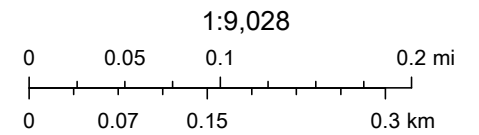


730-906 Dever Road - Future Land Use



2021-05-31

-  Subject Site
-  Primary Development Area
-  Property Parcels



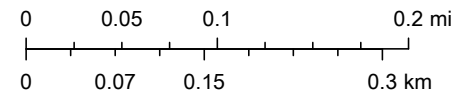
730-906 Dever Road - Future Land Use



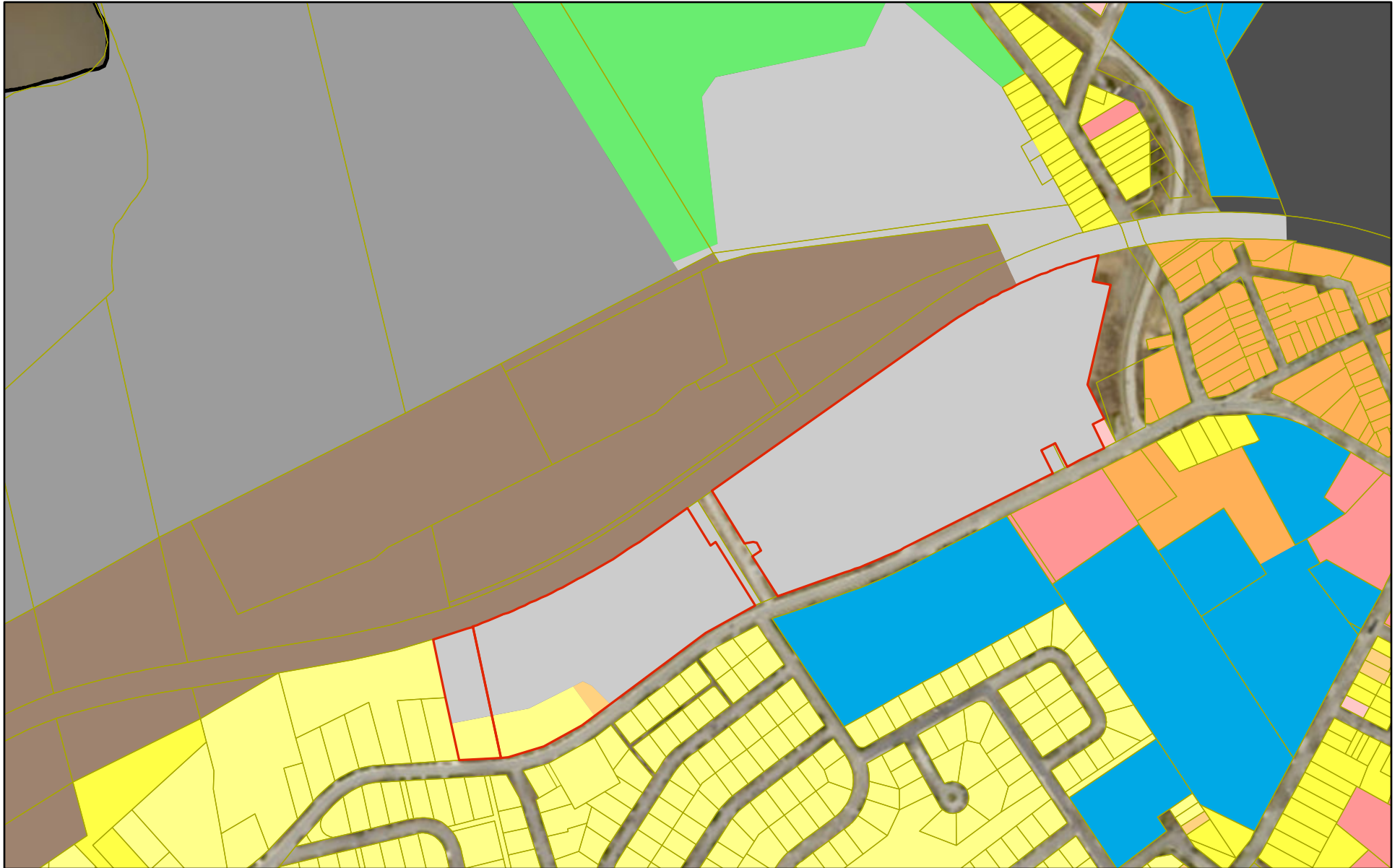
2021-05-31

- | | | |
|--------------------------|------------------------------------|------------------------|
| Subject Site | Future Land Use | Regional Retail Centre |
| Property Parcels | Medium to High Density Residential | Heavy Industrial |
| Primary Development Area | Mixed Use Centre | Light Industrial |

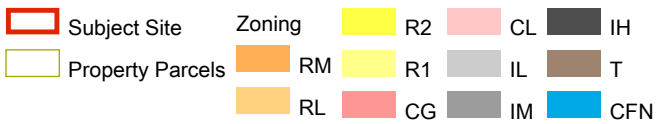
1:9,028



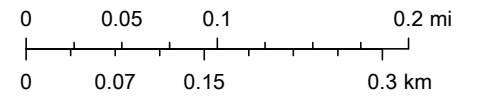
730-906 Dever Road - Zoning



2021-05-31



1:9,028





View from reserved road looking southwest.



View from reserved road looking northeast.



View from reserved road looking west.



View along Dever Road looking west.

Attachment 2: Municipal Plan Review - Dever Road

<p>Policy LU-71 Concentrate major new industrial developments in Industrial Parks.</p>	<p>Although not a designated industrial park operated by the City, the site is located adjacent to an existing long-standing rail yard and is designated and zoned industrial in the City’s Municipal Plan and Zoning By-law.</p>
<p>Policy LU-80 Notwithstanding Policy LU-75, recognize there are a number of existing capital intensive heavy industrial facilities in the City that are not located in Industrial parks.</p> <p>Council may consider the re-zoning of lands that are contiguous with these existing uses to Heavy Industrial without an amendment to the Municipal Plan, provided the proposed use is generally compatible with the surrounding land uses, appropriate mitigative measures are provided, transportation needs can be accommodated, and municipal servicing is adequate to service the proposed expansion.</p> <p>Policy LU-81 Create the Light Industrial land use designation on the Future Land Use map (Schedule B). The Light Industrial designation is intended to accommodate industries which generally do not create nuisances, such as noise, heavy truck traffic, smoke, dust, heat, particulate matter, or highly visible outdoor storage, which extend beyond the property line. Examples of such industries include, but are not limited to, light manufacturing and assembly, warehousing, wholesaling, distribution, research & development activities, equipment or vehicle servicing, sales or rental. Uses in the Light Industrial designation will be connected to the City’s water and wastewater systems.</p>	<p>While areas designated as Light Industrial in the Municipal Plan are generally not envisioned for uses that generate truck traffic or uses that have highly visible outdoor storage, the site contains an existing warehouse which generates truck traffic and a traffic impact study found that the increased truck traffic from the development can be accommodated on the area’s roadway network. In addition, the applicant is proposing a treed berm to mitigate noise and visual impacts.</p> <p>While a rezoning to Heavy Industrial is not being sought, Policy LU-81 does provide direction given the location of the site adjacent to a long-standing rail yard. The applicant is proposing measures to promote the compatibility of the Logistics Park with surrounding areas including a treed berm to mitigate the visual impact and noise and an additional sound barrier internal to the site to further reduce noise associated with rail loading operations. Section 59 conditions are recommended related to these initiatives.</p> <p>Comments have been provided by Saint John Water regarding impacts on the City’s infrastructure. A Section 59 condition(s) have been recommended to prevent impacts to the City’s underground infrastructure located within the development site.</p>
<p>Policy NE-6 Carefully consider the appropriate location for and the potential impact of heavy or noxious industrial uses when considering development applications</p>	<p>Noise mitigation measures are a component of the proposed development with a wall proposed, internal to the development, to mitigate noise impacts on surrounding residential areas. In addition, a treed berm proposed for the frontage of the site along Dever Road provides additional noise mitigation as well as mitigating the visual impact to adjacent residential properties.</p>

Attachment 2: Municipal Plan Review - Dever Road

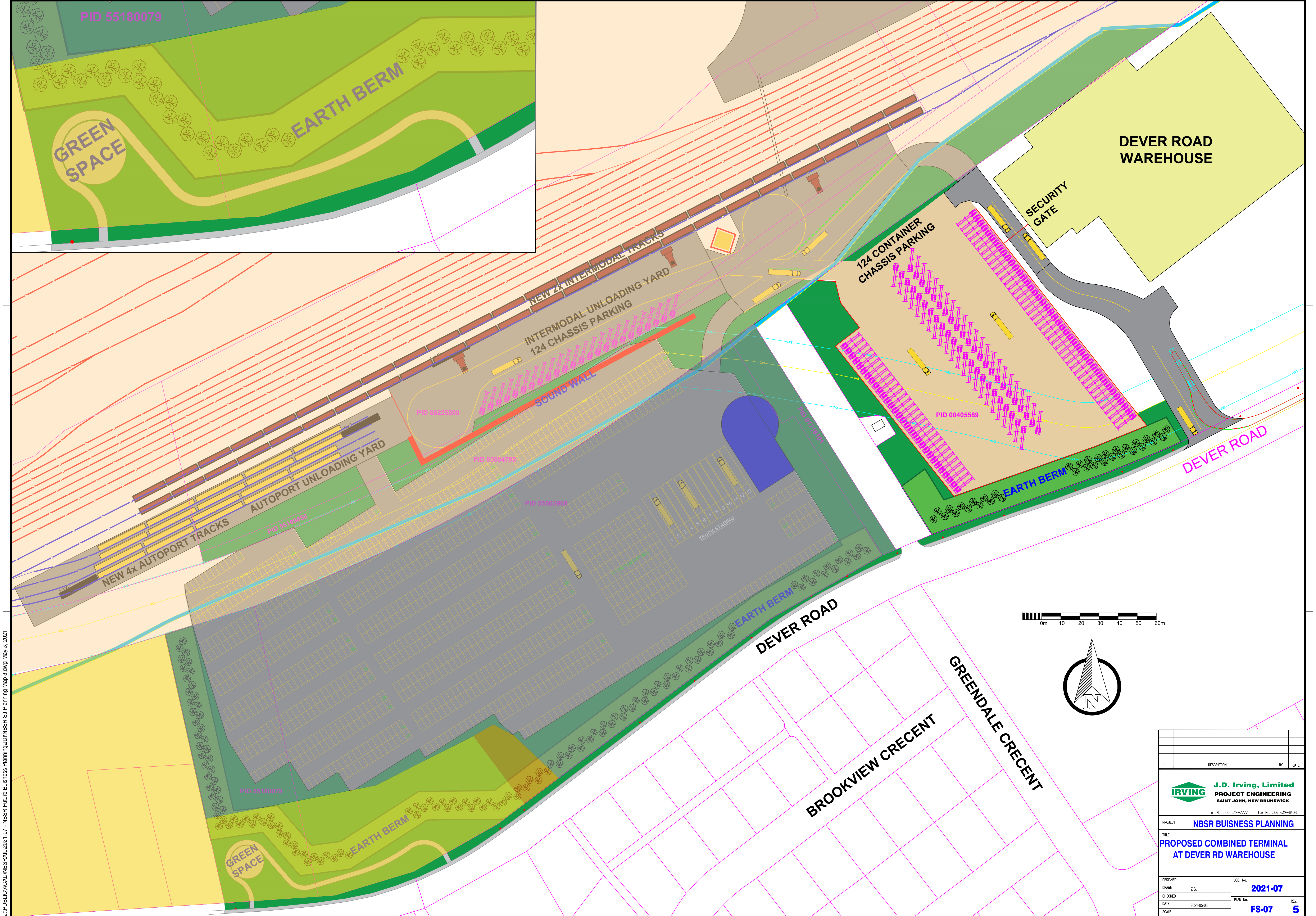
<p>Policy TM-78 Work with rail transportation providers to maintain a system of rail services that supports economic prosperity in the City.</p> <p>Policy TM-79 Support rail infrastructure improvements that will allow for faster and more convenient movement of goods by rail, with careful consideration of the impact of such improvements on the quality of life for residents of the City.</p> <p>Policy TM-80 Consider the potential for the resurgence of passenger and freight rail service in the future when considering Municipal Plan amendments, rezoning applications and land disposition relating to former rail lands and rights-of-way.</p> <p>Policy TM-82 Maximize the utilization of rail infrastructure for the movement of goods by directing industrial development that requires rail service to locations adjacent to rail corridors and yards within Employment Areas.</p>	<p>The proposal builds on the existing rail infrastructure located in the area and will involve the construction of additional trackage in the rail yard. The proposed intermodal facility is supported by Policy TM-82 as it is a facility that requires rail access, which is supported by the proposed location adjacent to the existing rail yard.</p>
<p>Policy TM-83 Carefully consider development locating adjacent or near rail infrastructure to ensure that noise or environmental concerns are appropriately addressed. Council shall evaluate land use compatibility, compatible noise and vibration levels, and appropriate separation distances and/or safety barriers when evaluating development proposals.</p>	<p>The proponent has engaged a consultant to conduct a noise study to evaluate the proposed development and recommend mitigation measures related to the increased noise associated with the intermodal and auto terminals. Section 59 conditions are recommended with respect to mitigative measures.</p>
<p>Policy I-2 In considering amendments to the Zoning Bylaw or the imposition of terms and conditions, in addition to all other criteria set out in the various policies of the Municipal Plan, have regard for the following:</p>	<p>These are addressed through proposed Section 59 conditions.</p>

Attachment 2: Municipal Plan Review - Dever Road

<ul style="list-style-type: none">a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;b. The proposal is not premature or inappropriate by reason of:<ul style="list-style-type: none">i. Financial inability of the City to absorb costs related to development and ensure efficient delivery of services, as determined through Policy I-7 and I-8;ii. The adequacy of central wastewater or water services and storm drainage measures;iii. Adequacy or proximity of school, recreation or other community facilities;iv. Adequacy of road networks leading to or adjacent to the development; andv. Potential for negative impacts to designated heritage buildings or areas.c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:<ul style="list-style-type: none">i. Type of use;ii. Height, bulk or appearance and lot coverage of any proposed building;iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;iv. Parking;v. Open storage;vi. Signs; andvii. Any other relevant matter of urban planning.d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding as well as any other relevant environmental consideration;	
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Attachment 2: Municipal Plan Review - Dever Road

<ul style="list-style-type: none">e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; andf. The proposal meets all necessary public health and safety considerations.	
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J:\PUBLIC\CA\UNBSR\2021-07 - NBSR Future Business Planning\UNBSR\3.0 Planning Map_3.dwg May 3, 2021

DESCRIPTION		BY	DATE
 J.D. Irving, Limited PROJECT ENGINEERING SAINT JOHN, NEW BRUNSWICK Tel. No. 506 632-7777 Fax No. 506 632-6408			
PROJECT		NBSR BUSINESS PLANNING	
TITLE			
PROPOSED COMBINED TERMINAL AT DEVER RD WAREHOUSE			
DESIGNED	JOB No.		2021-07
DRAWN	Z.S.		
CHECKED	PLAN No.		5
DATE	2021-05-03		
SCALE	FS-07		REV



Earth Berm

5 foot High Trees

Dever Road Sound Attenuation (5 Years)



Earth Berm

10 foot High Trees

Dever Road Sound Attenuation (10 Years)



Earth Berm

15 foot High Trees

Dever Road Future - Sound Attenuation (15 Years)