light industrial to the southwest; agricultural and residential uses to the south; and, a vacant lot planned for industrial uses to the east with residential beyond.

According to The London Plan, the subject lands are within the “Light Industrial” Place Type according to “Map ‘1’–Place Types”; and, are zoned “Light Industrial Zone (h17*LI1)” in City of London Z.1 Zoning By-Law. The LI1 zone permits a wide range of industrial uses, including service and repair establishments; truck sales and service; building or contracting establishments; and warehouses. The proposed Transport Terminal is not permitted within the LI1 zone, and as such, Zoning By-Law Amendment is required.

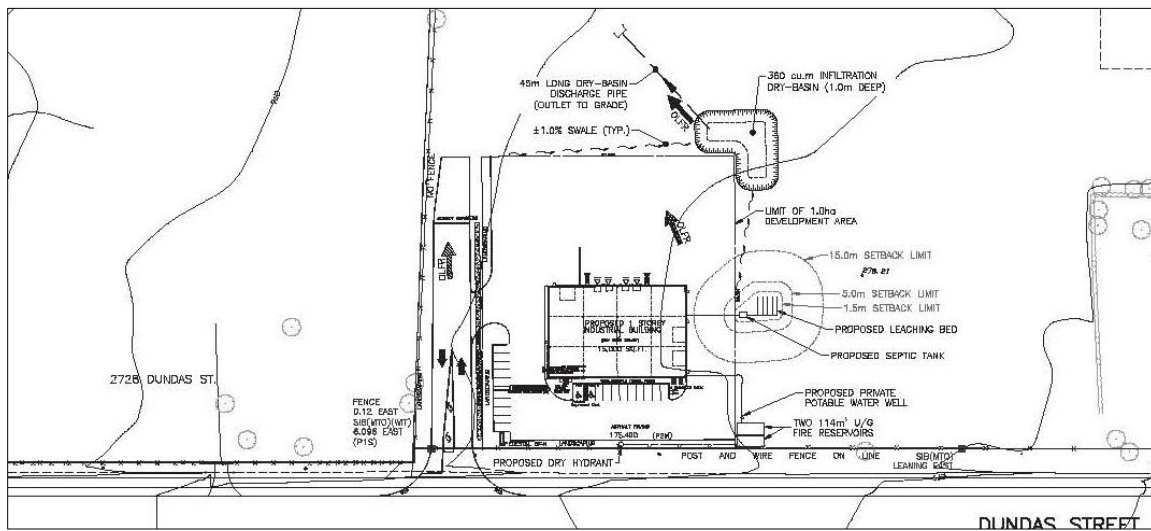
PLANNING HISTORY

In July of 2020, a consent application (B.029-19) proposing to sever the North Aircraft Industries building and lands from the remainder of the subject lands received approval, subject to several conditions. Condition 8 of decision B.029-19 stated that “The applicant shall obtain an Official Plan Amendment to allow for an approved alternative servicing strategy, and that Official Plan Amendment shall be in force and effect prior to the issuance of the consent Certificate(s)”. Upon consultation with City of London staff, Condition 8 of B.029-19 was removed and a new, revised decision was provided on April 18, 2024. The consent application has since been finalized.

PROPOSED DEVELOPMENT

The subject lands are proposed to be developed for a 1-storey Transport Terminal with an area of approximately 1,393m² (15,000 ft²) (Figure 2).

Figure 2 – Concept Plan (excerpt)



The conceptual development plan includes 15,000 ft² industrial building, outdoor storage/parking of trucks and trailers, maneuvering areas, loading docks, pedestrian sidewalks, landscaping, standard vehicular parking spaces and bicycle parking. Surface

treatment is planned to be recycled asphalt. Access to the subject lands is proposed along Dundas Street.

It is not yet determined how many truck movements will occur on the site; however, Creamery Road and Dundas Street are planned to facilitate higher volumes of traffic and transport trucks in particular.

Servicing and storm water management are proposed to be accommodated on site through a septic system, ground water well and an infiltration basin. More details are available in the “Supporting Submission Materials” section of this report, as well as the Servicing Brief prepared by Development Engineering in support of the proposed Zoning By-law Amendment.

Site Information and Context

Site Statistics

Current Land Use	Vacant
Frontage	361.4 m (1,185 ft)
Depth	437.0 m (1,433 ft)
Area	11.9 ha (29.4 ac)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Rail Transportation
East	Vacant Industrial Lands
South	Agricultural
West	Vacant Industrial Lands

Proximity to Nearest Amenities

Major Intersection	Dundas Street / Crumlin Side Road
Dedicated cycling infrastructure	N/A
London Transit stop	N/A
Public open space	Sovereign Woods East / 1,130 m
Commercial area/use	1,030 m West
Food store	Walmart / 4.3 km
Community/recreation amenity	N/A

Planning Information and Request

Current Planning Information

Current Place Type	Light Industrial
Current Special Policies	N/A
Current Zoning	Light Industrial 1, h-17

Requested Designation and Zone

Requested Place Type	Light Industrial (No Change Requested)
Requested Special Policies	N/A
Requested Zoning	h-17, LI1 & LI6

Requested Special Provisions

Regulation (Zone)	Proposed
Refer to Zoning Referral Form	Permit a Transport Terminal on the subject lands

Development Proposal Summary**Development Overview**

The proposed Zoning By-law Amendment application is to permit a Transport Terminal on a portion of the subject lands.

Proposal Statistics

Land use	Light Industrial
Form	Transport Terminal
Height	1 storey
Residential units	N/A
Density	N/A
Gross floor area	1,393 m ²
Building coverage	1.2%
Landscape open space	-
Functional amenity space	N/A
New use being added to the local community	No

Mobility

Parking spaces	21 surface parking spaces
Vehicle parking ratio	1.5 spaces per 100m ² of GFA
New electric vehicles charging stations	0
Secured bike parking spaces	0
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	No
Connection from the site to a public sidewalk	No
Connection from the site to a multi-use path	No

Environment

Tree removals	Unknown
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	NA

Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	Unknown

PROPOSED PLANNING APPLICATIONS

Zoning By-law Amendment

A Zoning By-Law Amendment is proposed to add the LI6 Zone to the existing LI1 zone on the southwest corner of the subject lands. The LI6 zone permits any use permitted in the LI1 Zone variation; dry cleaning and laundry plants; food, tobacco and beverage processing industries excluding meat packaging; leather and fur processing excluding tanning; repair and rental establishments; service and repair establishments; service trades; textile processing industries; any use permitted in the LI2 Zone variation; building or contracting establishments; storage depots; terminal centres; and transport terminals. No special regulations are proposed at this time.

PLANNING ANALYSIS

Provincial Planning Statement 2024 (PPS):

To ensure the proposed Zoning By-law Amendment is consistent with the updated policies of the PPS 2024, relevant policies will be responded to with discussion on how the proposed application is consistent with stated policies below.

Provincial Planning Statement (2024) Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p>2.3.1 General Policies for Settlement Areas</p> <p>1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p> <p>2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; and, c) are freight-supportive. 	<p>The subject lands are located within a Settlement Area, where the focus of growth and development is directed.</p> <p>The proposal will efficiently use transportation infrastructure including Dundas Street, Veterans Memorial Parkway and Highway 401. The proposal is also freight-supportive as Transport Terminals are a necessary component in the movement and transfer of goods and provide central and intermediate storage locations for freight. The proposed use also benefits from its location adjacent to the airport.</p>
<p>2.8.1 Supporting a Modern Economy</p> <p>1. Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> 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 	<p>The proposed Zoning By-law Amendment is in alignment with the employment policies of the PPS as the request for additional permitted industrial uses will allow for the subject lands to be developed for a greater mix/range of employment opportunities to the City of London.</p> <p>The addition of new industrial uses on site will help to diversify the industrial economic/land base in the City of London.</p>

<p>range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</p>	<p>The proposed use of a Transport Terminal on lands designated for industrial uses will continue to diversify the economic base along Dundas Street to support a wide range of economic activities and help meet long-term needs; and, facilitates conditions for economic investment and removes barriers to said investment by promptly permitting a compatible, dry-use.</p>
<p style="text-align: center;"><u>2.8.2 Employment Areas</u></p> <p>2. Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.</p> <p>3. Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:</p> <p style="padding-left: 40px;">a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;</p>	<p>The proposed Transport Terminal is considered a major goods movement facility as defined by the PPS and is located close to major goods movement corridors, facilities and infrastructure (Highway 401, Veterans Memorial Parkway, The London International Airport and C.P. Rail); and, is therefore a suitable/viable location to support such a use.</p>
<p style="text-align: center;"><u>3.6 Sewage, Water and Stormwater</u></p> <p>1. Planning for sewage and water services shall:</p> <p style="padding-left: 40px;">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;</p> <p style="padding-left: 40px;">b) ensure that these services are provided in a manner that:</p> <p style="padding-left: 80px;">1. can be sustained by the water resources upon which such services rely;</p> <p style="padding-left: 80px;">2. is feasible and financially viable over their life cycle;</p> <p style="padding-left: 80px;">3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</p> <p style="padding-left: 80px;">4. aligns with comprehensive municipal planning for these services, where applicable.</p>	<p>As municipal sewage and water services are currently not available nor feasible for the subject lands, the temporary private servicing solution remains the feasible and financially viable option to service the subject lands on a temporary basis until municipal services are made available.</p> <p>The servicing brief detailing the proposed temporary private servicing solution prepared by DevEng outlines how the proposed development can be sustained via a groundwater well, accounts for the impacts of a changing climate with the stormwater management system calculations considering 100-year storm events, and protects human health and safety, and the natural environment. Additionally, the proposed temporary private servicing solution is a feasible and financially viable servicing solution until municipal servicing is made available, and will allow efficient use of the subject lands.</p>
<p style="text-align: center;"><u>3.6 Sewage, Water and Stormwater</u></p> <p>4. Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.</p>	<p>As previously mentioned, municipal servicing for the subject lands is not currently scheduled as a project under the Growth Management Implementation Strategy (GMIS), therefore, temporary private water and sewage services remain the most viable option to service the subject lands in the interim. The site conditions are suitable for the proposed temporary services, and there are</p>

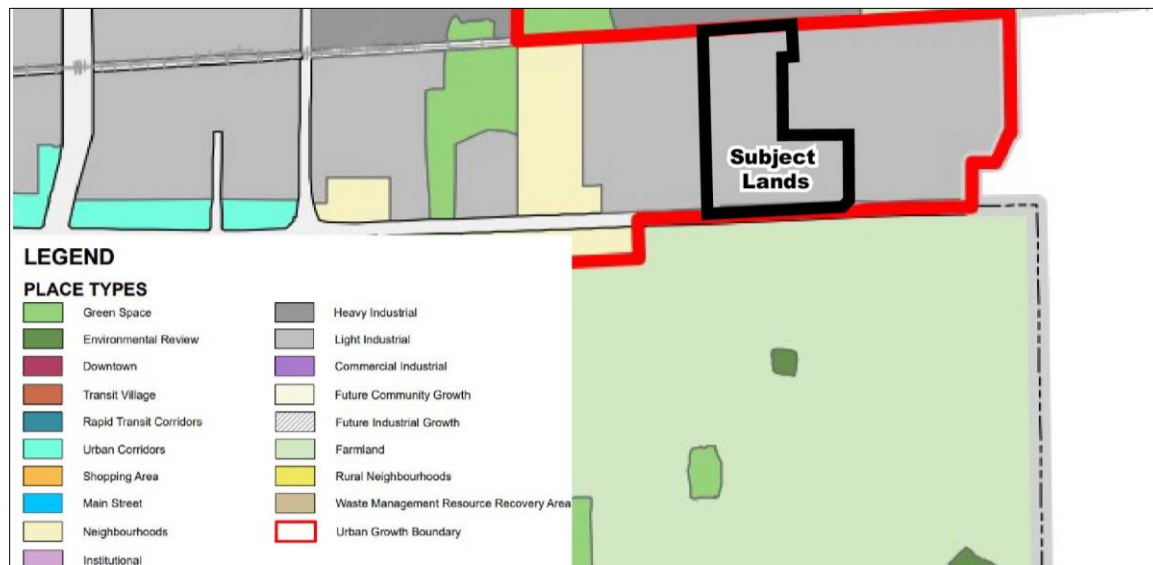
	no negative impacts anticipated on surrounding lands.
<p>3.6 Sewage, Water and Stormwater</p> <p>8. Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, 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; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and; g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale. 	<p>There are no municipal storm sewers adjacent to the subject lands. To accommodate the stormwater management requirements, an infiltration dry basin is recommended. This would allow for above-ground attenuation of stormwater using a restricted outflow while simultaneously encouraging infiltration of runoff back into the groundwater system.</p> <p>A pea gravel diaphragm strip between the conveyance swales and the edge of the asphalt should be included to pre-treat runoff. The fine pea gravel acts as a filter to remove larger particles and trash. This pre-treatment measure, combined with the polishing effect of the grassed swales, should increase the longevity and function of the infiltration component of the dry-basin, as well as provide quality control for discharge from the dry-basin.</p> <p>Stormwater quantity control is provided for all storm events up to and including the 100-year return period, therefore, it is expected that no further permanent erosion control measures will be required. Temporary erosion and sediment controls will still be implemented during construction.</p>

Given the above, the proposed development and associated amendment is consistent with the 2024 Provincial Planning Statement.

The London Plan (Official Plan):

The subject lands are within the Light Industrial Place Type as identified in Figure 2 on Map-1 of The London Plan.

Figure 2 – The London Plan – Place Types Map



The London Plan (Official Plan) - Place Type Policies	
Policy	Response
<p>Section 1.1.1.3 How Will We Realize Our Vision – Light Industrial Place Type</p> <p>3. Promote a broad industrial land base in the City of London through the provision of a wide choice of locations, lot sizes, services, and street and rail access in order to accommodate a wide range of target industrial sectors and industrial uses.</p> <p>4. Extend services in a logical fashion to maximize opportunities while growing in an efficient and cost-effective way.</p> <p>8. Capitalize upon our proximity to the 401 and 402 highway corridors by providing opportunities for highway frontage and sites that are highly accessible to these highways.</p>	<p>As the proposed use is located near a major transportation corridor (Veterans Memorial Parkway) with convenient access to the 401 and 402, and is located in an area without water and sanitary services, a Transport Terminal is a logical, dry-use that will make efficient use of available industrial lands and highway to support employment opportunities in London until services are extended to this area.</p> <p>The subject lands are one of a limited number of sites in London that can reasonably support a Transport Terminal with convenient access to the transportation corridors noted above, in addition to the abutting rail line and adjacent airport. Therefore, a Transport Terminal supports The London Plan’s vision for the “Industrial” Place Types, as a high demand use. The proposed use will be able to take advantage and make use of lands in an area where it is unknown when servicing will become available, as servicing will make a wider range of development opportunities feasible in the future.</p>
<p>Permitted Uses In Light Industrial Place Type</p> <p>1115_ The following uses may be permitted in the Light Industrial Place Type:</p> <p>1. A broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates and vibration, may be permitted.</p>	<p>The proposed use fits within the range of uses contemplated within the “Light Industrial” Place Type, as Transport Terminals are unlikely to impose significant impacts in regards to noise, odour, particulates and vibration on surrounding land uses. The movement of transport trucks is an intrinsic part of most industrial areas.</p>

Evaluation Criteria For Planning Applications

All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed (Policy 882). The following criteria will be used to evaluate all planning and development applications:

Evaluation Criteria for Planning and Development Applications	
Policy	Response
1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	As demonstrated in this report, the proposed Zoning By-Law Amendment is consistent with the intent and policies of the Provincial Planning Statement.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan	The proposed Zoning By-Law Amendment conforms with a variety of key directions within the “Our Strategy” chapter of The London Plan and is generally consistent with the growth framework outlined in the “Our City” chapter in The London Plan. As no environmental features are identified on

	the subject lands, the “ <i>Environment</i> ” chapters of The London Plan are not reviewed as part of this report.
3. Conformity with the policies of the place type in which they are located.	As demonstrated in this report, the proposed Zoning By-Law Amendment conforms to the policies of the “ <i>Light Industrial</i> ” Place Type.
4. Consideration of applicable guideline documents that apply to the subject lands.	Consideration of the applicable guideline documents has been noted above.
5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The subject lands are not located near existing municipal services. A private servicing report was requested by Staff as part of a complete application as is detailed in the subsequent section of this report.
<p>6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:</p> <ul style="list-style-type: none"> a. Traffic and access management. b. Noise. c. Parking on streets or adjacent properties. d. Emissions generated by the use such as odour, dust, or other airborne emissions. e. Lighting. f. Garbage generated by the use. g. Privacy. h. Shadowing. i. Visual impact. j. Policy Deleted. k. Trees and canopy cover. l. Cultural heritage resources. m. Natural heritage features and areas. n. Natural resources. o. Other relevant matters related to use and built form 	<p>a. Traffic and access management Response: The proposal is expected to slightly increase traffic in the area; however, this slight increase is not expected to have any significant impact on the surrounding lands, as the existing truck routes to the proposed Transport Terminal already facilitate high traffic volumes. Access to the subject lands is proposed via Dundas Street. Furthermore, a traffic report has not been requested by the City.</p> <p>b. Noise Response: No additional noise, beyond the noise other permitted uses could generate, is expected from the Transport Terminal. The proposed Transport Terminal, primarily involving the movement and parking of transport trucks, will generate considerably less noise than other permitted industrial land uses in the area impacting adjacent properties, such as The London International Airport, the C.P. railway main line, and manufacturing industries (North Aircraft Industries and Haymach Canada). Therefore, nearby land uses are generally acclimated to various heavier industrial impacts, and the addition of a Transport Terminal will not create any unique or undue auditory impacts on nearby lands. A Noise and Vibration Study was identified as a part of the complete application requirements; however, City Staff have confirmed the study can be provided at the time of Site Plan Approval.</p> <p>c. Parking on streets or adjacent properties Response: No parking impacts are anticipated on adjacent properties as the proposed development will provide adequate parking. No street parking is available along Dundas Street or Creamery Road and other streets are too remote to attract off-site parking.</p> <p>d. Emissions generated by the use such as odour, dust, or other airborne emissions Response: As the proposed use will involve the movement and parking of transport trucks and trailers, some emissions from trucks can be expected. The volume of emissions generated from the proposed Transport Terminal will be minimal</p>

	<p>compared to that of emissions generated by other land uses in the area. As mentioned above, The London International Airport is located just north of the subject lands and generates considerable emissions in the area. Notably, the subject lands are located next to two, 24-hour designated truck routes. The area currently experiences the emissions from the major transportation corridor present in the area (Dundas Street).</p> <p>e. Lighting Response: A Photometric Plan was not requested by Staff as part of a complete application. Further details will be provided through Site Plan Approval.</p> <p>f. Garbage generated by the use Response: Refuse collection is proposed to be handled on-site. Further details will be provided through Site Plan Approval.</p> <p>g. Privacy Response: No significant or undue impacts to the privacy of abutting and adjacent lands are anticipated.</p> <p>h. Shadowing Response: A Shadow Study was not requested by Staff as part of a complete application. As such, the City of London does not anticipate any shadowing concerns as it relates to the proposed Zoning By-Law Amendment. The height and positioning of the proposed building is generally consistent with existing industrial development in the area. Minimal shadowing will be present on abutting lands to the east and west, consistent with this type of development.</p> <p>i. Visual impact Response: As the proposed use will involve the parking and maneuvering of transport trucks, some visual impacts are to be expected. Visual buffers, such as fencing or landscaping may be implemented to mitigate these impacts. We note that a Transport Terminal may not be the intended long-term use for these lands, as it is unknown when servicing will become available so as to feasibly allow a wider range of development opportunities on the subject lands.</p> <p>j. Trees and canopy cover. Response: The subject lands currently contain some existing trees and overgrown vegetation. The proposed development will incorporate landscaping elements and trees where feasible. A Tree Preservation Plan (TPP) was identified as a part of the complete application requirements; however, City Staff have confirmed the TPP can be provided at the time of Site Plan Approval.</p> <p>k. Cultural heritage resources. Response: A Stage 1-2 Archaeological Assessment was requested by Staff as part of a complete application. No archaeological resources were found on site.</p>
--	--

	<p>A Heritage Impact Assessment (HIA) was conducted for the listed heritage property located at 2907 Dundas Street. According to the HIA, the proposed development at 1425 Creamery Road will have little to no impacts related to vibration effects to the adjacent identified cultural heritage resources at 2907 Dundas Street. As the subject lands are proposed to be redeveloped for a “Transport Terminal” consisting of an industrial building with the parking, loading and storage of trucks and trailers, it has been identified that monitoring for possible construction/demolition impacts such as vibrations would occur during the construction phase of the proposed development will not be required</p> <p style="padding-left: 40px;">l. Natural heritage features and areas.</p> <p style="padding-left: 40px;">m. Natural resources.</p> <p>Response: Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation, including, but not limited to, Unevaluated Vegetation Patch and potential Unevaluated Wetlands. The initial concept plan for this site showed a much more fulsome development encompassing almost the entirety of the parcel. As the proposed development concept has been scaled back significantly and is now limited to a small, southern portion of the site with a significant setback from the potential feature as per the attached plan, no impacts to the potential features are anticipated.</p>
<p>7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:</p> <ul style="list-style-type: none"> a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. c. Neighbourhood character. d. Streetscape character. e. Street wall. f. Height. g. Density. h. Massing. i. Scale. j. Placement of building. k. Setback and step-back. l. Relationship to adjacent buildings. m. Proposed architectural attributes 	<ul style="list-style-type: none"> a. Policy goals and objectives for the place type. b. Policy goals and objectives expressed in the City Design chapter of this Plan. <p>Response: The Zoning By-Law Amendment application has been demonstrated to conform with the applicable policies of The London Plan. The proposed Zoning By-Law Amendment is appropriate for the subject lands and compatible with the existing range of uses in the surrounding area.</p> <ul style="list-style-type: none"> c. Neighbourhood character <p>Response: The subject lands are an appropriate location for a Transport Terminal by virtue of the property’s location near major goods movement corridors, facilities and infrastructure (Highway 401, Veterans Memorial Parkway, The London International Airport and C.P. Rail); and, is therefore a suitable/viable location to support such a use. The proposed Transport Terminal may form a symbiotic relationship with other industries in the area such as the London International Airport or the abutting Canadian Pacific rail line. As the proposed use is similar in nature to the existing surrounding land uses, the established character of the area will be generally maintained, and the proposed use will have a positive impact on surrounding lands.</p> <ul style="list-style-type: none"> d. Streetscape character.

<p>such as windows, doors, and rooflines.</p> <p>n. Materials.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p>p. Landscaping and trees.</p> <p>q. Coordination of access points and connections.</p>	<p>Response: An industrial use is proposed, therefore, the subject lands will maintain streetscape compatibly with surrounding industrial uses, while increasing the range and mix of employment opportunities in the area. Additionally, the proposed developments site design and built form will positively contribute to the overall character of the streetscape.</p> <p>e. Street wall.</p> <p>f. Height.</p> <p>g. Density.</p> <p>Response: Industrial uses of varying scale are common in the surrounding context of the subject lands. The subject lands are well-suited to support the proposed Transport Terminal by virtue of abutting industrial land uses/land zoned for industrial uses and adequate setbacks from nearby residential uses. The proposed Transport Terminal will aid in establishing a street wall along this section of Dundas Street, given the withdrawn presence of most industrial facilities/uses in this area.</p> <p>h. Massing.</p> <p>i. Scale.</p> <p>j. Placement of building.</p> <p>Response: As the proposed building is oriented perpendicular to Dundas Street, the building is consistent with the positioning other existing development along Dundas Street. The scale of proposed Transport Terminal is modest and compatible with existing industrial uses and facilities in the area. Massing of the building will be determined/refined through the Site Plan Approval process.</p> <p>k. Setback and step-back.</p> <p>l. Relationship to adjacent buildings.</p> <p>Response: Setbacks and berms adjacent to railway corridors are typically only required for residential areas, according to Guidelines for New Development in Proximity to Railway Operations. As the proposed industrial building is sited more than 300m from the railway, railway setbacks are not required for the proposed Transport Terminal. Appropriate setbacks for residential uses are discussed in the D-6 Guidelines section of this report.</p> <p>m. Proposed architectural attributes such as windows, doors, and rooflines.</p> <p>Response: The architectural style of the proposed building will be refined through the Site Plan Approval process.</p> <p>n. Materials.</p> <p>Response: Materials of the proposed building will be refined through the Site Plan Approval process.</p> <p>o. Relationship to cultural heritage resources on the site and adjacent to it.</p> <p>p. Landscaping and trees.</p> <p>Response: The subject lands are located near a property listed in the City's heritage registry. A</p>
--	---

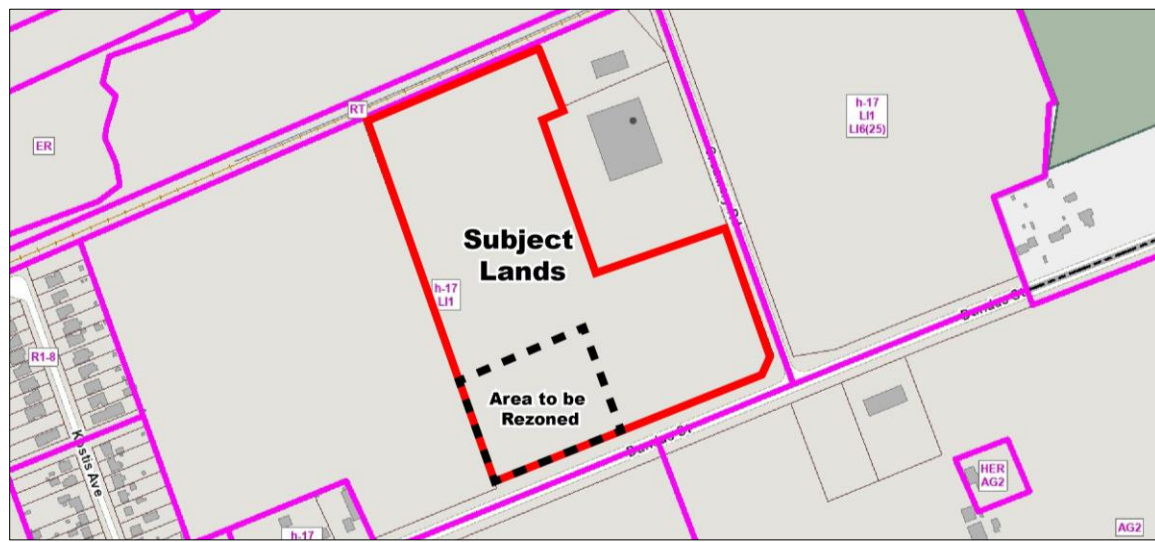
	<p>scoped heritage assessment has been undertaken and the proposed Transport Terminal will have little to no impacts related to the adjacent identified cultural heritage resources at 2907 Dundas Street.</p> <p>q. Coordination of access points and connections.</p> <p>Response: The subject lands are served by a Civic Boulevard (Dundas Street) which will provide direct, full-turns access to the subject lands via a private driveway..</p>
--	---

Given the above, the proposed development and associated amendments are consistent with The London Plan.

THE CITY OF LONDON ZONING BY-LAW

The subject lands are zoned “Light Industrial Zone (LI1*h-17)” in City of London Z.1 Zoning By-Law (see Figure 3).

Figure 3 – City of London Zoning By-law No. Z1



The h-17 symbol is a holding zone to ensure orderly development of the lands and the adequate provision of municipal sanitary sewer and water services are available to service the site. Dry uses on individual sanitary facilities are permitted. As the proposed development meets the criteria to be considered a “dry-use”, a servicing brief outlining the proposed private servicing solution is enclosed.

The proposed Transport terminal is not a listed permitted use within the LI1 zone and therefore requires a Zoning By-Law Amendment. It is proposed that the subject lands be re-zoned to add the "Light Industrial 6 (LI6)" zone to the existing “Light Industrial 1 (LI1)” zoning. The LI6 Zone permits a wide range of industrial uses and are listed as follows:

-
- Any use permitted in the LI1 Zone variation;
 - Dry cleaning and laundry plants;
 - Food, tobacco and beverage processing industries excluding meat packaging;
 - Leather and fur processing excluding tanning;
 - Repair and rental establishments;
 - Service and repair establishments;
 - Service trades;
 - Textile processing industries.
 - Any use permitted in the LI2 Zone variation;
 - Building or contracting establishments;
 - Storage depots;
 - Terminal centres;
 - Transport terminals.

The addition of the LI6 Zone permit will permit a wider range of use than the LI1 Zone currently permits. Some additional uses permitted by the LI6 Zone could be considered more intensive and impactful than uses permitted by the LI1 Zone; however, a Transport Terminal does not involve any processing or manufacturing, therefore, the proposed use may have significantly less impact than an industrial use typically classified within the Class 2 definition A D-6 Analysis was undertaken to address the potential impacts to surrounding land uses. Details are provided in the subsequent section of this report.

As discussed in The London Plan analysis sections of this report, the proposed Transport Terminal fulfills the planned function of the subject lands within the “Light Industrial” Place Type. Specifically, The London Plan intends for a broad range of industrial related uses to be implemented in these areas. Therefore, the proposed use is considered appropriate and desirable.

SUPPORTING SUBMISSION MATERIALS

This planning justification report relies, in part, on the supporting submission materials as outlined below. The supporting submission materials were prepared in accordance with the submission requirements identified in the January 10, 2023, Record of Pre-Application Consultation.

Servicing Brief

The Servicing Brief (January 2024) completed by DevEng provides an overview of a proposed private servicing solution, including the following:

Septic System

- A Class 4 Sewage System in accordance with Part 8 of the Ontario Building Code is being proposed to provide a sanitary sewer outlet for the proposed building within the development area since municipal servicing is not available.
- The septic tank and leaching bed are shown schematically on the Private Servicing Layout Plan; however, both the size and location of each will have to be confirmed during detailed design.

Private Groundwater Well

- Since a municipal watermain is not currently available for the severed parcel to utilize, a new private groundwater water well will be required.
- The existing manufacturing facility within the lands to be retained is serviced from a groundwater well which indicates that the hydrogeological setting is conducive to their use.
- The subject site is not located within a Significant Groundwater Recharge Area, a Highly Vulnerable Aquifer, Intake Protection Zone, or Wellhead Protection Area. Based on this information, it is our opinion that the subject lands could feasibly be serviced to meet the potable water demands by utilizing a groundwater well.

Storm Water Management (SWM) Strategy

- An infiltration dry basin is recommended to accommodate the SWM requirements of the Crumlin Subwatershed Drain Tributary and Catchment Area Factsheet.
- A dry infiltration basin would allow for above-ground attenuation of stormwater using a restricted outflow while simultaneously encouraging infiltration of runoff back into the groundwater system.
- Since the subject site has no underground storm sewer to which the dry-basin's controlled outflow pipe could be connected, it must discharge to grade. Given the relatively flat topography adjacent to the development area, the dry-basin must remain shallow.
- During the detailed design phase, a qualified geotechnical engineer should confirm the proposed infiltration dry-basin has adequate separation from the proposed septic leaching bed such that the groundwater mounding plume from the stormwater infiltration does not adversely affect the percolation time of the leaching bed tiles.

Stage 1 & 2 Archaeological Assessment

The Archaeological Assessment (March 2022) completed by Lincoln Environmental Consulting Corp. includes the following:

- Stage 1; that determined the study area exhibits high potential for the identification and recovery of archaeological resources, and recommended a Stage 2 Assessment be conducted; and
- Stage 2; no archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.

Heritage Impact Assessment (HIA)

The subject lands are located near a property listed in the City's heritage registry. A scoped heritage assessment has been undertaken and the proposed Transport Terminal will have little to no impacts related to the adjacent identified cultural heritage resources at 2907 Dundas Street.

D-6 Analysis

The objective of the D6 Compatibility with Industrial Uses guideline is to prevent or minimize the encroachment of sensitive land use upon industrial land use and vice versa,

as these two types of land uses can be incompatible, due to possible adverse effects on sensitive land use created by industrial operations. These guidelines are not regulations but are rather set out with the intent to minimize and impacts.

A D6 Land Use Compatibility Analysis for the subject lands was prepared in order to determine potential impacts and influence areas for the surrounding industrial uses. The full D6 analysis is submitted with the application package.

In order to protect both the function of the industrial use as proposed and mitigate any adverse impacts on the surrounding sensitive land uses, the MOE guidelines provide suggested minimum separation distances for each class of industrial classification:

Class I: potential zone of influence **70m**; minimum suggested setback **20m**

Class II: potential zone of influence **300m**; minimum suggested setback **70m**

Class III: potential zone of influence **1000m**; minimum suggested setback **300m**

Due to the variations in industrial facilities, classifying each industrial facility into one of the three classes above may be difficult and prove to be inaccurate. Each industrial facility may have characteristics that span different classes, such as having outdoor storage (Class II and Class III) but is small scale and only has daytime operations (Class I). Given this information, the proposed Transport Terminal is considered a **Class II** Industrial use based on the scale of the facility.

A Class II facility has a Potential Influence Area of 300m and a Recommended Distance Separation of 70m. Mitigation measures may provide appropriate solutions in place of distance separation. Distance separation alone may not alleviate environmental impacts as per the MOE guidelines as sound dissipation has a non-linear relationship over distance; the rate of volume diminishes with increasing distance. Mitigation measures can include noise walls, vegetation, building orientation, and noise control at source. For the purpose of this study, a 300m analysis area was assessed and all sensitive land uses within 300m were identified. More specifically, lands within the 70m distance separation of the subject lands were identified, based on the minimum suggested setback from Class II facilities.

The proposed development can be described with the following characteristics, of which confirm that the use is consistent with the above-noted definition:

- According to the D-1-6 Industrial Categorization Criteria, a Transport Terminal could be classified as a Class 2 Industrial Facility, as the proposed use has the potential to produce noise; dust; vibration; outside storage; low probability of fugitive emissions (reasonably expected/predictable contaminant occurrences); shift operations; and, frequent movement of heavy trucks, with the majority of movements during daytime hours;
- Potential influence area for Class 2 Industrial Facilities is within 300 metres (4.1.1); and,
- The recommended minimum distance separation to incompatible land uses is 70 metres for Class 2 Industrial Facilities.

Figure 4 – D-6 Analysis Map (excerpt)



A 70m Minimum Distance Separation Distance and 300m Potential Influence Area from the subject lands has been identified on Figure 4. Based on the Industry Practices denoted in this report, it was determined that while a 70m Minimum Distance Separation is standard practice for a Class II industry, this separation distance can be reduced with the incorporation of mitigation measures.

Within the 300m Potential Influence Area of the subject lands, 7 sensitive land uses have been identified, 2 of which are single-detached dwellings on lots zoned with some form of Agricultural or Residential zoning; the respective zones for each lot within 300m of the subject lands has been noted on the enclosed D-6 Analysis chart. Within the 70m Minimum Distance Separation from the subject lands, 2 sensitive land uses out of the 9, have been identified, these uses are highlighted in yellow on the enclosed chart. Notably, the 70m Minimum Distance Separation area does not encompass the existing single detached dwellings present on the Agricultural lots.

The broad definition of a Class 2 facility includes certain impacts not associated the proposed use, as a Transport Terminal does not involve any processing or manufacturing.

Therefore, the proposed use may have significantly less impact than an industrial use typically classified within the Class 2 definition. Notably, the areas identified as sensitive land uses within the 300m area of influence around the subject lands are 7, single-detached, rural-residential dwellings. As previously noted, the residential dwellings in the area are generally accustomed to significant impacts from other land uses, including noise and emissions from the London International Airport, Haymach and North Aircraft Industries manufacturing as well as from Dundas Street and the C.P. Rail Line. Permitting a Transport Terminal use on the subject lands will have negligible additional impacts on surrounding land uses. Additionally, the proposed development concept is limited to approximately 12% of the total site area, thereby reducing potential to impacts to surrounding land uses even further. As such, it is our opinion that the proposed development aligns with the intent of the D6 Guidelines.

CONCLUSIONS

It is concluded that the proposed Zoning By-law Amendment seeking to re-zone a portion of the subject lands to add the LI6 Zone to permit a Transport Terminal is appropriate for the following reasons:

- The proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement, and the policies and intent of The London Plan;
- The servicing brief prepared by DevEng confirms that the proposed temporary private groundwater well and stormwater management system can service the proposed development and appropriately control/accommodate the anticipated runoff from the impermeable areas of the subject lands, without impacts to human health, safety, and the natural environment;
- The proposed Zoning By-law Amendment is compatible with adjacent uses and is a desirable use for the area's planned function of the Light Industrial Place Type, as the lands are located close to a provincial highway and goods movement corridor;
- The landowner agrees to connect to municipal services once they are made available; and,
- The proposed Zoning By-law Amendment to permit a Transport Terminal use represents good planning practice, and there are no unacceptable adverse impacts anticipated for the subject lands or surrounding properties.

SUBMISSION PACKAGE

Please find enclosed copies of the following materials:

- The completed application form, including authorizations;
- Private Servicing Layout/Concept Plan;
- Heritage Impact Assessment;
- D-6 Analysis;
- A Servicing Brief prepared by Development Engineering (DevEng); and,
- The application fee cheque in the amount of \$14,440 made payable to the City of London.

We trust that the enclosed information is satisfactory and we look forward to working with Staff on this file. If you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

ZELINKA PRIAMO LTD.



Aliyah Richards, BEDP
Planner

Cc: Dancor