

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: The Corporation of the City of London
3640 Dingman Drive
File Number: OZ-9771, Ward 12
Public Participation Meeting

Date: November 12, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of The Corporation of the City of London relating to the property located at 3640 Dingman Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 26, 2024, to amend the Official Plan, The London Plan, to change the designation of the subject lands **FROM** a Commercial Industrial Place Type and Environmental Review Place Type **TO** a Green Space Place Type;
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 26, 2024, to amend the Official Plan, the Southwest Area Secondary Plan, to change the designation of the subject lands **FROM** Commercial Industrial **TO** Open Space and Environmental Review;
- (c) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 26, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** an Agricultural (AG2) Zone and Environmental Review (ER) Zone **TO** an Open Space (OS1) Zone and an Open Space (OS5) Zone;
- (d) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Explore opportunities to provide enhanced all season landscape buffers along the eastern property line.

IT BEING NOTED, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendments are consistent with the *Provincial Planning Statement, 2024 (PPS)*, which promotes healthy, active and inclusive communities by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.
- ii) The recommended amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building Policies and Green Space Place Type policies, and will facilitate recreation facilities that play a significant role in creating healthy communities.
- iii) The recommended amendments facilitate a regional sports park to support the City's commitment to provide exceptional recreational opportunities to the residents of London.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan, the Official Plan for the City of London, to redesignate the property from a Commercial Industrial Place Type and Environmental Review to a Green Space Place Type.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone and Environmental Review (ER) Zone to an Open Space (OS1) Zone and Open Space (OS5) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a regional sports park with multiple sports fields.

Staff are recommending approval of the requested Official Plan Amendment and Zoning By-law Amendment to permit a regional sports park. Staff are also recommending an amendment to the Southwest Area Secondary Plan to redesignate the lands from Commercial Industrial to Green Space and Environmental Review.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, Londoners have safe access to public spaces, services, and supports that increase wellbeing and quality of life.
- **Climate Action and Sustainable Growth** by ensuring waterways, wetlands, watersheds, and natural areas are protected and enhanced.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – White Oak Dingman Secondary Plan (O-8844) – March 18, 2018

1.2 Planning History

In 2014, the City of London initiated a review of the land uses within the White Oak-Dingman Area. On March 18, 2018, Staff recommended the White Oak-Dingman Secondary Plan project be deferred until sufficient information is available through Phase 2 of the Dingman Creek Environmental Assessment to delineate a developable land area.

1.3 Property Description and Location

The subject lands are located on the north side of Dingman Drive between White Oak Road and Roxburgh Road, in the Longwoods Planning District. The subject site has a total area of approximately 13.5 hectares, with frontage of 178 metres along Dingman Drive and a depth of approximately 675 metres. The lands are currently used for agricultural uses. The subject lands contain a woodland and wetland on the northern portion of the property and the southerly portion of the site is bisected by a Hydro One Corridor.

The subject lands are within a growing neighbourhood containing a mix of agricultural industrial and future residential uses. To the north are light industrial and agricultural uses fronting Exeter Road. Directly to the east is an industrial recycling business, with the northern portion used for agricultural purposes. The lands to the west and south contain agricultural uses.

Dingman Drive is classified as a Civic Boulevard on Map 3 – Street Classifications of The London Plan. The road segment between White Oak Road and Roxburgh Road has a traffic volume of approximately 6,000 vehicles per day. As part of the Dingman Drive Environmental Assessment project, sidewalks and bike paths were installed on

Dingman Drive between Wellington Road and Highway 401 approximately 700 metres to the east of the subject lands. Additionally, a multi-use pathway runs along the Marr Drain connecting Dingman Drive to Exeter Drive.

Site Statistics:

- Current Land Use: Agricultural
- Frontage: 178 metres (584 feet)
- Depth: 675 metres (2215 feet)
- Area: 13.5 hectares (33.3 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Industrial, Environmental Review and Future Community Growth
- East: Industrial
- South: Agricultural
- West: Agricultural and Future Community Growth

Existing Planning Information:

- The London Plan Place Type: Commercial Industrial & Environmental Review
- Existing Special Policies: Commercial Industrial designation in the Dingman Industrial Neighbourhood (SWAP)
- Existing Zoning: Agricultural (AG2) Zone and Environmental Review (ER) Zone

Additional site information and context is provided in Appendix "C".



Figure 1- Aerial Photo of 3640 Dingman Drive and surrounding lands.



Figure 2 - Streetview of 3640 Dingman Drive (view looking North)

2.0 Discussion and Considerations

2.1 Proposal

The applicant, the Parks and Forestry Department of the City of London, is proposing an Official Plan and Zoning By-law Amendment to permit a regional sports park. This sports park is intended to accommodate multiple sports fields and serve as a neighbourhood park for the surrounding community and the city as a whole. The sports park will generally be programmed by the City of London to service sports associations and tournaments and can include (fully lit) sports fields, parking lots, pathways and washroom facilities.

Parks and Forestry will engage in a public participation process in 2025 to determine the final design and layout of the site.

The proposed development includes the following features:

- Land use: Recreational
 - OS1 Zone: public park, recreational buildings associated with conservation lands and public parks.
 - OS5 Zone: conservation lands, passive recreation uses which include hiking trails and multi-use pathways
- Form: sports field
- Landscape Open Space: to be determined, more than 20%
- Building coverage: to be determined, less than 10%
- Parking spaces: to be determined, approximately 200 spaces
- Bicycle parking spaces: to be determined through public participation process in 2025

Additional information on the development proposal is provided in Appendix “C”.



Figure 3 - Conceptual Site Plan (August 2024)

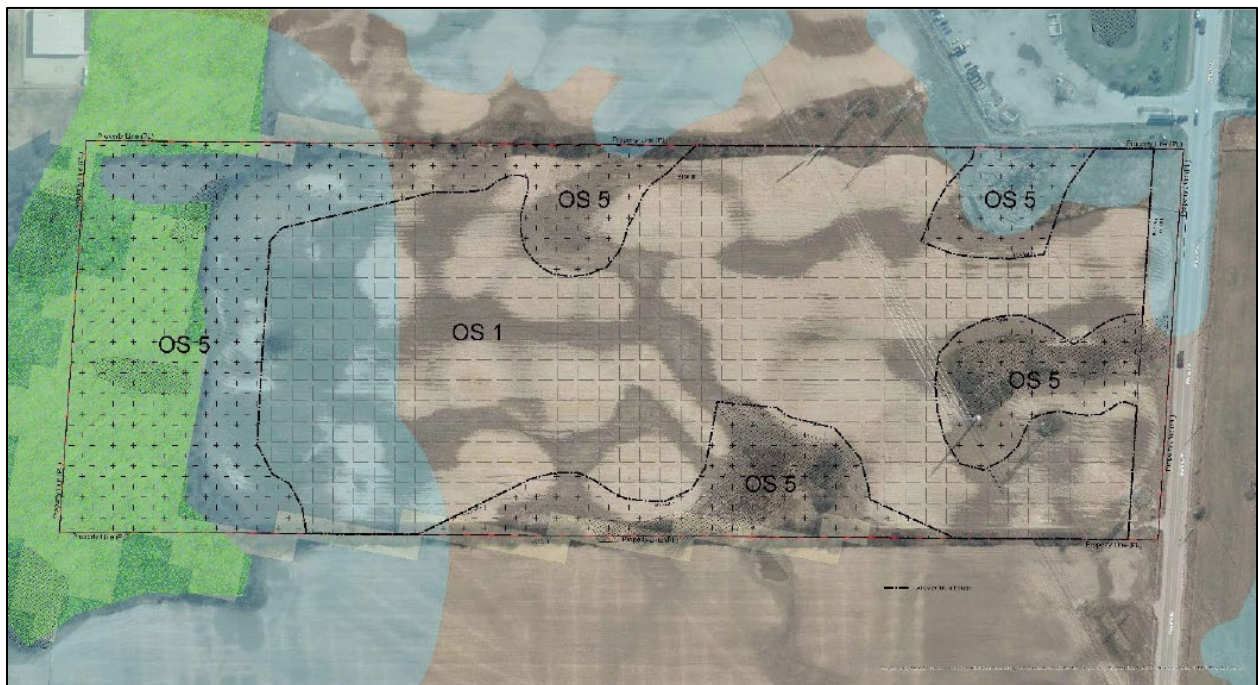


Figure 4 - Proposed Open Space Zone Map (August 2024)

2.2 Requested Amendments

The applicant has requested to redesignate the property from a Commercial Industrial Place Type and Environmental Review Place Type to a Green Space Place Type in The London Plan. The applicant has also requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agriculture (AG2) Zone and Environmental Review (ER) Zone to an Open Space (OS1) Zone and Open Space (OS5) Zone.

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Engineering has no further comments on the above noted application – Approval is recommended.

- The UTRCA has no objections to this Official Plan and Zoning By-law Amendment.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.4 Public Engagement

On August 16, 2024, Notice of Application was sent to 16 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 29, 2024. A “Planning Application” sign was also placed on the site.

There was one response received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Compatibility of recreational use with abutting recycling facility.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Planning Statement (PPS), 2024 provides policy direction on matters of provincial interest related to land use planning and development. The PPS is issued under the authority of Section 3 of the *Planning Act* and came into effect on October 20, 2024.

Section 1 of the PPS prioritizes investments in infrastructure and public service facilities to support convenient access to housing, quality employment, services and recreation for all Ontarians. The PPS directs planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, recreation, parks and open space and other uses to meet long-term needs (PPS, 2.1.6.a).

Further, the PPS promotes healthy, active and inclusive communities by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages, and, where practical, water-based resources (PPS, 3.9.1.b).

With regard to natural heritage, the PPS requires that natural features and areas shall be protected for the long term. This includes the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognized linkages between and among natural heritage features and areas, surface water features and ground water features (PPS, 4.1.1 & 4.1.2)

The proposed development meets the intent of the Provincial Policy Statement, 2024, by introducing public service facilities and recreation, parks and open space to promote healthy, active and inclusive communities while protecting natural heritage for the long term.

The London Plan, 2016

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

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.

4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

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

Southwest Area Secondary Plan

The *Southwest Area Secondary Plan* (SWAP) has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning By-law amendment is consistent with it. The subject lands are designated Commercial Industrial pursuant to Schedule 15 (Dingman Industrial Neighbourhood Land Use Designation) of the SWAP. Staff are recommending the lands be redesignated from Commercial Industrial to Open Space and Environmental Review.

3.0 Financial Impact/Considerations

There are no direct municipal expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed recreational use is supported by the policies of the *PPS* to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, recreation, parks and open space and other uses to meet long-term needs (*PPS*, 2.1.6.a). The proposed regional sports park use also aligns with the vision of the Green Space Place Type in The London Plan by providing for green space in all parts of the city to allow for a balanced distribution of locations for both active and passive recreational pursuits (TLP, 761_4). The proposed regional sports park aligns with Key Direction #3 – Celebrate and Support London as a culturally rich, creative, and diverse city, by providing for public facilities, programs and spaces that foster inclusiveness and appeal to a diverse population within our neighbourhoods (TLP, 57_6). Further, the proposal also aligns with Key Direction #4 – Become one of the greenest cities in Canada, by continually expanding, improving, and connecting our parks resources (TLP, 58_10), and Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone, by distributing educational, health, social, cultural, and recreational facilities and services throughout the city so that all neighbourhoods are well-served, and by integrating well-designed public spaces and recreational facilities into all of our neighbourhoods (TLP, 61_8, 9, 10).

The proposed Green Space Place Type supports a broad array of recreational amenities across the city, including Sports Parks (TLP, 411_). Sports Parks are designed to accommodate multiple high-end sports fields and service larger areas in the city. These parks are generally programmed to service sports associations and tournaments, Sports fields in this park category are often irrigated and fully lit, contain lit parking lots, streets and pathways, as well as washroom and change room facilities. A Sports Park may serve as the neighbourhood park for the local community and provide neighbourhood amenities as well (TLP, 414_). Permitted uses in the Green Space Place Type include district, city-wide, and regional parks, as well as recreational and community facilities (TLP, 762_3 & 4).

Southwest Area Secondary Plan

The subject lands are designated Commercial Industrial in the SWAP. Permitted uses in the Commercial Industrial designation in the Dingman Industrial Neighbourhood include commercial uses as well as commercial recreation that may be permitted where appropriate (20.5.13.3.ii.b). It should be noted that lands designated Commercial Industrial do not constitute employment areas for the purpose of the *PPS*, and are not included in the City's inventory of industrial lands (20.5.13.3.i). The proposed regional

sports park is a contemplated use in the proposed Open Space and Environmental Review designation in the Dingman Industrial Neighbourhood of SWAP.

Sensitive Land Use

The Ministry of Environment, Conservation and Parks (MECP) provides for a *D-6 Compatibility between Industrial Facilities Guideline* to prevent or minimize the encroachment of sensitive land use upon industrial land uses. In this instance, the abutting property to the east is in the Light Industrial Place Type, designated Industrial in SWAP and is zoned General Industrial Special Provision (GI1(5)) Zone and Heavy Industrial Special Provision (HI4(2)) Zone to facilitate the existing construction and demolition recycling facility.

As set out in Section 1.2.1 of the *D-6 Compatibility Guidelines*, a Municipality can interpret whether a recreational use is deemed a sensitive land use. In previous correspondence regarding the Optimist Soccer dome in 2009, the Ministry confirmed that the City of London has the authority to deem recreational uses as a sensitive or non-sensitive land use, and noted that generally the Ministry does not consider these uses as sensitive. Additionally, Section 1.2.4 of the *D-6 Compatibility Guidelines* provides that the guideline does not apply to certain facilities or land uses, including transfer stations and other waste management facilities or waste processing facilities that require a Waste Certificate of Approval. Based on the above, there is precedent from MECP that the City of London has the authority to deem recreational uses as non-sensitive uses, as any potential user of the sports park would be temporary and can leave at any time. This is consistent with existing City parks that are located adjacent to industrial uses, such as Silverwoods Park at 50 Sycamore Street and the CNRA Park at 325 Egerton Street. As such, the proposed regional sports park is not deemed a sensitive land use and the *D-6 Compatibility Guideline* does not apply to the recycling facility located at 3544 Dingman Drive.

Based on the above, the proposed Sports Park is supported by the PPS, is a permitted use in the proposed Green Space Place Type and is contemplated use in the proposed Open Space and Environmental Review designation in the Dingman Industrial Neighbourhood of SWAP

4.2 Intensity

The proposed regional sports park may include (fully lit) sports fields, parking lots, pathways and washroom facilities. Parks and Forestry will engage in a public participation process in 2025 to determine the final layout of uses on the site.

The proposed intensity is consistent with the policies of the PPS that encourage healthy, active and inclusive communities by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails, and linkages, and, where practical, water-based resources (PPS, 3.9.1.b), and protection of natural features for the long term (PPS, 4.1.1). Further, the intensity is in conformity with the proposed Green Space Place Type by providing for green space areas to allow for a balanced distribution of locations for both active and passive recreational pursuits (TLP, 761_4). Finally, the proposed Sports Park meets the intent of SWAP to develop a sustainable community including the provision of sports fields, playgrounds and other active recreational amenities, pathways, trails, and gathering and resting places (SWAP, 20.5.3.4).

4.3 Form

Although the final layout of the Sports Park will be determined through a public participation process, the proposed form is consistent with the PPS and City Building policies of The London Plan. The siting of buildings and layout of the site will help to establish the character and sense of place of the surrounding area and will ensure access, visibility, safety and connectivity through wide exposure to the public street (TLP, 244_ & 247_).

In addition to the City Design Policies of The London Plan, key considerations for the design of City parks and recreational amenities include (TLP, 422_):

1. Parks and open space will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and rear-lot development onto parks shall be discouraged.
2. Commercial buildings or prominent buildings adjacent to parks and public spaces should be designed to activate and create a positive interaction with the space.
3. Street layouts will be designed to allow for easy, safe, and attractive pedestrian access from all parts of a neighbourhood to each park space.
4. Municipal walkways shall not replace streets as the means to provide the required neighbourhood access to park sites.
5. Parks and public spaces will be designed to accommodate the City of London *Facility Accessibility Design Standards* and to adhere to the *Accessibility for Ontarians with Disabilities Act*.
6. Parking facilities will be designed to minimize their impact on the character of the public space. Where possible on-street parking will be used to accommodate a public space's parking requirements.
7. Detailed design standards and specifications may be developed and/or updated to provide direction and consistency within the subdivision development process.

Finally, policy 3.4 of SWAP provides that the Parks and Recreation Chapter of The London Plan contain the policies for parkland and recreational services within the Southwest Area Secondary Plan boundaries (SWAP, 3.4). As such, the proposed form meets the intent of the PPS, complies with the City Building and Parks and Recreation policies of the London Plan, and are contemplated in the Community Parkland and Trail Network policies of SWAP.

4.4 Natural Heritage

Parsons Corporation was retained by the City of London to complete a Subject Lands Status Report (SLSR) in support of the White Oak-Dingman Secondary Plan. The SLSR assessed existing natural heritage conditions on site and found a significant woodland on the rear-portion of the site, three evaluated wetlands, a non-significant amphibian breeding habitat and a crayfish habitat. The maximum required buffers of 30 metres are provided to the significant woodland, and 15 metres buffers to the evaluated non-significant wetlands and crayfish habitat. These buffers are consistent with the City of London Environmental Management Guidelines to ensure protection of natural heritage features and their functions, and are shown in Figure 5 below.

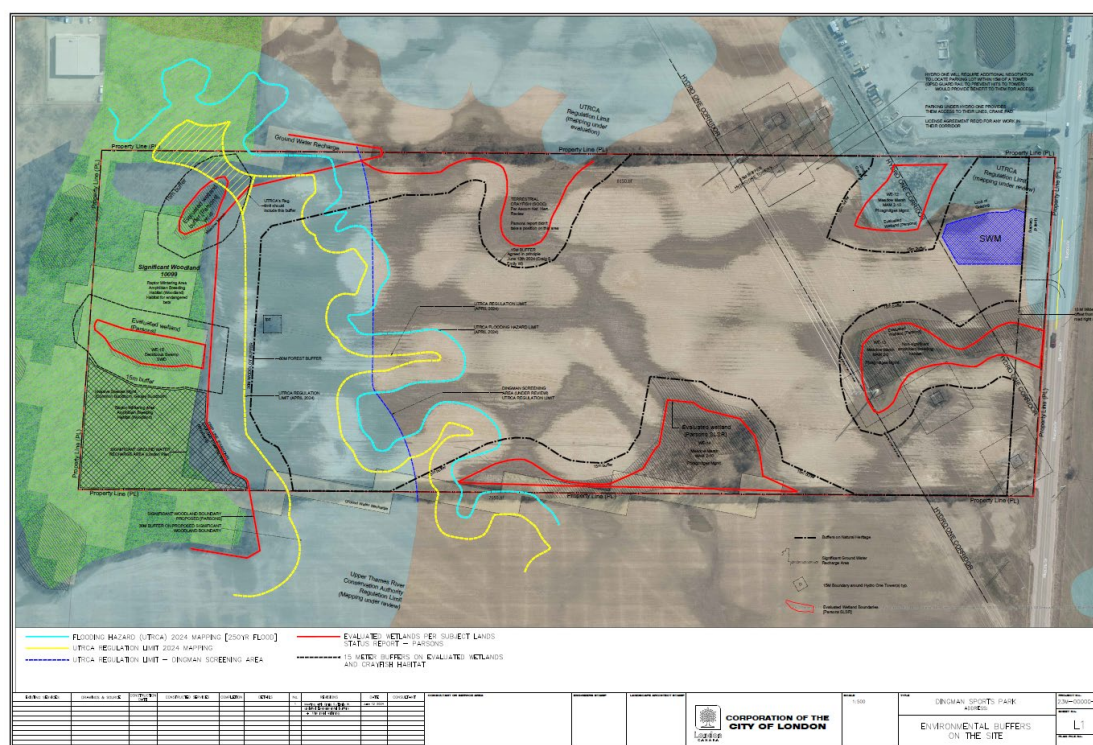


Figure 5 – Environmental Buffers 3640 Dingman Drive

The full extent of natural features and buffers are proposed to be rezoned to an Open Space (OS5) Zone to protect the natural heritage features. The OS5 Zone is the most restrictive Open Space zone and is applied to lands which have physical or environmental constraints. The remainder of the subject site outside of the natural features and associated buffers is proposed to be rezoned Open Space (OS1) Zone. The proposed OS1 Zone will allow for a range of public park and recreational uses to facilitate the proposed regional sports park.

Finally, the subject lands are regulated by the UTRCA due to the presence of riverine flooding and erosion hazards associated with Dingman Creek as well as the area of interference surrounding the wetlands. The Dingman Creek Subwatershed is subject to an ongoing Environmental Assessment to review stormwater servicing as well as delineating the floodplain. The UTRCA has indicated satisfaction with the 15 metre buffer from the wetland proposed through the OS5 Zone boundary. Through a future Site Plan Approval application, the final grading and development setback will require completion of, and UTRCA approval on, the Final Hydrogeological Assessment and Stormwater Management Plan to ensure that the hydrogeological function of the wetland and hazards related to the floodplain have adequately been addressed. As such, the UTRCA has no objections to this application, detailed UTRCA comments are included in Appendix "E" of this report.

Conclusion

The applicant has requested an amendment to the Official Plan, The London Plan, to change the designation of the subject lands from a Commercial Industrial Place Type and Environmental Review Place Type to a Green Space Place Type. The applicant has also requested an amendment to Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone and Environmental Review (ER) Zone to an Open Space (OS1) Zone and an Open Space (OS5) Zone. The requested amendments will permit a regional sports park. Staff are recommending approval of the requested Official Plan amendment and Zoning By-law amendment and are also recommending an amendment to the Southwest Area Secondary Plan to redesignate the lands from the Commercial Industrial to Green Space and Environmental Review designation.

The recommended action is consistent with the PPS 2024, and conforms to The London Plan and Southwest Area Secondary Plan. The amendments will facilitate a regional sports park to support the City's commitment to provide exceptional recreational opportunities and ensures the continued protection and enhancement of the existing natural heritage features.

Prepared by: Isaac de Ceuster,
Planner, Planning Implementation

Reviewed by: Catherine Maton, MCIP, RPP
Manager, Planning Implementation

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

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

Copy:
Britt O'Hagan, Manager, Current Development
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Official Plan Amendment

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

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 3640 Dingman Drive

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on November 26, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – November 26, 2024
Second Reading – November 26, 2024
Third Reading – November 26, 2024

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

1. The purpose of this Amendment is to change the Place Type of certain lands described herein from Commercial Industrial Place Type and Environmental Review Place Type to a Green Space Place Type on Schedule “A”, Map 1 – Place Types, to The London Plan for the City of London.
2. The purpose of this Amendment is to amend Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, by changing the designation of the subject lands from Commercial Industrial to Open Space and Environmental Review on Schedule 4 Southwest Area Land Use Plan, and Schedule 15 Dingman Industrial Neighbourhood Land Use Designations.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3640 Dingman Drive in the City of London.

C. BASIS OF THE AMENDMENT

The amendment would allow for a regional sports park on the subject lands. The recommended amendment is consistent with the *PPS 2024*, which promotes healthy, active and inclusive communities by planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly accessible built and natural settings for recreation, including facilities, parkland, public spaces, open space areas, trails and linkages. The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Design and Building policies and Green Space Place Type policies. The recommended amendments facilitate a regional sports park to support the City’s commitment to provide exceptional recreational opportunities to the residents of London.

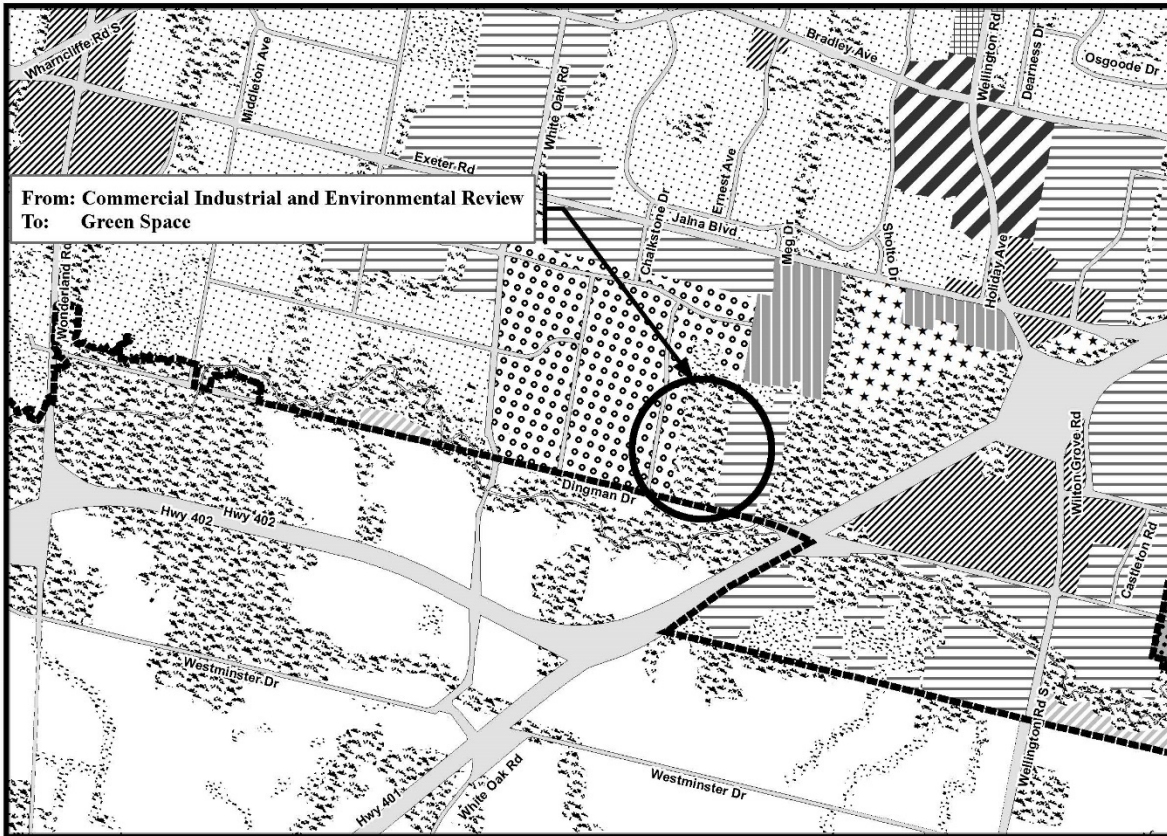
D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Map 1 – Place Types, to The London Plan for the City of London is amended by changing the Place Type of those lands located at 3640 Dingman Drive in the City of London, as indicated on “Schedule 1” attached hereto from Commercial Industrial Place Type and Environmental Review Place Type to a Green Space Place Type.
2. Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, Schedule 4 Southwest Area Secondary Plan Land Use Plan, and Schedule 15 Dingman Industrial Neighbourhood Land Use Designations is amended by redesignating the subject lands, as indicated on “Schedule 2” attached hereto from Commercial Industrial to Open Space and Environmental Review.

"Schedule 1"

AMENDMENT NO:



From: Commercial Industrial and Environmental Review
To: Green Space

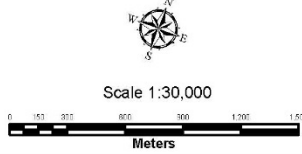
Legend

- | | | | | | |
|--|------------------------|--|--------------------------|--|---|
| | Downtown | | Future Community Growth | | Environmental Review |
| | Transit Village | | Heavy Industrial | | Farmland |
| | Shopping Area | | Light Industrial | | Rural Neighbourhood |
| | Rapid Transit Corridor | | Future Industrial Growth | | Waste Management Resource Recovery Area |
| | Urban Corridor | | Commercial Industrial | | Urban Growth Boundary |
| | Main Street | | Institutional | | |
| | Neighbourhood | | Green Space | | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



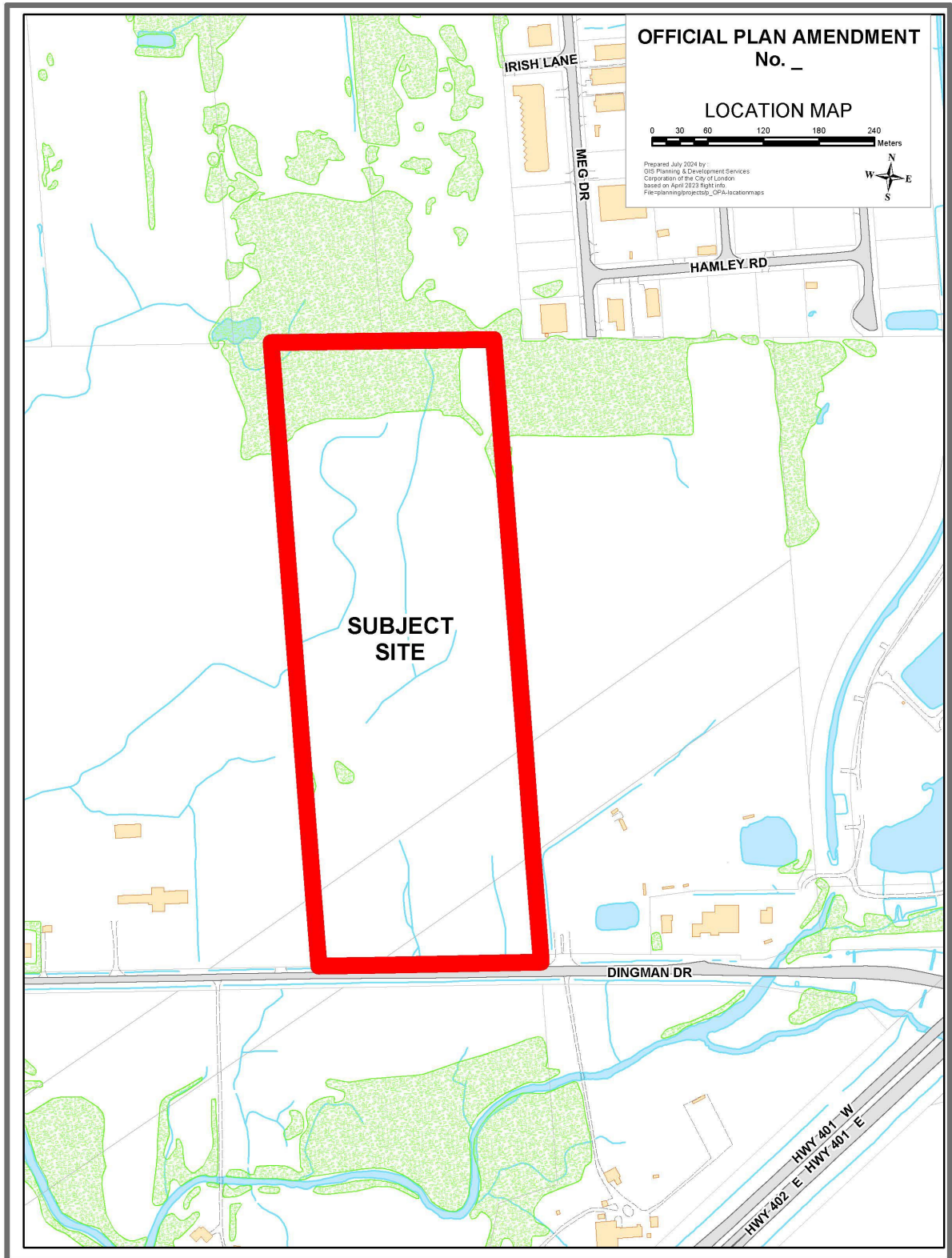
FILE NUMBER: OZ-9711

PLANNER: IDC

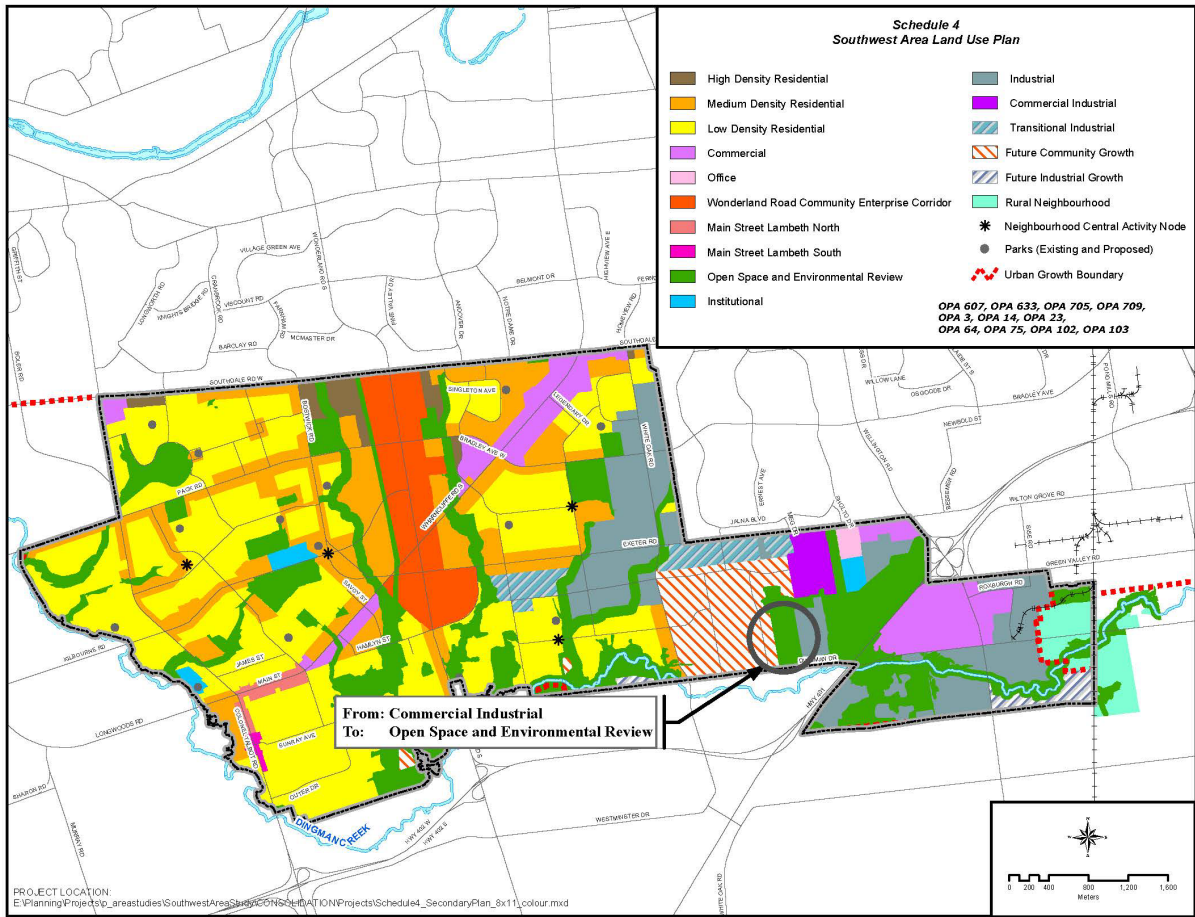
TECHNICIAN: JI

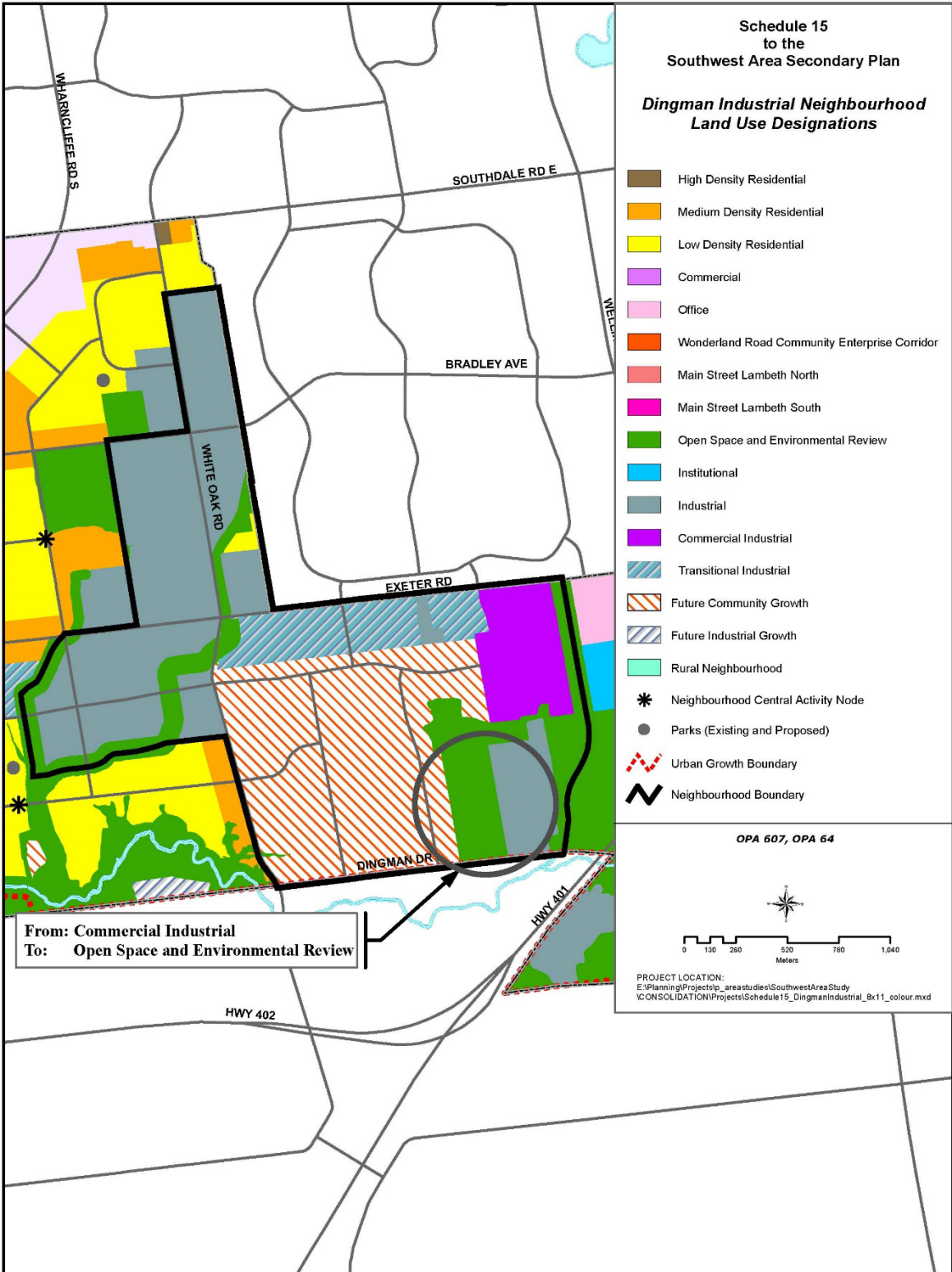
DATE: 10/3/2024

Official Plan Amendment – Location Map



“Schedule 2”





Appendix B – Zoning By-law Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 3640
Dingman Drive

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3640 Dingman Drive as shown on the attached map, **FROM** an Agricultural AG2 Zone and Environmental Review Zone **TO** an Open Space (OS1) Zone and Open Space (OS5) Zone.
2. This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

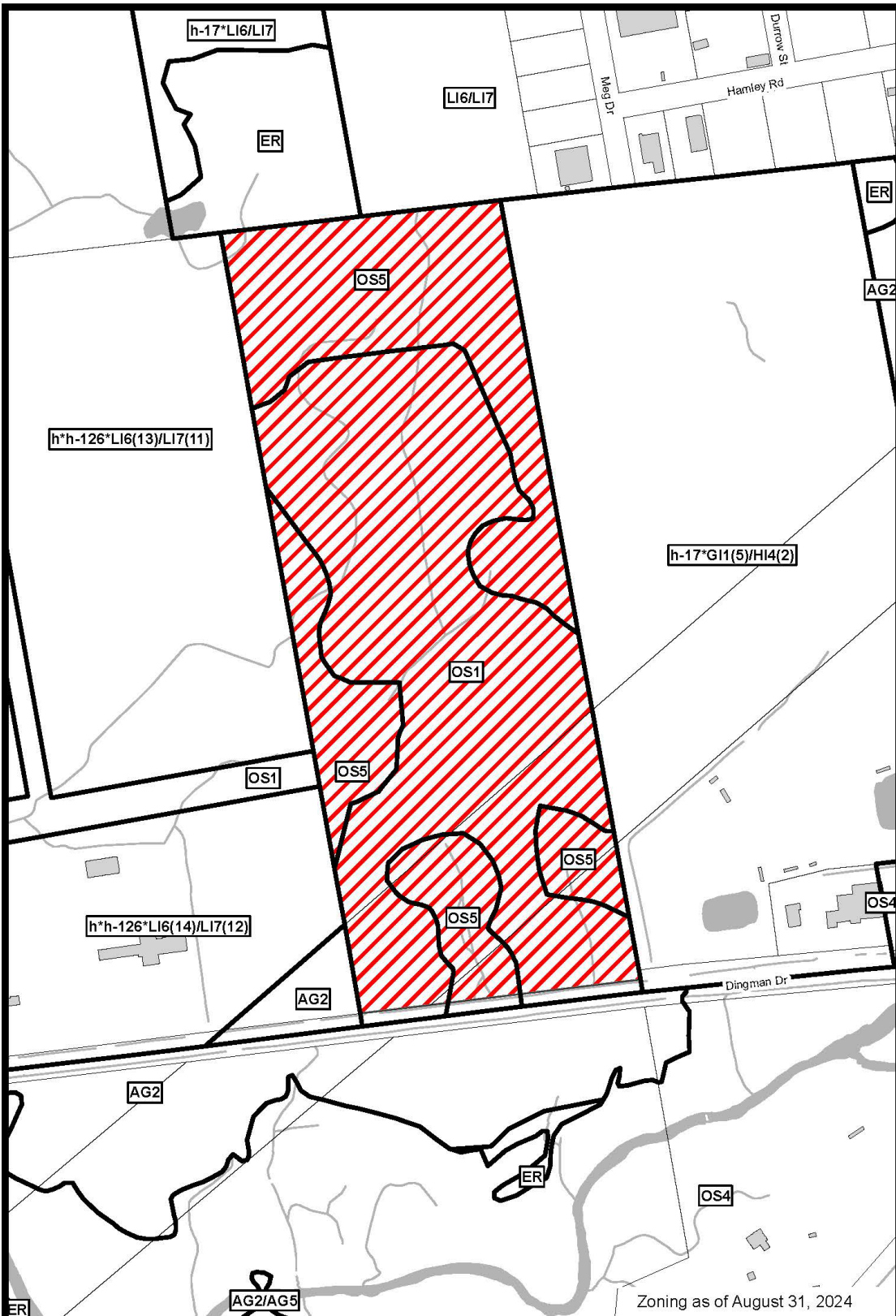
PASSED in Open Council on November 26, 2024.

Josh Morgan
Mayor


Michael Schulthess
City Clerk

First Reading – November 26, 2024
Second Reading – November 26, 2024
Third Reading – November 26, 2024

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




File Number: OZ-9711
Planner: IDC
Date Prepared: 2024/10/02
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:4,000

0 20 40 80 120 160 Meters



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Agricultural
Frontage	178 metres (584 feet)
Depth	675 metres (2,215 feet)
Area	13.5 hectares (33.3 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Industrial, Environmental Review and Future Community Growth
East	Industrial
South	Agricultural
West	Agricultural

Proximity to Nearest Amenities

Major Intersection	Dingman Drive and White Oak Road, 970 metres
Dedicated cycling infrastructure	Dingman Drive, east of Highway 401, 700 metres
London Transit stop	Roxburgh Road, 2,000 metres
Public open space	Marr Drain, 400 metres
Commercial area/use	Wellington Road South, 1,800 metres
Food store	Costco, 1,800 metres
Community/recreation amenity	South London Community Centre, 2,500 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Commercial Industrial Place Type & Future Community Growth Place Type, Civic Boulevard
Current Special Policies	Commercial Industrial designation in the Dingman Industrial Neighbourhood (SWAP)
Current Zoning	Agricultural (AG2) and Environmental Review (ER)

Requested Designation and Zone

Requested Place Type	Green Space Place Type, Civic Boulevard
Requested Special Policies	N/A
Requested Zoning	Open Space (OS1) & Open Space (OS5)

C. Development Proposal Summary

Development Overview

Official Plan Amendment and Zoning By-law Amendment to permit a sports park with multiple sports fields.
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Proposal Statistics

Land use	Recreational & Conservation Lands
Form	Sports fields
Residential units	0

Density	N/A
Gross floor area	To be determined
Building coverage	To be determined, less than 10%
Landscape open space	To be determined, more than 20%
New use being added to the local community	Yes

Mobility

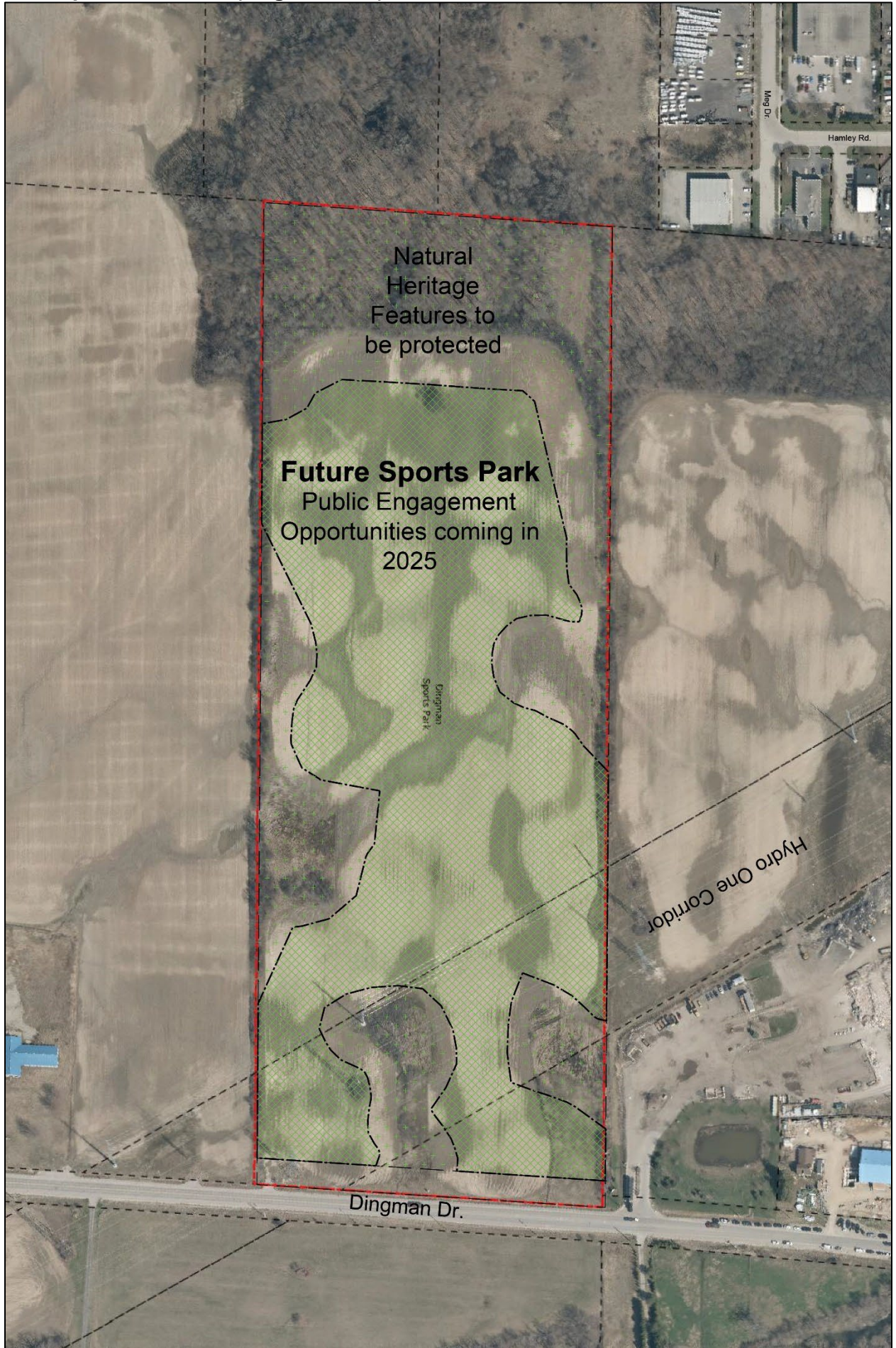
Parking spaces	to be determined, approximately 200 surface parking spaces
Vehicle parking ratio	N/A
New electric vehicles charging stations	TBD
Secured bike parking spaces	TBD
Secured bike parking ratio	TBD
Completes gaps in the public sidewalk	TBD
Connection from the site to a public sidewalk	TBD
Connection from the site to a multi-use path	TBD

Environmental Impact

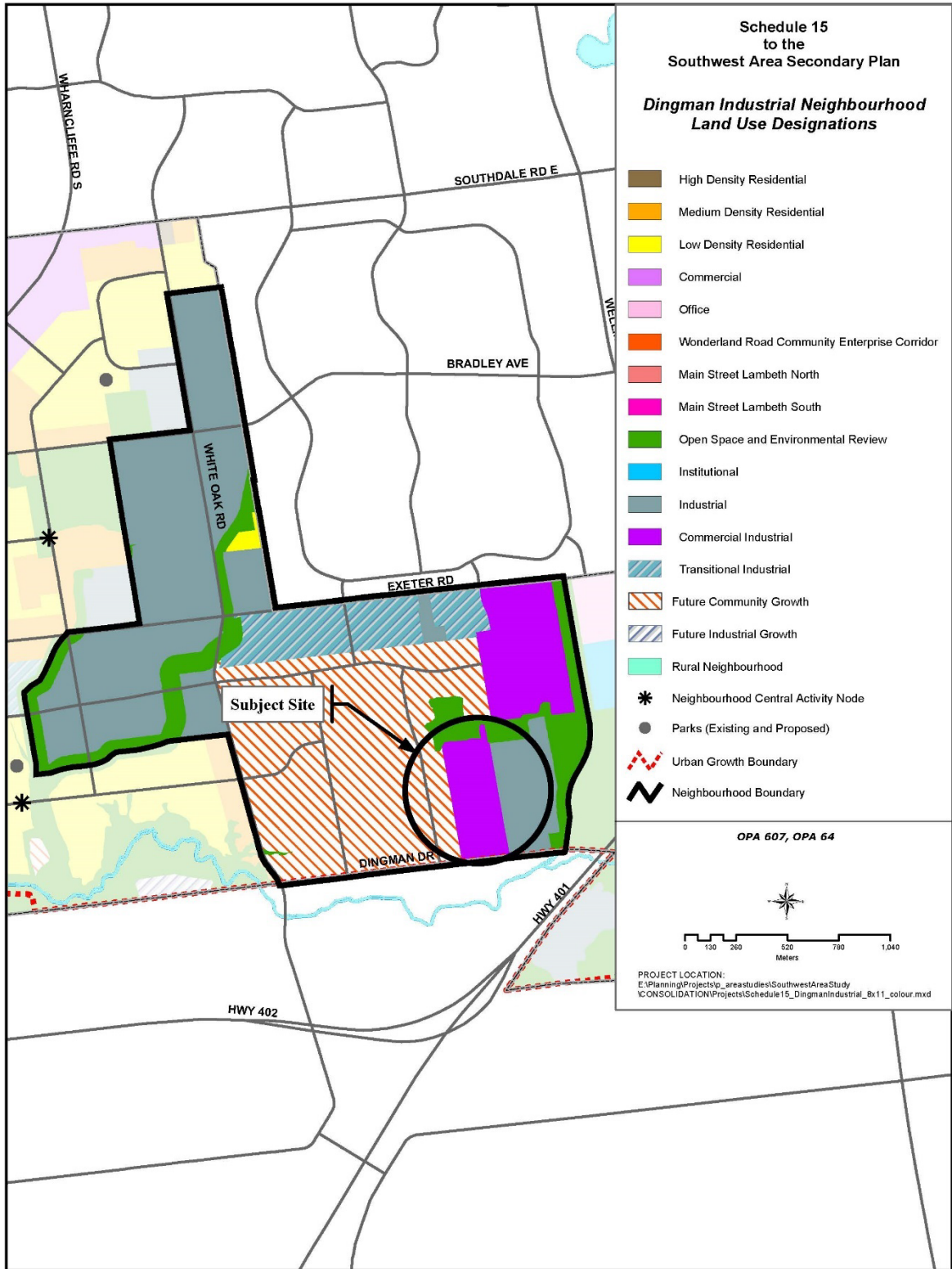
Tree removals	No
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	NA
Green building features	Unknown

Appendix D – Additional Plans and Drawings

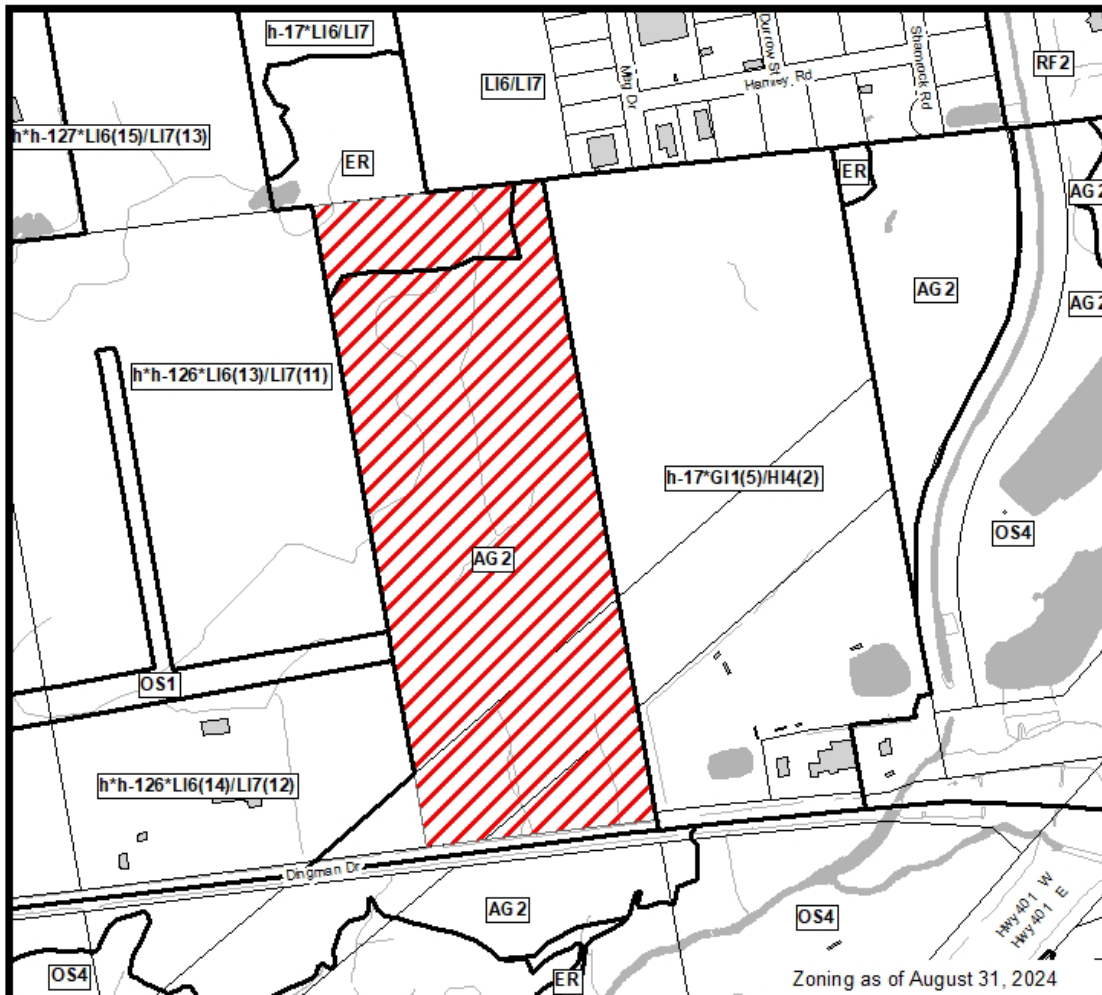
Conceptual Site Plan (August 2024)



SWAP – Schedule 15 Dingman Industrial Neighbourhood Land Use Designation



Zoning Excerpt Map



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: AG2 & ER

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | |
| SS - AUTOMOBILE SERVICE STATION | "h" - HOLDING SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "D" - DENSITY SYMBOL |
| OR - OFFICE/RESIDENTIAL | "H" - HEIGHT SYMBOL |
| OC - OFFICE CONVERSION | "B" - BONUS SYMBOL |
| RO - RESTRICTED OFFICE | "T" - TEMPORARY USE SYMBOL |
| OF - OFFICE | |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z.-1 SCHEDULE A



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

FILE NO:

OZ-9711

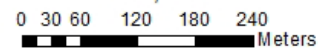
IDC

MAP PREPARED:

2024/10/02

JL

1:6,000



Appendix E – Internal and Agency Comments

Site Plan

Please note the following for 3640 Dingman Drive:

1. Major Issues
 - None at this time, further review and commentary will be provided once a Site Plan drawing showing site design and functionality is submitted.
2. Matters for OPA/ZBA
 - None at this time, further review and commentary will be provided once a Site Plan drawing showing site design and functionality is submitted.
3. Matters for Site Plan
 - None at this time, further review and commentary will be provided once a Site Plan drawing showing site design and functionality is submitted.
4. Complete Application Requirements
 - Record of Site Plan Consultation

Additional comments will be provided at the time of Site Plan Consultation. If there are any substantial changes, please recirculate for comment.

Heritage

There are no cultural heritage or archaeological concerns with this application.

Ecology

Ecology is in agreement with the Zoning. Parks is providing 30m off the Significant Woodland and providing additional buffer and avoidance with respect to the Terrestrial Crayfish. The Parsons Report is leveraged as the SLSR.

UTRCA

The subject lands *are* regulated by the UTRCA in accordance with Ontario Regulation 41/24, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of:

- Riverine flooding hazards associated with Dingman Creek and its' tributaries; and
- Wetlands and the surrounding area of interference.

Please refer to the attached mapping for the location of the regulated feature. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA. As shown on Map 5 of the London Plan, and consistent with a review of aerial imagery, there are potential unevaluated wetland(s) on the subject lands that are not currently captured on the enclosed regulated areas mapping but have been identified through a previous 2019 Subject Lands Status Report.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

SUMMARY AND RECOMMENDATION

As indicated, the subject lands *are* regulated by the UTRCA due to the presence of riverine flooding and erosion hazards associated with Dingman Creek as well as wetlands and the area of interference surrounding the wetlands. The UTRCA offers the following comments on the proposal:

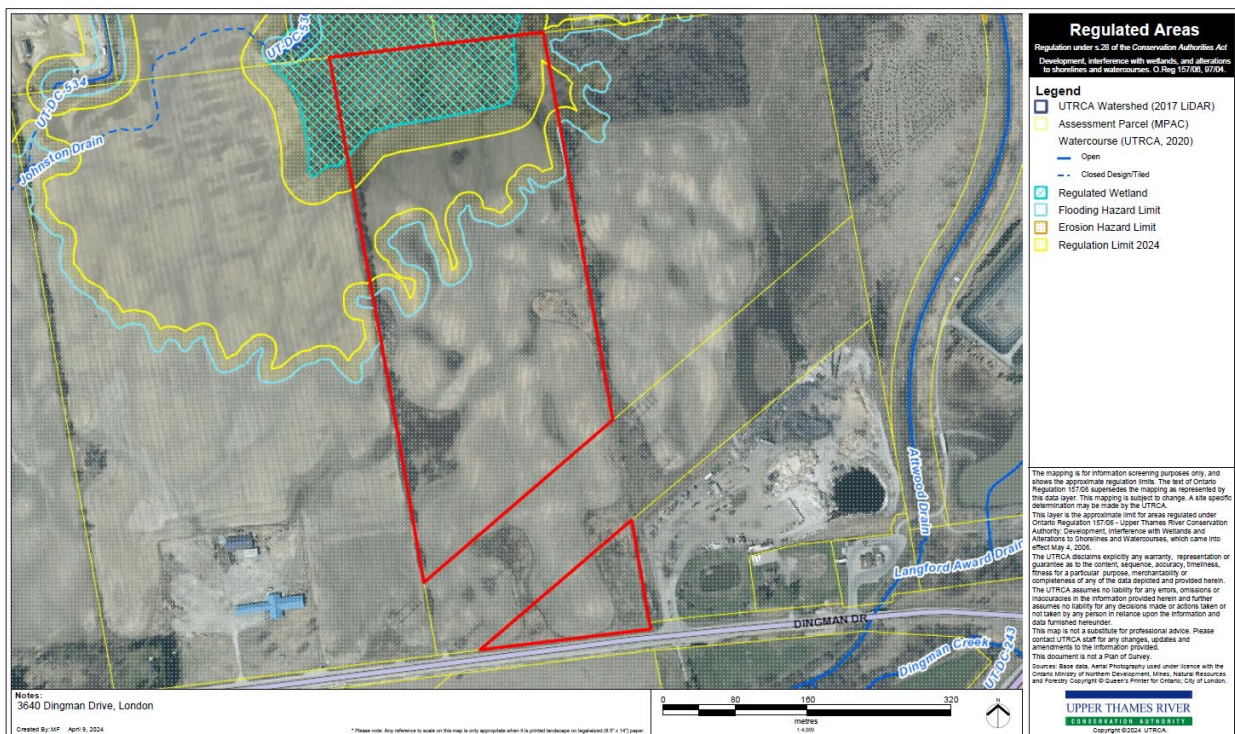
1. The subject lands are located within the Dingman Creek Subwatershed which is subject to an on-going Environmental Assessment (EA) to review stormwater servicing as well as delineating the floodplain. The extent of the flood hazard may change as a result of these works and outcomes of the EA may need to be considered by the applicant with respect to this project through the planning and approval process.

2. The UTRCA, through review of the 2019 SLSR, is satisfied with the proposed 15m setback from the wetland for the *Open Space OS5* zone boundary. The final grading and development setbacks will require completion of, and UTRCA approval of, the final Hydrogeological Assessment and Stormwater Management (SWM) plans to ensure that the hydrological function of the wetland and hazards related to the floodplain have been adequately addressed.

The UTRCA has **no objections** to this Official Plan and Zoning By-law Amendment. For the applicant's information, the following will be required as part of a complete Site Plan Application:

- A revised Concept Plan delineating hazardous lands and all development outside of these areas, including stormwater management infrastructure, facilities, parking and potential trails/pathways;
- A Stormwater Management (SWM) Report;
- An Erosion and Sediment Control (ESC) plan is required; and,
- A grading plan, supported by staged storage balance analysis and flood modeling, is required.

Please note that Section 28 permit application requirements will be confirmed and may be refined during the Site Plan application stage. For a detailed list of Section 28 permit application requirements, please see the enclosed Record of Consultation (2024-08-18), provided to City of London staff in the Parks Department by Michael Funk, UTRCA Land Use Regulations Officer. Please note that the UTRCA's requirements are subject to change pending further consultation and revisions to the proposed development. We remind the applicant that written approval from the Conservation Authority must be obtained prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, or site alteration.



UTRCA Regulated Areas 3640 Dingman Drive

Landscape Architect

The City's Tree Protection Bylaw does not apply to City projects:

This By-law does not apply to:

- (a) activities or matters undertaken by a municipality or a local board of a municipality

Engineering

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning-application:

Zoning Application Comments

Planning & Development

- Engineering has no further comments on the above noted application – Approval is recommended. The following comments have been provided shall be addressed at the site plan stage.

Matters for Site Plan

Planning & Development

- The site is within 800m of MTO corridor, and also bisects Hydro One lands. The applicant is to engage with the MTO and HONI as early as possible to confirm any requirements including, but not limited to, easements, permits, or setbacks required for this site.
- The site is located within the UTRCA regulated area and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements, including, but not limited to, approvals, permits, or setbacks required for this site.

Wastewater

- A site servicing plan showing how the proposed development will connect to the existing sanitary sewer will be required.

Stormwater

- The on-going Dingman Stage 2 Environmental Assessment will update and increase floodline area on this site. A two-zone floodplain including a floodway and flood fringe will be proposed. The updated floodplain will require an Official Plan Amendment (OPA) to include changes to the London Plan policies identifying criteria to facilitate development within the flood fringe lands. No development will be possible within the floodway. The OPA will also update the regulatory floodline limit and the conservation authority boundary shown on Map 6 of the London Plan. The OPA will not propose any zoning changes. The EA and OPA are anticipated to be completed by the end of this year (2024). The presentation boards from the Dingman Stage 2 EA public meeting held October 19, 2023 are available online <https://getinvolved.london.ca/dingmancreek>. Please note the floodplain mapping presented at the Public Meeting is now outdated and flood limits within this parcel are anticipated to be greater than what is shown on the available mapping.
- SWED may have future comments pending the outcome of the Dingman EA mentioned above. Additionally, SWED (attn. Amna Tariq) kindly requests to be included as a collaborator while Park Long Range Planning and Design continues to further the concept for this project.
- Subject to the proposed stormwater strategy, applicable studies and approvals may be required (geotechnical study, water balance, hydrogeological study, etc.). Prior to the commencement of a hydrogeological assessment study or assessment in support of the SWMF, the proponent and their consultant are required to

undertake pre-consultation with City of London staff to confirm the scope of the required technical study(ies).

- As part of a complete development application, the owner will be required to have a professional engineer submit to and have approved by the City Engineer the design of a Permanent Private Stormwater System, complete with a Storm/Drainage Servicing report and drawings which should include calculations, recommendations, and details to demonstrate compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS removal), erosion, stream morphology, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- *Additional comments provided at re-zoning:*
 - The engineering design drawings and the conceptual plans previously submitted for PAC are not aligned. Please ensure that the design engineer consults with the conceptual plans for consistency.
 - The engineering design drawings currently do not identify stormwater management features such as LIDs/ Pond (as previously shown in the conceptual plans by Parks). Detailed design drawings and design brief would be required at SPC/SPA to ensure stormwater quality/quantity/erosion/water balance targets are being met.
 - Based on the 2021 Geotech report, groundwater table is intercepted at the southernmost boreholes at 4.4m below ground surface. However, as part of SPA, we require insitu testing of the native soils to establish the saturated hydraulic conductivity, soil types and the infiltration rates to be used for the LIDs (i.e.: bioretention), establish where LIDs can be installed, and LID detailed design.
 - Comments submitted for PAC still apply.
 - If the parking lot LID feature can control volumes for the park, the SWM pond is potentially not required.
 - Please note that an environmental compliance approval (ECA) would be required by the MECP for the SWM pond.
 - SWED kindly requests, if Parks Long Range Planning & Design can leave the southeast triangular parcel vacant, we would be interested in dedication to use it for future Dingman EA flood mitigation. Please see DRAFT floodplain map below for reference.

Water

- Water is available via the 750mm Concrete watermain located on Dingman Drive which is part of the city's low level system with a hydraulic grade line of 301.8m. It should be noted that the cost to construct a connection to this watermain will be substantial due to the size of the existing pipe.
- Alternative water servicing options may become available once the White Oaks Dingman Secondary Plan is finalized .
- Due to factors such as the large size of the site, minimal water demand and potential for seasonal shutdowns, it is anticipated that water quality may be an issue. In the event that water quality cannot be maintained in accordance with city standards, perimeter isolation will be required in the form of a double check-valve assembly installed at property line.
- A water servicing report will be required addressing all domestic demands, fire flows, water quality and the various pressure scenarios as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual (DSRM)
- Water servicing shall be configured in such a way as to avoid the creation of a regulated drinking water system.
- Further comments will be provided during the site plan application.

Transportation

- Road widening dedication required. Dingman Dr is subject to a 7.942 meter widening.
- Permission from London Hydro regarding easement would be required.
- Left turn lane may be require for Dingman access. Detailed comments regarding access design and location will be made through the site plan process. Proposed site accesses may not work as proposed.

London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix F – Public Engagement

On August 16, 2024, Notice of Application was sent to 16 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 29, 2024. A “Planning Application” sign was also placed on the site.

There was one responses received during the public consultation period.

Nature of Liaison: The purpose and effect of this Official Plan & Zoning amendment is to change the designation from the Commercial Industrial Place and Environmental Review to the Green Space Place Type, to permit a Regional Sports Park. Possible change to Zoning By-law Z.1 **FROM** an Agriculture (AG2) Zone and Environmental Review (ER) Zone **TO** an Open Space (OS1) Zone & Open Space (OS5) Zone. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions. File OZ-9771. Planner: I. de Ceuster

Public Comment #1 – Zelinka Priamo Ltd. on behalf of Try Recycling

Good morning, Isaac,

Please find attached the comment letter outlining our concerns and compatibility issues we foresee regarding the proposal for a Regional Sports Park next to the Try Recycling facility.

Kind regards,

**Re: Comment Letter – OZ 9771
Try Recycling
3544 Dingman Drive, London, ON
Our File: TRY/LON/17-01**

Zelinka Priamo Ltd. is the planning consultants working on behalf of Try Recycling for lands located at 3544 Dingman Drive (the “subject lands”). This letter provides comments on the City initiated Official Plan Amendment and Zoning By-law Amendment application (OZ-9771) on lands known municipally as 3640 Dingman Drive, which proposes a Regional Sports Park.

We are concerned regarding the compatibility of the proposed recreational use abutting Try Recycling’s Dingman Drive EnviroDepot Facility. While our client is not objecting to the proposed recreational use, Try Recycling requires written assurance from the City of London that neither their existing operations, nor ability to expand under their existing zoning permissions, will be negatively impacted by the proposed Regional Sports Facility.

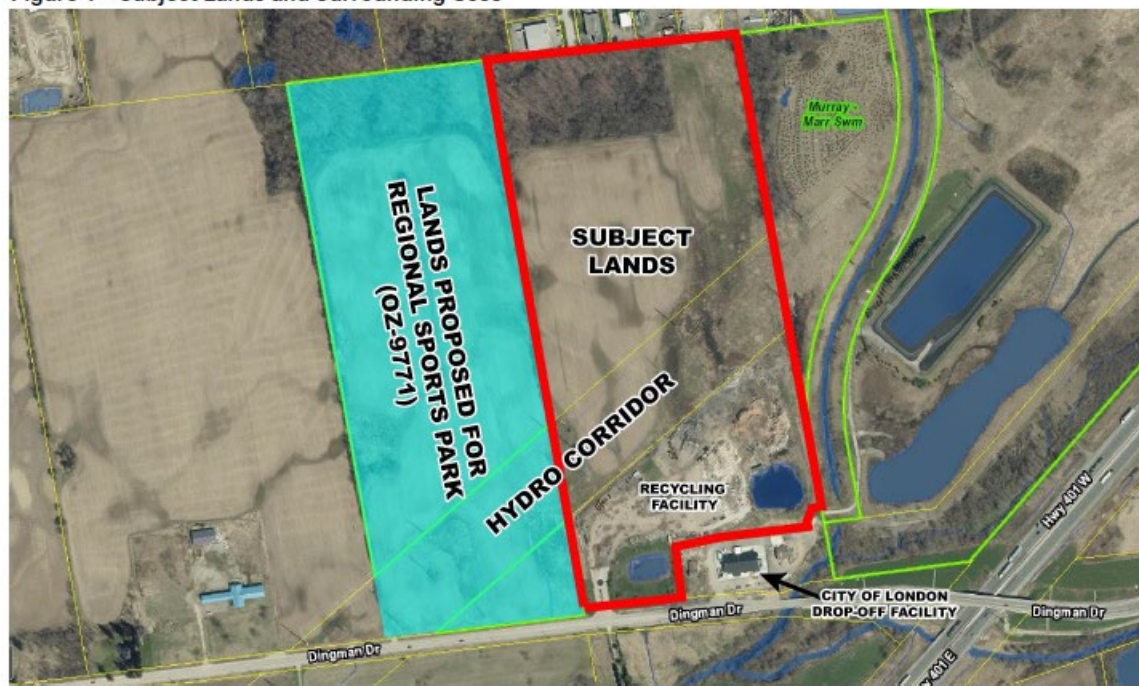
SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are located on the north side of Dingman Drive, approximately 350m west of Highway 401 (Figure 1). The subject lands abut the lands proposed for a Regional Spots Park.

The subject lands currently function as a recycling facility, owned and operated by Try Recycling, in the southerly portion of the property, with cultivated fields on the northerly portion. The site is also bisected on the southerly portion by a Hydro One corridor. The irregularly-shaped parcel containing the recycling facility has approximately 119.7 m of frontage on Dingman Drive, a depth of approximately 666.3 m, and an area of approximately 18.9 ha (46.7 ac). The operations of the recycling facility include the acceptance and processing of various types of waste, including electronics, rubble, tires, metal, construction debris, large household items etc. Try Recycling’s current operations are limited to the southerly portion of the parcel; however, they are permitted

to expand operations to the northern corridor of the subject lands. Lands north of the corridor offer significant expansion opportunities.

Figure 1 – Subject Lands and Surrounding Uses



A City of London waste drop-off facility, operated in conjunction with Try Recycling, is also located at the subject lands. Due to the heavy industrial nature of the existing uses, off-site impacts such as noise, dust, vibration, and odour are likely to impact abutting lands. While Try Recycling maintains an Environmental Compliance Approval (ECA) from the Ministry of the Environment, Conservation, and Parks (MECP), and makes best efforts to reduce off-site impacts, such emissions are a normal and expected by-product of heavy industries.

Surrounding land uses include agricultural fields, the Dingman Sanitary Pump Station, the Marr Drain, and the City's sewage detention lagoon. These uses, in particular the City's sewage detention pond, can and do create off-site odour impacts.

The subject lands (3544 Dingman Drive) are identified within the "Light Industrial" Place Type in the London Plan, and are zoned "General Industrial 1 GI1(5)" and "Heavy Industrial 4 HI4(2)" with an "h-17" Holding Provision in the City of London's Z.-1 Zoning By-law. The zoning applied to the subject lands permits significant expansion of Try Recycling's facilities.

PROPOSED PLANNING APPLICATION (OZ-9771)

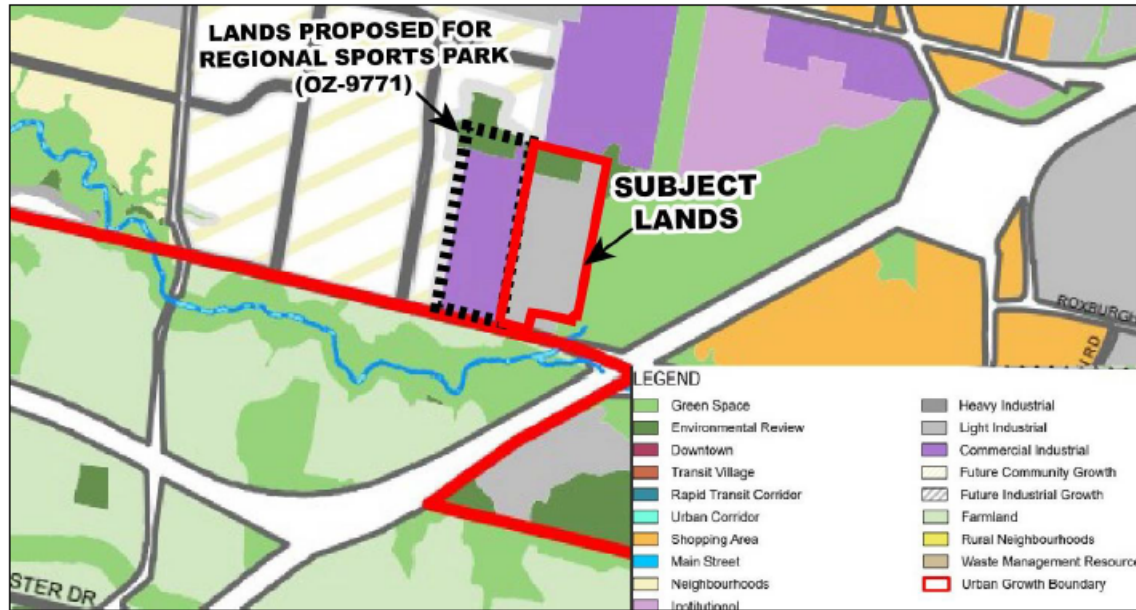
Lands abutting the subject lands to the west (3640 Dingman Drive) are proposed to be developed for a Regional Sports Park as presented in a planning application brought forth by the Parks and Forestry Department of the City of London. The Planning Justification Report makes no reference to the presence of Try Recycling and provides no analysis on land use compatibility within the area.

The park is intended to accommodate multiple high-end sports fields, providing services to the Southwest Area and the whole of the City. The Sports Park will generally be programmed by the City to service sports associations and tournaments, which can include fully lit sports fields, parking lots, pathways and washroom facilities. The Sports Park is intended also to serve as a neighbourhood park for the surrounding community and provide neighbourhood amenities as well.

CURRENT POLICY & REGULATORY FRAMEWORK

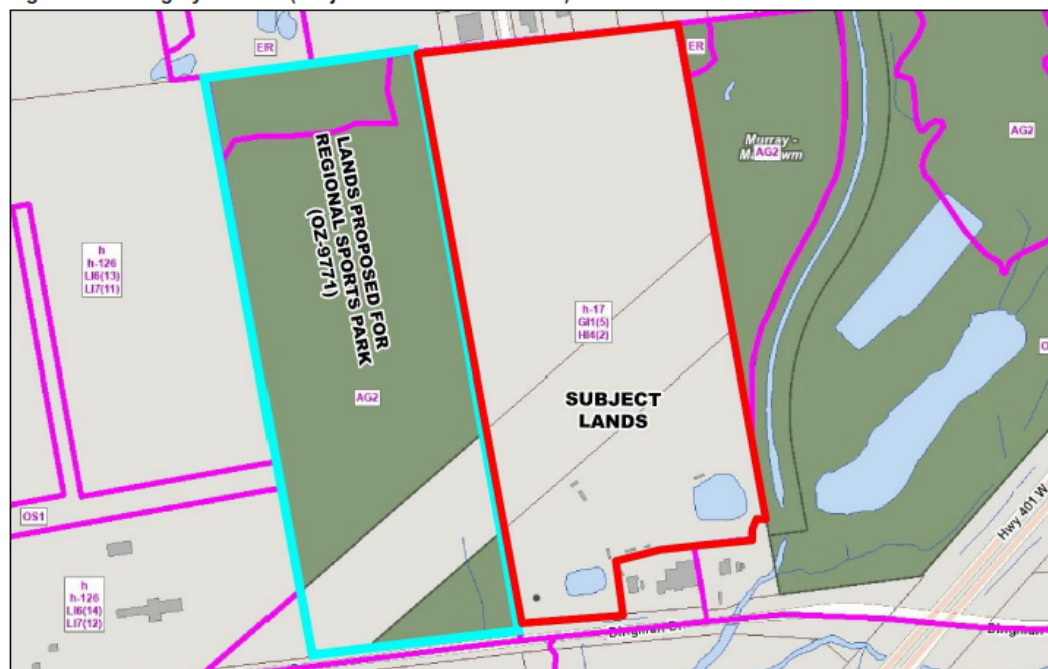
The subject lands are identified within the "Light Industrial" Place Type in the London Plan (Figure 2).

Figure 2 – The London Plan – Map 1 Place Types (outlined in red)



Despite the subject lands being located within the “*Light Industrial*” Place Type, the lands are zoned for, and contain, an active heavy industrial use. As such, policies from the London Plan pertaining to heavy industrial uses are relevant and appropriate for evaluating the proposal to develop a Regional Sports Park on the abutting lands. Policy 1109 of the London Plan states that heavy industries generate significant impacts such as noise, vibration, air emissions, hazardous materials and unsightly outdoor storage, which should be separated from uses to avoid land use conflicts and to allow them to operate effectively without regular complaints from adjacent uses. The London Plan not only recommends separating sensitive land uses from heavy industrial sites, but to also separate heavy and light industrial uses from one another to avoid conflicts (Policy 1113.1). Additionally, the London Plan states that industrial uses that are sensitive to noise, odour, particulates, vibration, and other impacts that may be generated by surrounding industrial land uses will not be permitted as they may preclude or hinder the operation of the intended heavy industrial uses in this Place Type (Policy 1114.3). Policies of the London Plan further emphasize this by stating that uses that are not compatible with heavy industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this Place Type (1114.8). The Province’s *D-series Guidelines* used to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another are to be evaluated and implemented here (Policy 1114.9). While the *D-6 Guidelines* are not applicable to recycling facilities with an ECA, their principle of land use compatibility is very much valid in this case. This principle is also applied to the notion of placing heavy industrial uses next to sensitive land uses.

Figure 3 – Zoning By-law Z-1 (subject lands outlined in red)



The subject lands are zoned “*General Industrial 1 GI1(5)*” and “*Heavy Industrial 4 HI4(2)*” with an “*h-17*” Holding Provision in the City of London’s Z.-1 Zoning By-law (Figure 3). The City of London Z.-1 Zoning By-law states that the “*General Industrial*” zone provides for and regulates a broad range of industrial activities which are appropriate in large industrial areas, or areas not adjacent to sensitive land uses. The GI1 Zone variation includes the standard range of industrial uses, uses which generally impact adjacent uses. Additionally, the “*Heavy Industrial*” Zone provides for and regulates industrial uses which are noxious and which should be separated from sensitive land uses. The present use of the subject lands produces off-site impacts conducive to heavy industrial activities, including noise, dust, vibration, and noxious fumes.

PLANNING CONSIDERATIONS

Land use planning practice strives to ensure compatible relationships between various land uses. One of the founding principles of land use compatibility is to ensure sufficient separation between heavy industrial uses and sensitive land uses.

A Regional Sports Park is considered a sensitive land use by virtue of its public use nature and outdoor facilities. The presence of the abutting recycling facility at 3544 Dingman Drive will likely have undesirable impacts on such a use if developed on adjacent lands.

The development of a Regional Sport Park on lands abutting a heavy industrial use has the potential to elicit complaints from users of the sports park and ultimately hinder the efficient operation of Try Recycling. For the above noted reasons, the proposed Regional Sport Facility is not consistent with the London Plan’s land use compatibility policies and we strongly urge caution due to the potential for detrimental compatibility issues.

For reference, Section 40.3.4 of the Z.-1 Zoning By-Law requires that secondary uses in the “*Light Industrial*” zone category, which includes recreational uses, be located at least 300m from any “*General Industrial (GI)*” or “*Heavy Industrial (HI)*” zone. This regulation was established due to actual land use conflicts that have arisen with the placement of such sensitive land uses too close to existing industrial uses. We are concerned that the City’s sports park proposal is in conflict with the objective of Section 40.3.4 of the Z.-1 Zoning By-law and may create land use conflicts with Try Recycling. Notably, the lands proposed to be developed for the Regional Sports Park were redesignated to the “*Commercial Industrial*” Place Type to provide a transition from heavy industrial uses to more sensitive land uses including areas within the “*Future Community Growth*” Place Type and existing residential areas to the west. While a Regional Sports Park in this location would provide a buffer to residential uses to the west, the sensitive nature of the use itself negates any meaningful transition.

The Province’s *D-Series Guidelines* are intended to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. While Try Recycling’s facility is not subject to such guidelines due to its achievement of an ECA, the guidelines should be reviewed as they provide an objective basis for analysis. If the guidelines were to be applied here, we interpret Try Recycling’s operation to be a Class II industrial use which carries an influence area of 300m and recommended minimum separation distance to sensitive land uses of 70m. The proposed Regional Sports Facility is therefore not consistent with the separation guidelines if they were to be applied here.

Despite our land use compatibility concerns, Try Recycling does not oppose the development of 3640 Dingman Drive for a Regional Sports Park. However, we request that Council consider the well-known impacts of Try Recycling’s existing industrial use on sensitive, recreational activities as they pertain to this application. Furthermore, we request written confirmation from the City that there will be no negative impacts on Try Recycling’s existing operations and their future expansion rights as set out in the Zoning By-law.

We trust that the enclosed information is satisfactory. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

ZELINKA PRIAMO LTD.